

# Turning back the clock



Photo by Darin Mandy - Digital Realism

Ian Rogers is keeping history alive, but having fun at the same time.

Ian Rogers is a long-time MG enthusiast, who today owns the Super Bee.

His first MG was a TF, which he bought when he was 18, and he soon also had an MGA 1600 Mk2, and used both in club events. "Then I got married and they went, but then I bought an MGA 1500 coupe", he says. "When the children came and the mortgage increased I didn't have any MGs for 27 years."

When he retired to the Gold Coast he looked back to fond memories and went in search of another MGA. He found another MGA 1600 Mk2, just like his first, and still has that today.

Wanting to do some motorsport, but not wanting to cut holes in his MGA, Ian bought an MGB, which he raced in Group Sb over the next few years.

Then he heard about the Super Bee for sale. "It had been advertised in various places... I didn't know what it was or where it had been, but the club members who had been around the sport a long time up here kept telling me it was a car of significance. There were guys looking at it... who were going to build a replica of it, because they reckoned it was quicker and easier to build a replica than try to restore the original one. So, it was a matter of securing the car before it disappeared."



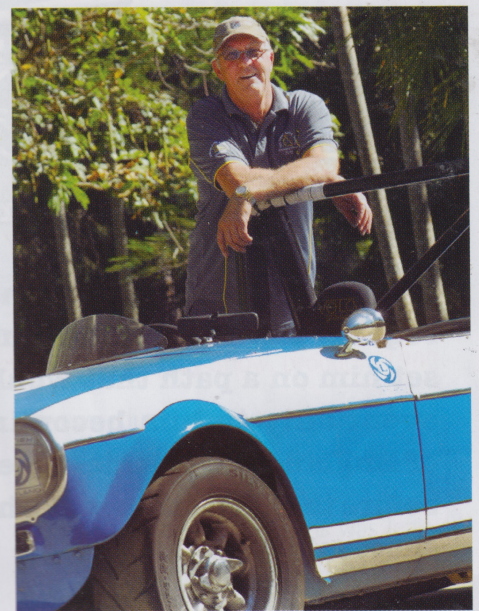
Ian bought it just after John McCabe passed away in 2008 and spent the best part of three years on the restoration.

While the car was complete it was in a bad way after sitting for nearly 40 years. "There were a lot of rusty surfaces; all the brake lines, the rotors; so we had to do a total brake rebuild, all the lines, cylinders, the whole lot. Then we spent about 200 man-hours on the body, just trying to get paint and bog off it. I had the whole car repainted, but in the Leyland livery."

While many parts were worn out and had to be replaced, including the pushrod engine, the main changes have been for safety. "Because of its age and because it was previously log-booked the roll bar didn't have to be changed. But I erred on the side of caution and it's my neck, so I've got a roll bar that's well above my head."

There have been a few other minor changes, but the car is essentially as it was in 1970. "CAMS wouldn't let me run it in Group Sb, as they thought it was too highly modified, so we run in Group T, which stands for True Historic. That's fine because it is true to what the car is."

Ian said ideally he would like to rebuild an MGB twin-cam motor, even if only to display



it with the car. He is also interested in taking the Super Bee to a few interstate historic events so more people can get to see it. "History you can't buy. Sure, you could build an MGB today and put modern stuff on it and it would probably go quicker than this one, but we've been faithful to it. I want to be competitive, but I'm out there for the fun."

"I'm just trying to keep some of the history of MG alive, I guess."



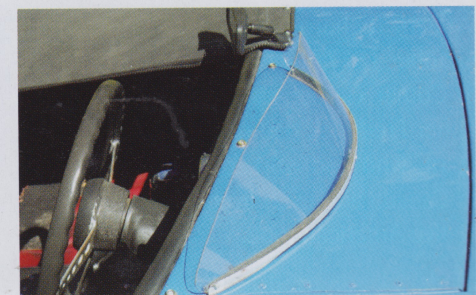
Modern seat and harness for safety.



Oil catch tank a must under current rules.



MGB still has Mk II reverse and taillights.



Aero screen is 1969 spec for the car.