

MG-123 TROUBLE-FREE



Except for a couple of minor troubles, our test MG is showing up well and is providing SCW staff with some enjoyable motoring.

MG 123 has now notched up more than 6000 miles, all virtually trouble free. While the engine is still a little stiff it's singing sweetly as a bird. It will probably need at least another 2000 miles before it frees for operation to full potential. We have put up the miles in varying conditions — from Interstate trips to stop-start Sydney peak-hour traffic — and so far the car hasn't made a murmur of protest.

We've had our minor troubles: two flat tyres; a broken throttle cable right in the middle of the 5 pm rush; a broken overdrive switch . . . and the wind got under the aluminium bonnet while propped open for oil and water check. The broken overdrive switch probably broke through over-enthusiastic use.

We found third gear and overdrive ideal for city traffic, especially in Sydney where there are two types of drivers—the quick and the dead. By using overdrive instead of top gear in traffic we found we could switch in instant power for passing manoeuvres. The overdrive when switched out immediately adds 1000 rpm to the engine speed and the car is virtually accelerating before the throttle is brought in. It's well worth the extra money to have it fitted.

Originally, we ran figures on the car with only 3000 miles up, but it was still very stiff and they were not a true indication of the car's performance.

Through the gears, first runs out at 35 mph and 6000 rpm; second at 50 mph; third at 75 mph; and top, 100 mph. Using overdrive, third will run to 95 mph and 6000 rpm, while we saw 115 mph on the speedo before we ran out of road using overdrive on top. Over the quarter, the best time we recorded was 18.1 sec, but with a few more miles and some fine tuning we should see a figure in the high 17s.

A word of warning. Make sure the gas station attendant correctly slots the bonnet prop. If not, a windy day could see your bonnet take wings.

This happened in Melbourne, 500 miles from home. A gust of wind caught the incorrectly-propped bonnet and we watched horrified as it

MG 123 is living the proper life of a sports car . . . and with the right kind of passenger. The engine is now freeing up and the performance improving.

A Mini boot strap was screwed to the side of the bonnet and the mudguard to stop the aluminium bonnet flying over the windscreen when propped up in windy conditions.

bent itself over the top of the windscreen. It was a Sunday and the long trip back to Sydney ahead. Some inexpert panel beating got the bonnet to close—and there it solidly stuck. The engine co-operated: no oil, water or de-lousing needed.

In Sydney, British Leyland fitted a new bonnet and the boot strap from a Mini screwed to the lid and the side of the engine bay to stop it happening again. As a safety measure—and a financial one, as well—we recommend this to all B owners. The Mini boot strap can be picked up at any BLMC dealer and is inexpensive insurance when compared with the price of an aluminium bonnet.

The headlights are adequate for normal touring on country roads but we found they ran out in excess of 70 mph. Rather than hang extra QIs off the front and spoil the look of the car, we decided to fit a pair of Cibie Biodes in place of the normal headlights. These fit into the existing holes in the guards and wire up to the sealed beam connected. On low beam, the Biode works as a normal headlight but high beam brings in the QI. This is a separate light mounted inside the normal headlight. The fitting of these is a little tricky as the dip switch has to be bridged to stop the normal headlight going out when the QI is switched on by the high beam switch. We'll explain the fitting of these in the next issue.

Meanwhile MG 123 is serving its masters well. #

MG 123 PERFORMANCE AT 6000 MILES

SPEEDS IN GEARS:

First	35 mph at 6000 rpm
Second	50 mph at 6000 rpm
Third	75 mph at 6000 rpm
Top	100 mph at 6000 rpm
O/D: Third	95 mph at 6000 rpm, top 115 mph
Third (overdrive)	95 mph at 6000 rpm
Top	115 mph (approx) at 5500 rpm

ACCELERATION THROUGH GEARS:

0-30	3.4 sec	0-60	12.5 sec
0-40	6.0 sec	0-70	17.0 sec
0-50	8.9 sec	0-80	24.1 sec

ACCELERATION IN THIRD GEAR:

30-50	3.3 sec	50-70	7.0 sec
40-60	3.5 sec		
Standing quarter mile			18.1 sec



