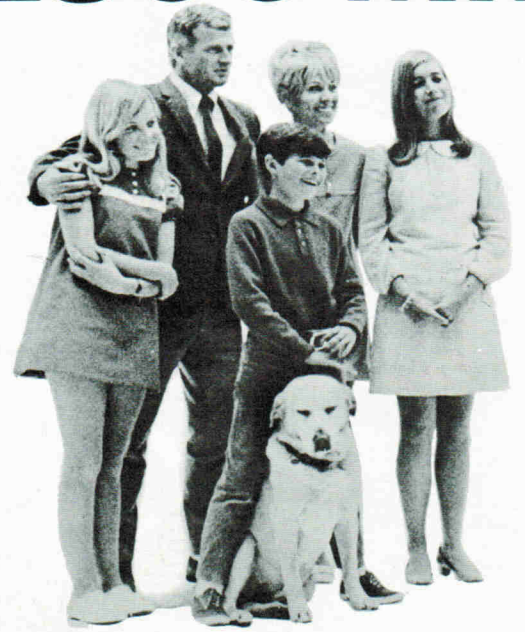


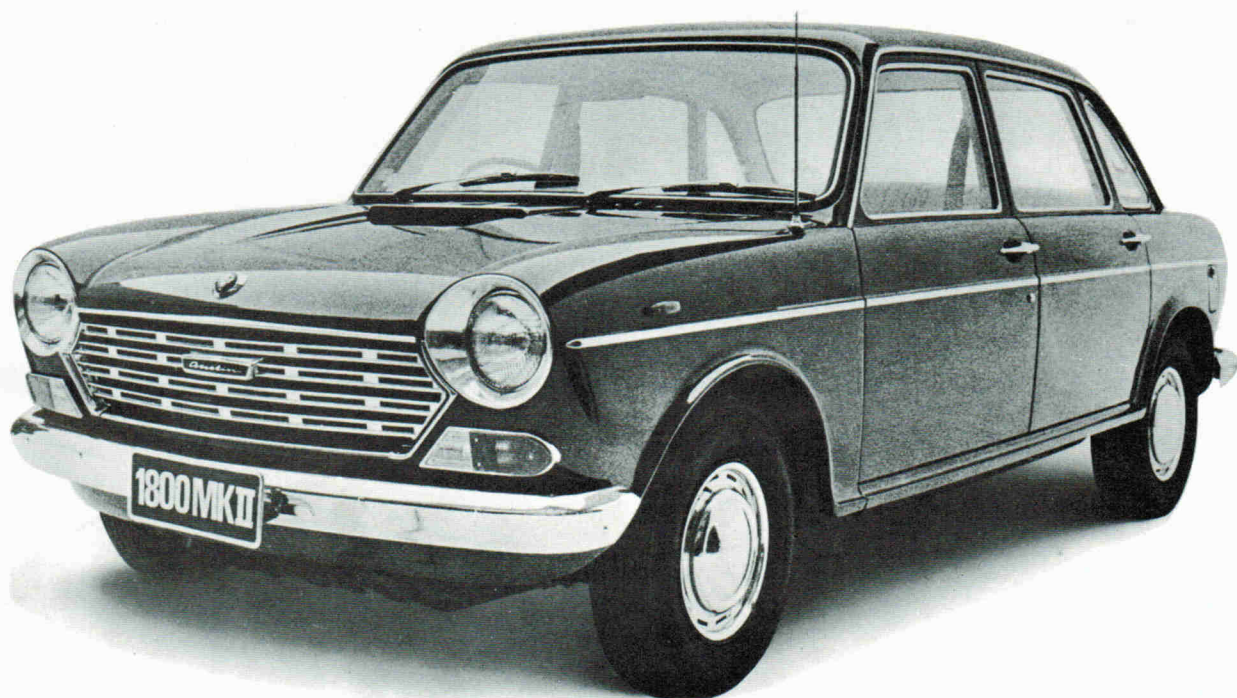
YOUR

1st class.

TRAVEL TICKET

The new Austin 1800 Mk. I





1st class travel means comfort

And the Austin 1800 MK.II is a comfortable car. It's comfortable to ride in, because there's plenty of room.

The east-west engine sits *across* the car's body — not along it — all the space saved is used for passengers and luggage. So, no matter whether you sit in the front or the back, there's plenty of leg room—and elbow room.

And the well-upholstered, contoured seats will let you drive all day — without cramping your legs or wearing yourself out. It's comfortable to drive, too.

Front wheel drive makes the car go where you want it to, synchromesh on *all* four forward gears gives snappy gear changes,* and power assisted disc brakes on the front wheels and radial-ply tyres all round make sure you do everything safely.





There's also the added benefit of road-flattening hydrolastic suspension. You can see the bumps coming, but you don't feel them. And it doesn't take away from the car's handling abilities. In any form of suspension, car makers must choose between giving their customers a good handling car with hard riding, or a soft riding car that handles poorly. Unfortunately for them, other cars have this problem.)

Other comfortable items of the 1800 MKII include a heater/demister. A fresh air system. Arm rests on every door. Carpeted floors. And extra sound proofing. They may sound like little things, but they're worth having around — especially as they don't cost you a cent extra.

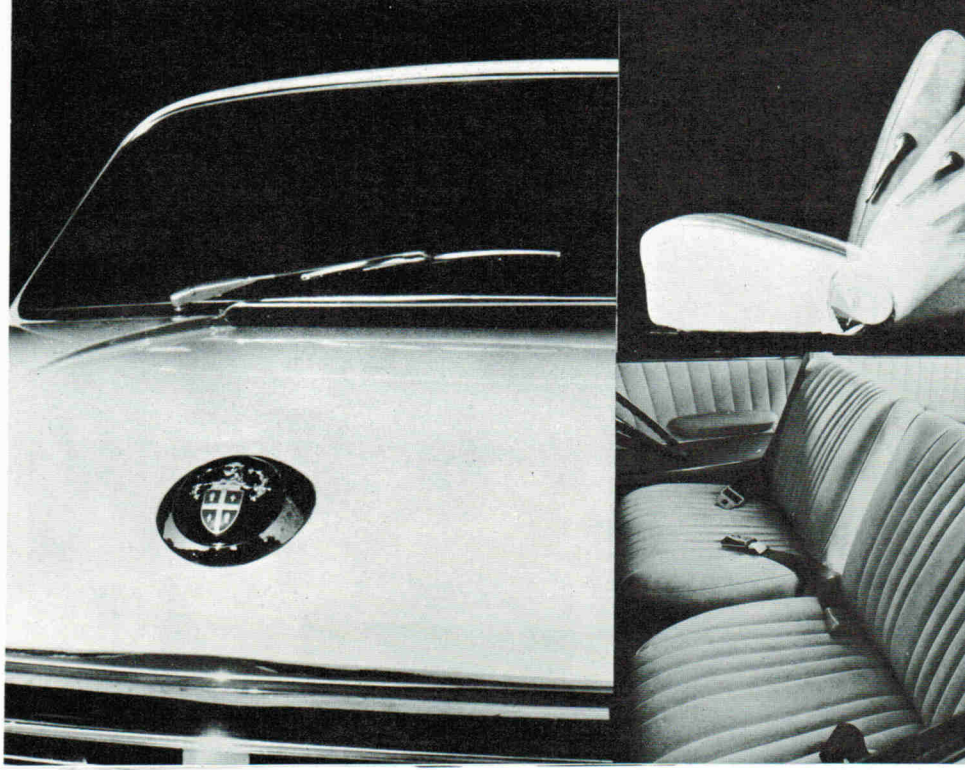
*Also available with 3-speed, automatic transmission.

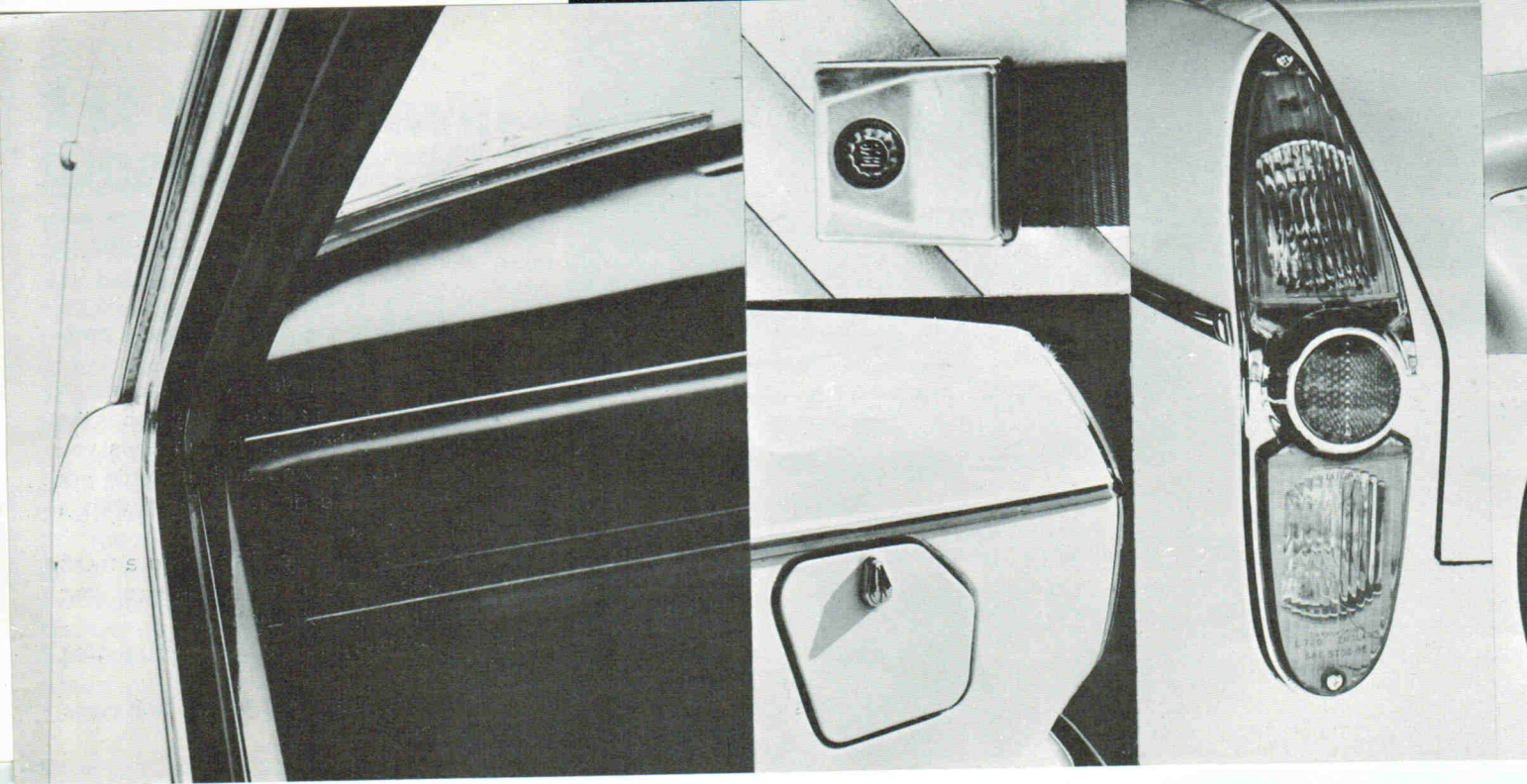
1st class travel means luxury

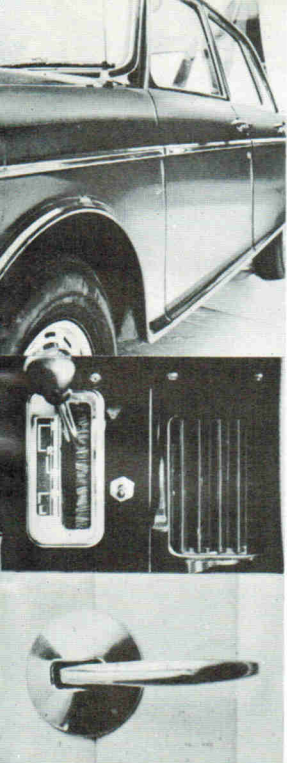
Luxury on the outside as well as the inside. Let's take the outside of the 1800 first. The body's been through 6 different rust-proofing treatments. (You can't see them — but it's nice to know your car's never going to rust.)

Then there's the paint work. A sparkling baked enamel finish that never needs polishing (we made it that way), just a wash every once in a while will do.

And there are all the other things that make the 1800 a 1st class car. Like: dress rims on the wheels, indicator lights, disc brakes, radial-ply tyres all round and even the little courtesy light that goes on when you open the boot — just like the one in your refrigerator.







1st class travel means a lot of extras

Except that on the 1800, the extras come as standard equipment. They're already on the car. And they don't cost you one cent more. (Other manufacturers call them "Optional Extras" and charge you extra to have them fitted.)

Take a look at the "Standard Equipment" of the 1800 MK.II — it's quite a list!

There's disc brakes on the front wheels. And power brakes all round.

Radial-ply tyres (that give up to 50% more wear) on all wheels.

And a gravity-conscious brake pressure reducing valve to make sure your brakes

don't lock the rear wheels in emergencies.

There's an anti-glare rear vision mirror. Child-proof safety locks on the rear doors. A courtesy light in the boot. Heater/demister unit (with booster). Fresh air ventilation unit. Twin-tone horns. Fitted, moulded carpets. Dress rims. Parcel pockets on all four doors. Windscreen washers. Kick plates on all four doors and on the door sills. And a cigarette lighter on the dash.

That's it.

It's all standard equipment on the 1800 MK.II. (But to fit other cars out like this would cost around \$350!)

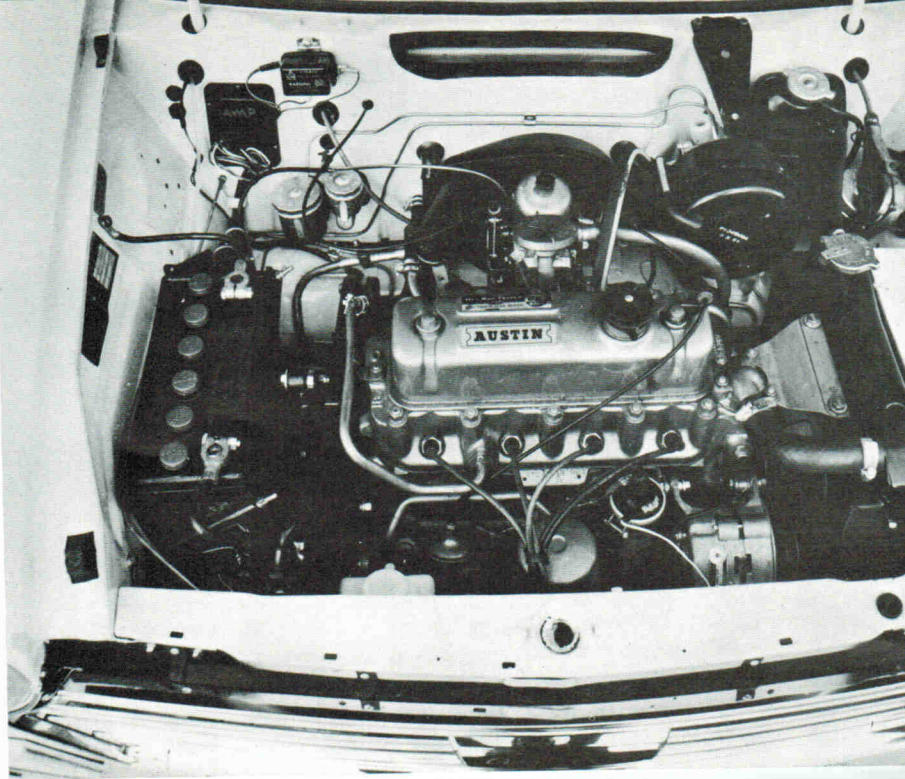
1st class travel means safety

Accidents will happen. It's unfortunate, but they do. So isn't it nice to know B.M.C. have done something about protecting you—and your passengers. For a start—the east-west engine itself acts as a barrier to protect you. It's been designed to roll under the passenger cabin—not come back through it. The steering column can only be pushed one way—up—towards the roof. Not back towards the driver. The body is one of the strongest in the world. To quote the N.R.M.A. magazine "Open Road": *"The Austin 1800 has the strongest body box of any car in the world, although it is closely followed by Rolls Royce Silver Shadow and Mercedes, Rover and Volvo cars."*

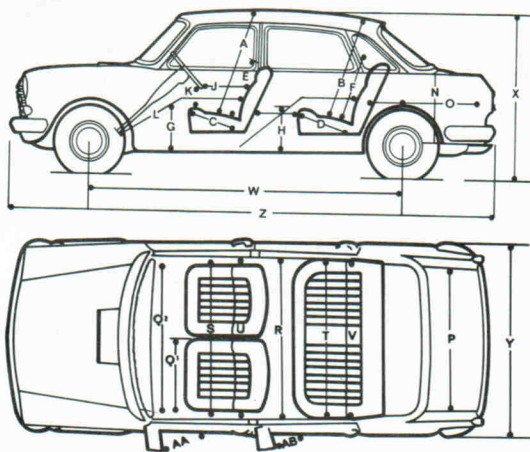
And because car passengers aren't quite as tough as the car, B.M.C. have fitted a few other items to keep you quite safe.

There's three-point lap and sash safety belts, padded dash board, collapsible sun visors, doors that stay closed on impact and safety glass all round.

"Open Road" August, 1967.



Mk.II provisional specification



GEAR RATIOS	GEAR BOX	FINAL DRIVE	OVERALL	ROAD SPEEDS AT 1000 RPM
Reverse	3.075:1	—	12.88:1	—
1st	3.292:1	—	13.79:1	4.98 m.p.h.
2nd	2.059:1	—	8.62:1	7.98 m.p.h.
3rd	1.384:1	—	5.80:1	11.84 m.p.h.
Top	1.00:1	4.19:1 (16/67)	4.19:1	16.39 m.p.h.

A 37¾ in.	B 37½ in.	C 18 in.	D 19 in.	E 20 in.	F 21½ in.	G 13 in.
H 13½ in.	I (MAX.) 17 in.	I (MIN.) 10 in.	J (MAX.) 16½ in.	J (MIN.) 9½ in.	K 6 in.	L 46¼ in.
L (MIN.) 40 in.	M (MAX.) 46 in.	M (MIN.) 43 in.	N 19 in.	O 36 in.	P 48 in.	Q1 26 in.
Q2 52 in.	R 56 in.	S 57½ in.	T 57½ in.	U 36½ in.	V 53½ in.	W 106 in.
X 56¼ in.	Y 66¾ in.	Z 166 in.	AA 35 in.	AB 33 in.	Ground Clearance: 6 in. Approx. Weight: 23 cwt.	

ENGINE: Water cooled, overhead valve, four cylinder. Five bearing crankshaft, counterbalanced and fitted with vibration damper. In unit with clutch, gearbox and final drive installed transversely at front of car. Bore 3.16 in. (80.26 mm); stroke 3.5 in. (88.9 mm); cubic capacity 109.75 cu. in. (1,798 cc); compression ratio 8.6. Maximum power 87 b.h.p. at 5,300 r.p.m.; maximum torque 101 lb. ft. at 2,200 r.p.m.

FUEL SYSTEM: S.U. Carburettor, type HS 6 with paper element air cleaner and warm air intake. Mechanical fuel pump; fuel filter in tank. Tank capacity 10¼ gallons. Locking petrol filler cap.

LUBRICATION SYSTEM: Full pressure feed. Sump forms oil bath for gearbox and final drive; internal gear type pump driven by camshaft; external full flow filter; gauze filter in sump with internal magnet; total oil capacity 11 pints plus 1¼ pints for external filter.

IGNITION SYSTEM: 12-volt coil and distributor and vacuum controlled advance and retard.

COOLING SYSTEM: Closed pressurised system with expansion tank, pump, fan and thermostat. Capacity 1 pint for heater.

CHASSIS: Transmission: Clutch, single dry plate, with diaphragm spring plate; hydraulic master pedal. Four speed gearbox with shafts for 1st, 2nd, 3rd and top; central gear lever mounted from body floor and operating box by flexible drive casing in unit with engine and gearbox (16/67). Drive to front wheels via helical spur drive shafts with universal joints.

STEERING: Rack and pinion; 3.8 turns lock to lock. Track (front) 4 ft. 7½ in. Turning circle 37 ft.

SUSPENSION: Front — independent with upper and lower arms and locating tie-rods; swivel axles mounted on ball joints. Hydrolastic displacers (inter-connected) are mounted horizontally in front suspension in front of bulkhead. Rear — independent, with incorporating Hydrolastic displacers.

BRAKES: Foot — hydraulically operated by master cylinder with servo assistance; front, disc 9.9/32 in. diameter; rear, 9 in. x 1¾ in. drums with leading shoes. A 'G' conscious pressure reducing valve between front and rear brakes to provide balanced effort. Handbrake lever is operative on rear axle.

ROAD WHEELS: Pressed steel, five stud fixing. 13 in. Radial Ply tubeless tyres.

ELECTRICAL: High output alternator with current regulator; 12 volt, 50 ampere hour battery with double dipping sealed beam headlamps with dipswitch, headlamp flasher incorporated in indicator switch; sidelamps in unit with separate

small repeater flashers on sides of front wings, rear lamps in unit with separate flashers and reflectors; and stop lamps automatically dim when sidelamps are on; self cancelling flasher switch lever incorporating warning light which is automatically dimmed when side lights are on. Twin lamps for rear number plate are wired so that failure of one does not affect the other. Twin-blade, self-switching windscreen wipers. Dual, windtone horn with horn push in steering wheel centre. Interior light on door centre pillar with manual switch and courtesy switches on front doors. Concealed illumination for instruments. Boot interior lamp.

INSTRUMENTS: Ribbon type speedometer with mileage recorder combined with water temperature and fuel gauges. Head/sidelamp switch; combined ignition and starter switch; warning lights to show low oil pressure, headlamp high beam, and alternator not charging. Manually operated windscreen washer.

COACHWORK: Five seater; four door, six light saloon of all-steel unitary construction; full width fascia incorporating instruments, switches and warning lights, the upper surface is trimmed in black vinyl coated fabric to eliminate glare and incorporates an upper and lower padded crash roll; a third crash roll is on the full width parcel shelf which is below the fascia; an ashtray is fitted in the fascia console and one is provided in the back of the driver's seat for rear passengers; single interior tinted mirror. Dual, padded sun visors. Separate front seats, both adjustable for leg reach and for squab angle. Squabs can be adjusted horizontally to align with rear cushion to give a sleeping position. Front cushions comprise pressed metal pan with Dunlopillo and polyether pads and squabs comprise rubber diaphragms with polyether pads trimmed in leather-like expanded vinyl. Rear seat has metal seat pan with full depth polyether pad; rear squab is full depth polyether pad, trimmed in leather-like expanded vinyl. Parcel shelf of large dimensions behind

rear seat squab. Doors hung at forward edges by concealed hinges; All doors fitted with curved wind-down safety glass windows, both front doors fitted with outside private locks, rear doors have children's safety catches; large open pockets on front doors and smaller ones to rear doors. Door casings trimmed in vinyl coated fabric. Armrests on all doors. Floor completely covered in luxurious loop pile moulded carpet, with thick underfelts for insulation. Roof lining of moulded fibreglass faced with vinyl coated fabric. Curved, toughened plate glass for windscreen and back light, both mounted in rubber mouldings with bright plastic exterior finishers and rear opening quarter lights. Windscreen incorporates a modified safety-zone. Provision for fitting radio. Three-point safety belts fitted to front seats, built-in anchorage points for three-point safety belts in rear.

Lockable 17 cu.ft. boot at rear, fully lined; lift-up spring assisted lid with concealed hinges; boot interior lamp. Spare wheel carried in wind-down tray below boot floor. Chromium plated bumpers front and rear. Cant-rail grab handles for rear passengers, wheel discs, sill tread plates. Fresh air heater/demister system.

1st Class travel means a 12/12 warranty

Your Austin 1800 MK.II will be backed by the famous B.M.C. Warranty of 12 months or 12,000 miles, whichever comes first. If something mechanical goes amiss during that time, then we'll fix it for you — free.

The Company reserves the right on the sale of any vehicle to make before delivery, without notice, any alteration to or departure from the specification, design or equipment detailed in this publication. The issue of this folder does not constitute an offer. The goods manufactured by the B.M.C. (Australia) Pty. Limited are supplied with an express warranty which excludes all warranties, conditions and liabilities whatsoever implied by Common Law Statute or otherwise.



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