
SLOT 13

MG GT Sebring GREEN V8

MG built sports cars in the market town of Abingdon, about seven miles south of Oxford. In 1966, Abingdon's production was divided over five models which parent company British Motor Corporation marketed under two different marque names. MG employees had been assembling Austin Healey brand cars alongside MG models for about nine years. The Austin Healey 3000 was the top of the line, but it was also long in the tooth. Sales were declining. Styling was beginning to look dated. Its body-on-frame construction was out of line with the factory's other models; all the other cars featured uni-body construction. Major investments would be required to keep the Austin Healey 3000 in production, firstly because of looming safety regulations and secondly because the C-series engine used in the 3000 would soon be discontinued in the other British Motor Corporation vehicles. The big Healey's days were clearly coming to an end. A replacement was needed.

In the automotive industry, it's important for new models to make strong first impressions. BMC sought to promote their new MG model through endurance road racing. Specifically, the BMC Competitions Department set its sights on the annual twelve-hour endurance race at Sebring Florida. Perhaps recognising that the MG's engine would have a power disadvantage in any racing class the car was eligible to enter, the "Comps" team sought to make up for it by reducing the cars weight. Specially fabricated aluminium body panels were ordered for the MG "GTS" or 'Sebring" race cars. Most of these panels were made on regular production press dies by supplier Pressed Steel. Wings were a conspicuous exception: they were hand-made and they featured aggressive wing flares to suit oversized tyres. The front valance, front wings, door skins, and GT hatch were all made from aluminium and were designed to be bolted on.













