

An MGBGT V8 in a rare Factory production colour, Limeflower



Limeflower is a very rare colour for a Factory MGBGT V8

In fact there were only two early cars - VIN **0118** and **0156**. Mike Dunlop, who has had his V8 (0118) for many years, was keen to know where the other car was today. Well it has been traced to Portugal with the help of Victor Rodrigues in Zurich who reports the car was advertised on eBay in 2005 and bought by Alberto Cruz. It was no longer in Limeflower but had seen a respray in Glacier White plus a change of interior from Navy Blue to Autumn Leaf. The car was later sold to Domingos Faria (an active board member of the MAIA MG Car Club Portugal) and then sold again to the present owner Dr Paulo Sousa. Victor says "let's hope we see this car in Limeflower again one day".

Both Limeflower V8s were Pre-production cars. **Limeflower 0118** was built in March/June 1973 and despatched to BLMC Austin/Morris in Longbridge as a Public Relations car for press demonstration and other uses. It still carries the characteristic "HOH" number plate. **Limeflower 0156** was built in May/June 1973 and originally despatched in early August 1973 to Carey and Lambert in Southampton

Limeflower is often mistaken for Harvest Gold

The two colours are easily confused as they are very similar unless you have two V8s in those colours alongside each and then the subtle difference can be seen - see the Harvest Gold V8 in the "profiles" banner on the V8 website.

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The first MGBGT V8 produced in Harvest Gold was 0106 followed by 0111, 0116 then of course more followed in the production run of both chrome and rubber bumpered V8s. A total of 183 were produced in Harvest Gold, some 7.04% of total production - 152 with chrome (8.16%) and 31 with rubber bumpers (4.19%).

my trophy by Lord Montague himself.

The photos by the way were taken May 2012 at the Abingdon Air and Country Show as part of the Abingdon Works Centre Display. I'm pleased to report HOH 901 L looks just as good today. HOH 901 L has still only done 34,000 miles from new and is absolutely original apart from the obvious mods I've already mentioned.

Mike Dunlop has owned the car since 1976

Mike Dunlop says "I purchased my car from a company called Richardson & Sons Ltd of Staines (Middlesex) who sold pre-owned MGs of all models. HOH 901 L cost me the princely sum of £2,050 on the 21st June 1976. I remember phoning my wife at home to ask if we could afford it, luckily she said yes!

As you can see from the photos HOH 901 L has had some minor customising over the years, with a front air dam, stainless steel side sills and a glass sun roof (which I regret fitting) but at the time I worked 12 hour night shifts at Heathrow Airport and didn't fancy leaving a car with a fabric sliding sun room in an open car park all night.

HOH 901 L was shown as a concours car by myself during the period 1978 to 1981, picking up quite a few trinkets on the way. The highlight was a "1st in class" at Beaulieu in either 1980 or 81 and being presented with