



Built in Australia in November 1966 this car was one of few Mk 1. original Black roadsters. It was first registered in March [?] 1967. I became the custodian of this car in late 1979. At that moment I believe that I was the third owner.

The car became my daily drive for the next eleven years. Whilst mostly reliable it suffered from regular blown head gaskets. The engine had been

modified by a previous owner and was described as a high compression engine.

In 1990 after discovering that the engine had 5000 shaved off the block as well as the head, plus twin cam escort pistons employed to make it perform. The original engine was removed and a second- hand block installed.

In 1996/97 the car underwent a 2 year complete professional body rebuild at Scott's MG Paint and Panel on the northern beaches in Sydney. Virtually every panel was rebuilt and / or replaced. This was done not only to save this unique original black car but also to make it handle correctly and respond to the new suspension.

The car at this point was no longer going to be a daily drive but being set up to have some fun and to compete in Club Motor Sport.



MG Challenge Hill Climb Collingrove S.A. 2018.

The car has always remained road registered and has been enjoyed in Classic Road Rallies [ CRC] and SuperSprints [ CSCA events], Hillclimbs and Historic [HSRCA] regularity events.

In 2015 when doing an engine refresh it was noticed that the replacement engine had developed cracks in the block on the exhaust side. A decision was made to replace the engine for the long-term enjoyment of the car.

A new engine was developed utilising a spare American engine that had been sitting in my

garage for many years. I wanted a very reliable engine to see me into retirement and allow more enjoyment to flow. I gave the engine to Geoff Morse and Richard Caller at Peninsular Sports Cars at Brookvale to build an appropriate engine.

What was built was not only a reliable engine but a more powerful one. Because of its' success the build has now been repeated many times for fellow MGB owners.

The engine now in the car is, 18V847-H14584. Thus, the third engine the car has had installed. The engine produces 104.5 bhp at the rear wheels and is very well behaved on the road and provides outstanding performance on the circuit. It is coupled to a Needham Close ratio Mk1 gearbox with no syncho on 1<sup>st</sup> gear. It is best described as a Stage Two engine with all the right lightened components fitted to enhance the results of the build.

For a long time the car has been professionally maintained before, and since this build at Peninsula Sports Cars in Brookvale NSW.



Richard Caller, Peter Rose and Geoff Morse preparing the car for the Apline Rally 2018 at Peninsula Sports Cars.

The car and its' custodian have had the opportunity to compete at the following venues.

Bathurst Regularity [FOSC]

Phillip Island Regularity [VHRR]

Morgan Park Regularity [HRCC]

Tailem Bend Super Sprint [MG Challenge]

Alpine Classic Rallies [NSW CRC]

Bathurst Hill Climb [ Bathurst Light C C]

Wakefield Park Regularity [HSRCA]

ALFA Highlands Rally [NSW CRC]



Ringwood Hill Climb [ Newcastle MGCC]  
MG Classic Rallies [MGCC Sydney]  
Collingrove Hill Climb [MG Challenge SA].  
Oran Park [disceased] Regularity [HSRCA]  
Sydney Motor Sports Park Regularity [HSRCA -  
FOSC]  
Sydney Motor Sports Park Super Sprints [CSCA].

The car has also been utilised in display days to promote the activities of the historic sports car movement in NSW. In 2018 the car was one of the featured cars at the AUSTRALIA DAY CARnivale held in Parramatta Park. It was part of the HSRCA display.



In 2019 the car was also part of the Australia Day “Rusty Nuts Racing “ Group display at Dee Why Beach.

The car currently competes with the number 25. This is a tribute to the only Black MG Factory car to be driven in competition in Europe in the 1960's. This car was driven by “Baggy” Sach/Alex Poole and Roger Enever at Brands Hatch 500 miles race on the 8<sup>th</sup> March 1966. It finished 3<sup>rd</sup> beating many more powerful European sports cars of the day.

The car has appeared in many Historic Car Club magazines including the HSRCA Spring 2017 Oily Rag featuring the ‘Rusty Nuts Racing group’ which includes some 20 odd NSW MG's.

MGB's were built to have fun and to be adapted to suit which ever sport they were involved in. This car has truly been well maintained, developed, loved and enjoyed by the current custodian.

At 53 years old she is still beautiful.....!!!

