



End of the MGBGTV8

By 1976 MG were focusing their engineering and marketing efforts on the important facelift for the 1977 MGB model year which saw a number of changes including a restyled dashboard fascia, new striped seat fabric, new door cards and trim, an overdrive switch on the gearknob, suspension improvements and other changes. By mid-July 1976 the last production MGBGTV8 (Ermin White 2901) had been built and was then despatched to Wadham-Stringer in Plymouth a month later. As sales of the V8 model had slowed, with the focus on the 1977 MGB model there was no longer room for the production of the V8 model. But two more V8s were built after the series production of "1976 model year" V8s ended - they were both recorded in the Factory records as pre-production cars and were fitted with a variety of pre- and post-facelift features. The first (Glacier White 2902 later changed to Ermin White) was sold to Syd Beer and the second car (Flamenco Red 2903) became the final MGBGTV8.

Last MGBGTV8



The Factory records show the last MGBGTV8 was built on the 10th September 1976 and in early October was transferred to the BLMC Austin/Morris Body Plant at Cowley where it was passed to Bob Dover, a BL manager at the time, under the Management Car Plan scheme. The present owner of the car, Peter Wilson, says the documents he has show that "the development team had worked on the vehicle to verify the changes required to make it represent an example of the 1977 model year range, with both body and many interior differences" and "in April 1978, the registered keeper changed to Leyland Historic Vehicles Ltd." and

the car subsequently went on display first at Syon Park before its transfer to the British Motor Museum at Gaydon."

In David Knowles' book MG V8 he relates the subsequent history is that in 2000 "it was decided by BMHIT to cull the car collection somewhat" and "the V8 was reluctantly made part of an auction." Subsequently "John Edwards (MG Rover) arranged the purchase of the V8 to form part of a small collection of significant MGs that the Phoenix Consortium wanted to have on display at Longbridge. Following the subsequent collapse of MG Rover the V8 was sold. The present owner Peter Wilson then acquired the car.



Interior with a mixture of 1976/77 - a new restyled dashboard fascia, suspension improvements but the earlier black cord seats.

