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# 1972 MG B - MGB GT V8

MGB GT V8

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Price	<b>USD 32 589</b> SEK 295 000 (listed)	Drive	LHD
Year of manufacture	1972	Interior colour	Black
Mileage	45 592 km / 28 330 mi	Condition	Used
Gearbox	Manual	Location	
Chassis number	GHD5G268520	Fuel type	Petrol
Number of seats	2	Exterior colour	Green
Number of doors	3	Car type	Coupé
Drivetrain	2wd	Exterior brand colour	Aston Martin California Sage

## Description

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1972 MGB GT converted to 3.5 V8. Finished in Aston Martin California Sage with original black interior. The car has travelled 300km since it's bare shell restoration and engine rebuild, at the time the gearbox was also inspected before being fitted.

This car started life as a 1.8, Swedish sold and first registered 1972. The current owner acquired the car 8 years ago and embarked on an ambitious restoration project, with some help from some very experienced friends in the industry. In 2014 the car was moved to the Aston Hill workshop, a highly regarded Aston Martin specialist in Stockholm, and the project began under the watchful eye of one of their master mechanics and body specialists, who has since moved on from the company to set up his own business rebuilding Jaguar E-type bodies.

After reading an article stating the MGB GT is 'the poor mans Aston Martin' the owner took this idea and ran with it, building a rather unique interpretation of a GT which certainly did not look out of place in the company it found itself in at the time. As you can see from the photos the car went back to bare shell to ensure no rust remained, before replacement panels were fitted and its new shade of Aston Martin California sage was applied. Further additions to the bodywork continued the theme; a

DB4 GT inspired bonnet scoop and the classic Aston Martin side vents were added, here integrated cohesively with the chrome side strip in a way that looks factory to the unknowing eye.

The underpowered 1.8 was never going to do a build like this justice so it was doubled in size to 3.5 L courtesy of a Rover V8 powerplant. As mentioned this engine was rebuilt prior to being fitted, and also the camshaft was swapped out for an uprated version. A Holley carb sits on top, and custom made headers channel the exhaust gasses out back via a full custom stainless exhaust that sound fantastic and is a huge part of the charm of this car. With a big increase of power handling needed to be kept in check, and is done so via upgraded Spax suspension all around, improved braking, wider wheels and tyres.

The car does have its imperfections and it is important to note these - we have tried to photograph these as best as possible. The paint isn't perfect in a couple of small areas. Alignment isn't perfect on the front chrome bumper, the front grill fit is poor and not the correct, and at some point the rear chrome bumper has been pushed inwards into the main bumper creating a small dent and rust. Inside the interior is very worn in places, and on turning the wheel full lock the tyres catch the headers. These are all small fixes that can be left and the car enjoyed as is - or rectified to make the car look as wonderful on close inspection as it does from several feet.

This is a truly boisterous build covered up by a classy looking exterior, a budget Bond car indeed. Mechanically sound with attention paid to all the critical areas, it is a joy to both look, listen to and drive and will bring the new owner many years of enjoyable motoring.

## Kaiser Classic

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