

Photo profile of an MGBGT LE V8 Conversion



MGBGT LE V8 – Quicksilver

In the confused period running up to the final closure of the MG Plant at Abingdon in 1979, a number of “limited edition” MGB Roadsters and GTs were produced with the GTs finished in a Pewter metallic body colour and a set of five spoke alloy wheels. Longstanding MGBV8 enthusiast Howard Gosling was then running an rubber bumpered MGBGT V8 (Tahiti Blue 2332) and on learning that a director within BL responsible for the MG Plant had been working on plans to produce a single V8 powered car as part of the limited edition series, he registered his interest in buying this new one-off car – an MGBGT LE V8 – as a replacement for his existing V8. But sadly the plans for MG to produce the limited edition V8 fell away when that director left his post at Abingdon.

But Howard’s interest in a limited edition MGBGT LE V8 had been set running and through his close contacts with Brown & Gammons in Baldock, where his MGs had been serviced for many years, he was able to buy a new MGBGT LE and then commission Brown & Gammons to build his V8 version as a new car. In the process Howard sold off the redundant four cylinder engine. As the new MGBGT LE had been in store for some time they found the car needed a complete respray which was carried out under warranty. Then because of the delay before first registering the car for the road in August 1981, the new MGBGT LE V8 ended up with an “X” registration plate. Howard named his new car “Quicksilver”.

One feature of Howard’s ownership of his MGBV8s is his heavy daily use in the course of his business, on Club duties (he has been a director and then vice chairman and a volunteer in race administration for the MG Car Club over the years) and for general pleasure. His annual mileage is not only extraordinary by classic car standards but also by modern car use too. So after many years of heavy use the car needed a rebuild which was undertaken by the late Geoff Allen at his Abingdon workshop with the respray handled by Brown & Gammons.

Then with further continued heavy use Quicksilver needed a second rebuild in 2005 when, because of the state of the original bodyshell, the rebuild included a new Heritage bodyshell with the much improved rust protection provided by the phosphoretic coating applied in the manufacturing process at BMH Witney. The work, probably better described as a restoration, was undertaken by Brown & Gammons.

The car has overdrive on top gear operated by a switch on the dashboard and on a long run from Scotland home to Dorset Howard recorded an average fuel consumption of 30mpg with an average speed of almost 70mph using Super Shell fuel. The total mileage to date is over 240,000 miles and the car continues to get heavy daily use with much enjoyment in the process.