

PROJECT MG-B

SCW is conducting an extended test on an MG-B over the next four months. In this issue, we watch our car being assembled at BLMC's Sydney plant.

IT was a perfect summer's day as we wheeled our brand new MG-B out of the main gate of British Leyland's Sydney plant and on to the highway. The top was down and we felt a sense of exhilaration as second gear was selected, the revs rose and the wind began to blow in our face.

This was the start of a 10,000 mile test of an MG-B specially built for SPORTS CAR WORLD by BLMC. And we were going to live with this car for the next four or five months.

The extended test will give enough time to really enjoy the car and discover what makes it Australia's top selling sports car.

If you're like us, you probably don't give much thought as to what goes into the construction of a car. You probably walk into a dealer's showroom, hand over the loot and drive away to show the car off to your bird.

After a conference with British Leyland's commercial director, Bob Johnston, and chief public relations officer, Brian Tebble, a Bee was ear-marked for SCW.

We followed its progress from the first weld to the engine testing and the final paint job.

Due to the small output of the MG plant in Sydney—about 1500 units per year—each car is hand assembled. After the body panels are welded the shell goes to a hand-finishing section where the rough edges are smoothed out. From here the body goes to the Roto-dip for rustproofing and then spray painting.

It then returns to the line to be fitted with the front and rear suspension. This is also hand assembled prior to fitting. Next is the engine and gearbox which comes from England complete. Each unit is started on a test bed and tuned before being dropped into the car. The rest of the components follow.

SPORTS CAR WORLD staff (if they can grab the keys when the editor is not looking) will be using the car for everyday activities just as a normal driver would. We will also be adding the personal touch to the car with some special accessories. We have some exciting ideas for the car, details of which will appear in future issues.

Meanwhile, here we were with a brand new MG-B and our little black address book in the glove box, setting out on our first test. #

Once the body has been completely assembled it then goes to a hand finishing section where the rough edges are taken off and the body is prepared for painting.

The engine and gearbox come assembled from England and before being dropped into the car are tested and tuned on this test bed.

The bodies come in CKD form and are welded together at the assembly plant in BLMC's Sydney factory. The construction starts at the rear.



