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From: thegeoffallen@tiscali.co.uk

To: Mgjagrover2@aol.com

Sent from the Internet (Details)

Mike,

GD2D1 95 G or as it was at one time ADO75 95 G, (it may have had the prefix changed as some of the early cars did), was the fifth pre production development GT V8 built.

I believe the ADO was an abbreviation of "Associated Drawing Office" and many cars of various models carried this prefix. Also the commission number prefix G23D was for the 1800cc MGB GT.

These early cars were built as far as they could be as 1800's on the line as complete cars less engine and gearbox. They were then towed to development to be completed as V8's for development purposes.

The car has the date of dispatch from the factory as 6th September 1973, this would be the date that the car was sold on when development had finished with it. The date I have of first registration 1st June 1973, but it would have probably been used on trade plates prior to that date.

The car was sold on to a works apprentice named George Saxon, I think it was probably George who fitted some of the interior embellishments such as the Maxi arm rest and he did fit an early chrome rad grille with vertical slats at one time.

It was later sold on to Tim Morgan in 1979 but did have at least two other owners since June 1975.

I have a note stating that the car was now fitted with a Holley carburettor and Monroe rear shock absorbers, unfortunately this note is undated.

I did an unseen valuation of the car in January 1994 of £7,500 to £10,000 or more according to condition, with the original parts but less without unless he could find someone who preferred the Holley. By this time the car had acquired a stainless steel exhaust system. This was only an estimate I don't think he was going to sell it at that time.

By August 1999 Tim was having problems with his ex wife regarding the car and that was the last I heard of it until your name appeared on the register later.

I think it's a good thing for you to be returning the car to its original state, I personally prefer the SU carbs and such an early car is well worth keeping as it was built.

As far as I can remember the early cars didn't have tinted glass fitted, as it was extra on the 1800's.

The details from MG V8 21 Years on were passed to on David Knowles from my original listings.

Sorry about the delay but I seem to be collecting hospital like other people do stately homes at present but if I can be of further help please let me know.

Geoff Allen.

V8 Register Historian & Archivist.