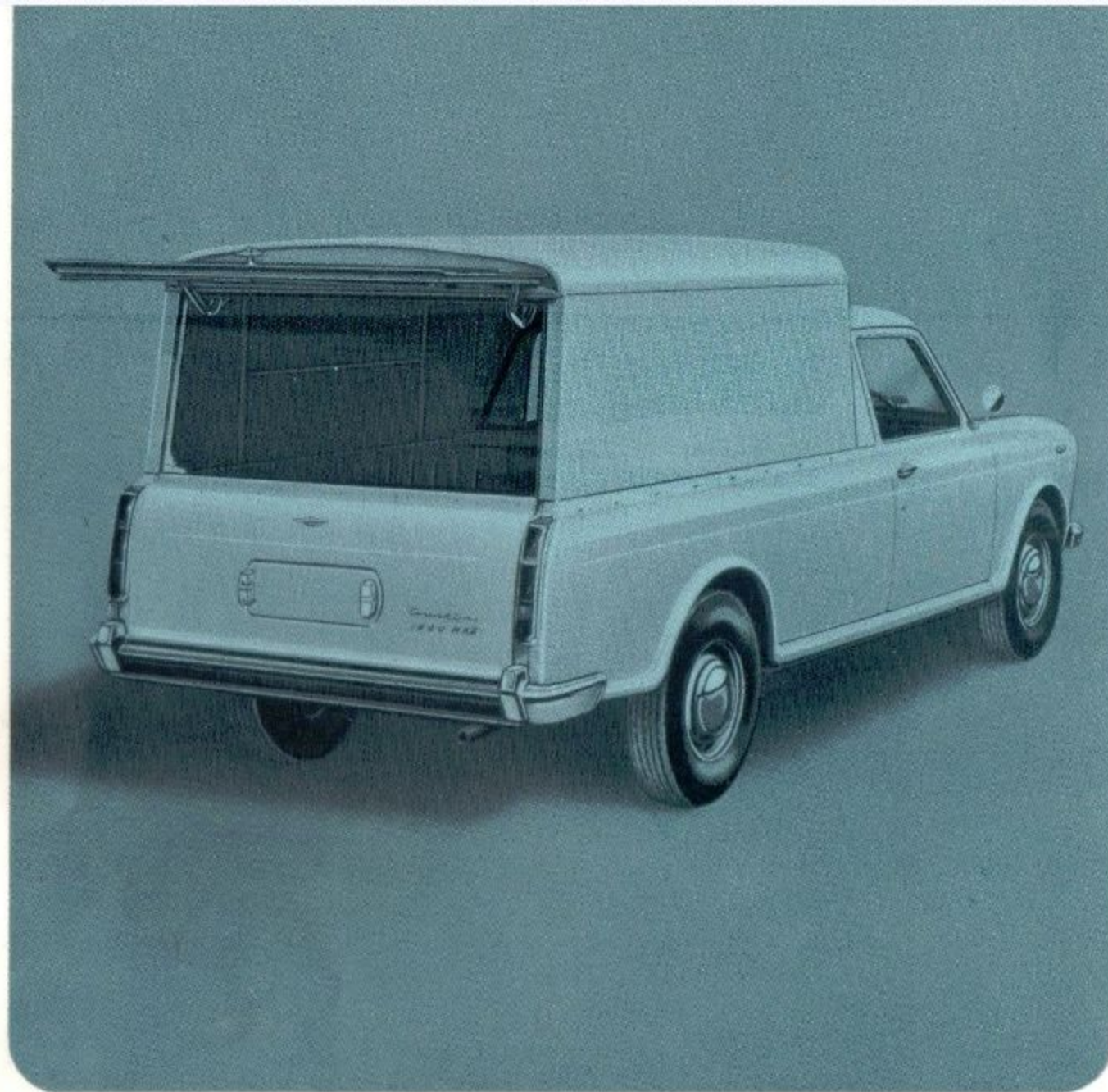


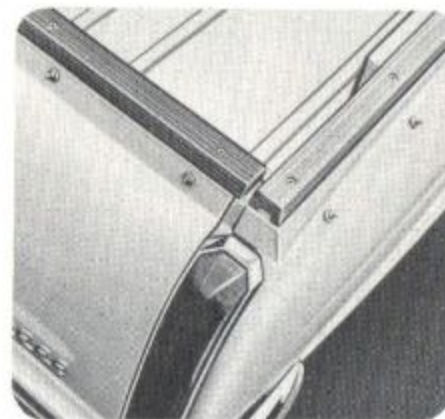
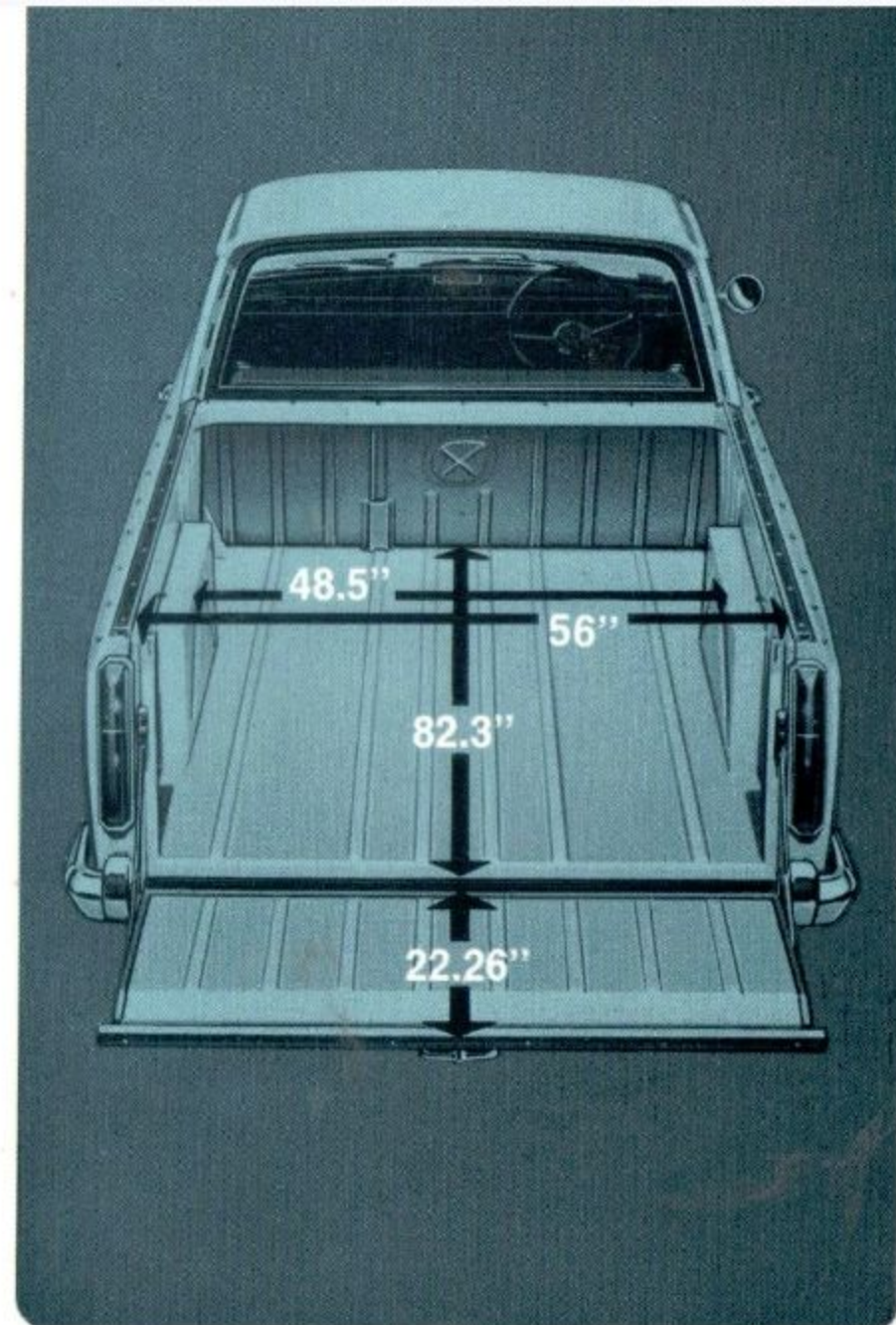


1st class worker

Austin 1800 Mk. II Utility.



In the Austin 1800 Utility, everything travels first class. The freight, the passengers and the driver. Because the east-west engine gives more cabin space — and more tray space. See your B.M.C. Dealer — he has all the details.



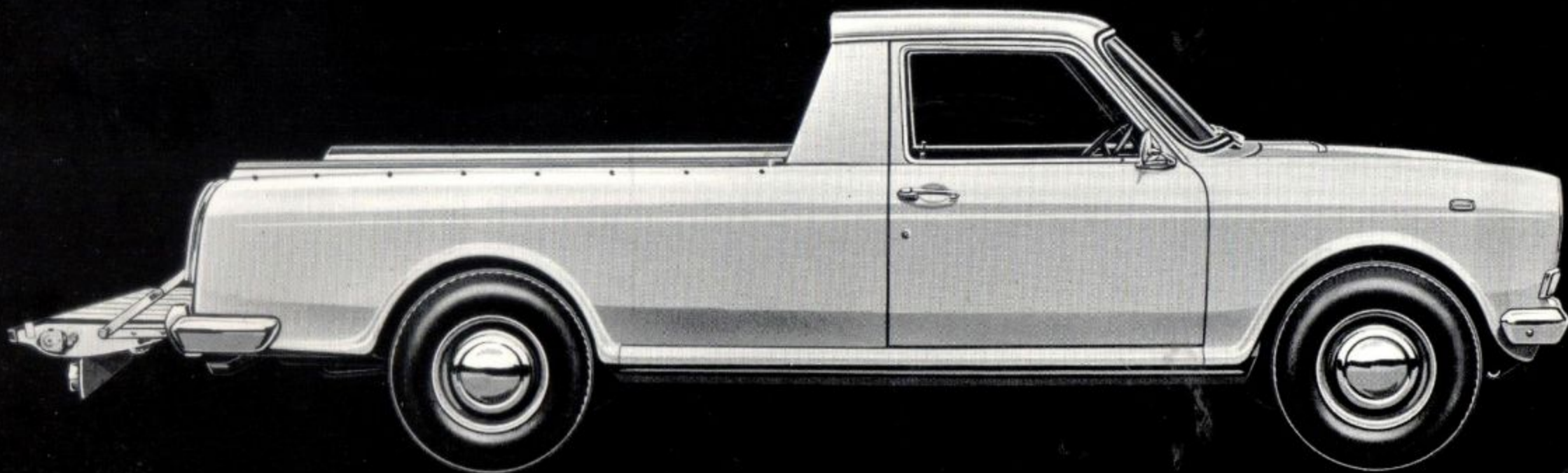
Replaceable wooden rub rails

The BMC 1800 Utility features wooden rub rails on top of the tray sides and tailgate. They're designed to absorb the majority of body damage which can occur when loading or unloading. To replace: Just unscrew and fit new ones. They also facilitate the removal of the inner steel panels for repairing any external body damage.

More features... more value than any other utility in its class

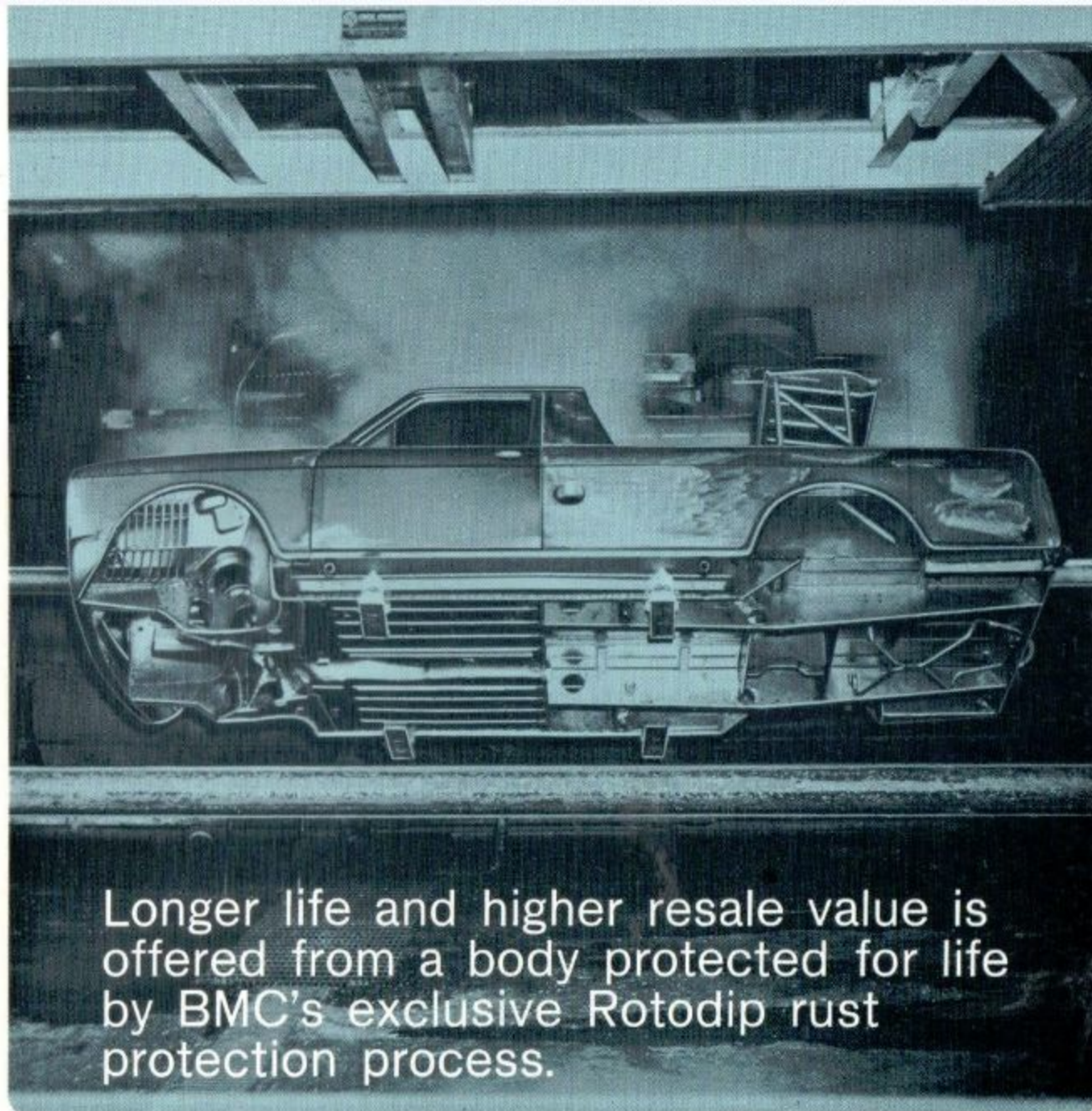
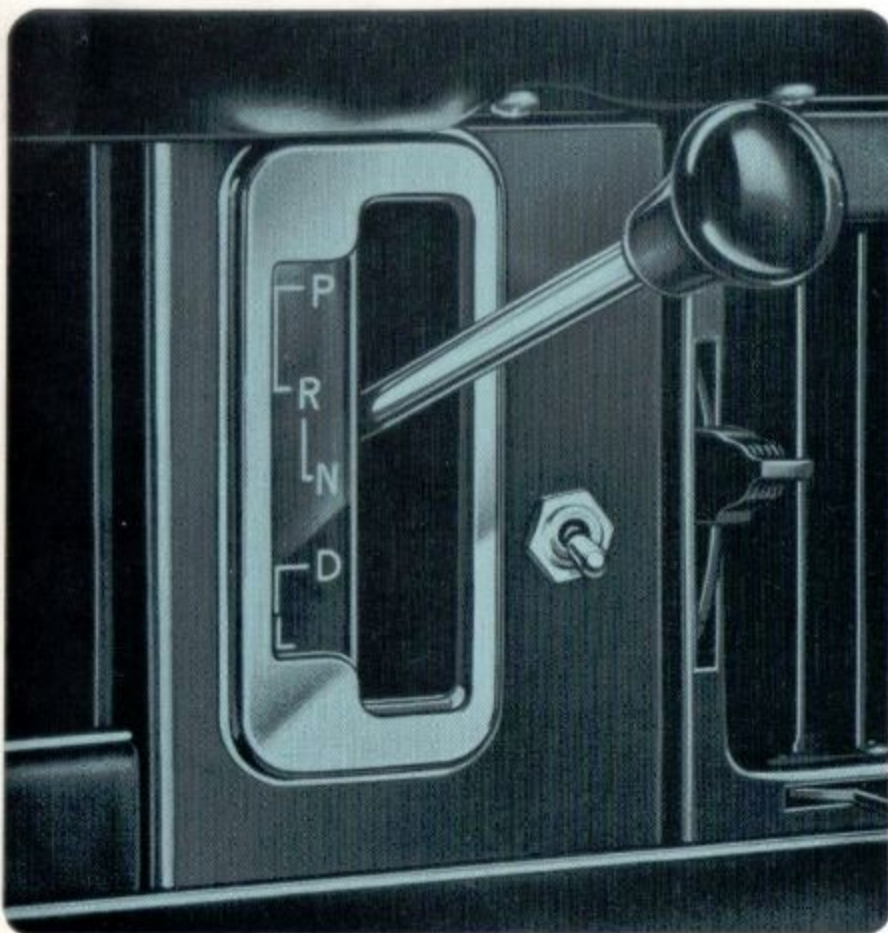
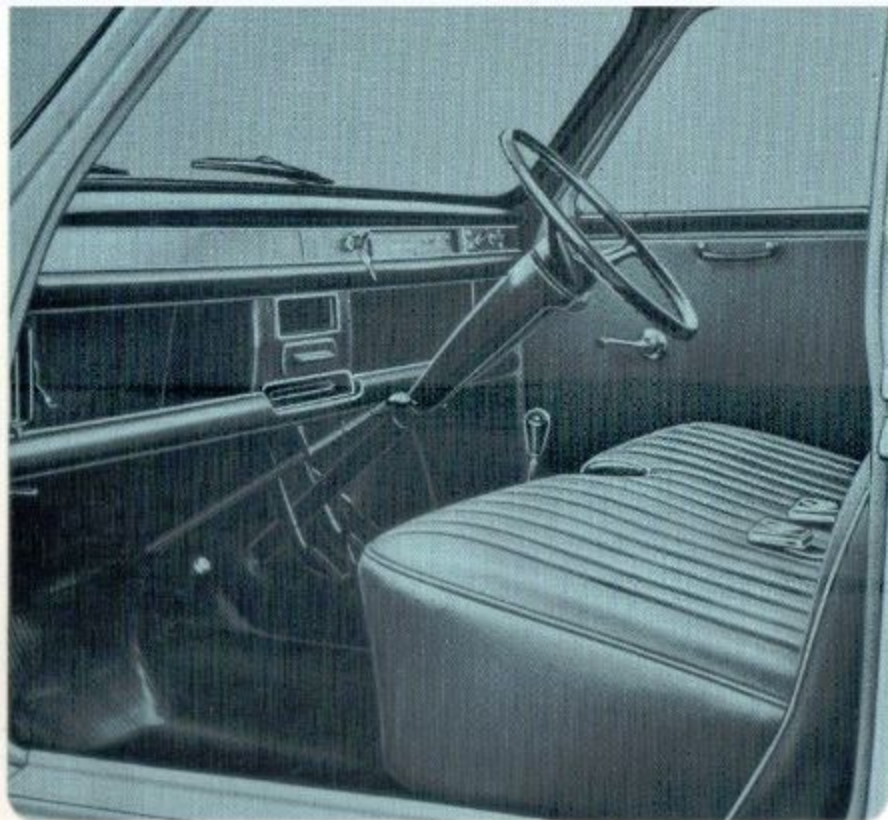
Compact size. Only 14' 5½" long. Yet there's more passenger room and carrying space than in any utility its size... the secret? BMC's space-saving and award-

winning concept of "East West" engine and front wheel drive—which takes up less than 20% of the vehicle's length.



■ A safety-proven, split-circuit braking system prevents complete brake failure ■ High ground clearance and a special sump guard make the BMC 1800 Utility ideal for rural work ■ Windscreen washers and flow-through ventilation are standard features ■ Choose from 4-speed, *all-synchromesh* gearbox or 3-speed automatic transmission ■ Two front seat lap and sash safety belts are standard fittings ■ Power-assisted front wheel disc brakes are fitted as standard ■ The most usable carrying tray of any utility in its class—widest distance

between wheel arches of 48½". And the tray length is over 82" long ■ The reinforced tailgate drops down to extend the tray floor length to 104½". Note the low loading height of only 22" and the hinged rear number-plate which can be swung out when the tailgate is down ■ Spare wheel fits into lockable compartment under the rear end of the tray ■ Heavy-duty, fully independent fluid suspension offers a smoother ride—whether loaded or unloaded ■ Rear suspension also features twin torsion bars.



Longer life and higher resale value is offered from a body protected for life by BMC's exclusive Rotodip rust protection process.

Want a rugged vehicle? The BMC 1800 Utility delivers the goods. And with a body that is protected for life by BMC's exclusive Rotodip rust protection process. Every body is rotated through special cleaning and rust-proofing solutions that protect the body against rust *inside and out*. The utility will not only serve you longer but also offer a higher resale value when you're ready to trade.

Two transmissions are available. A floor shift, all-synchromesh, 4-speed manual gearbox or the proven Borg-Warner 35 3-speed automatic transmission with fascia mounted shift lever. Put the BMC 1800 Utility to the test soon . . . for ruggedness, carrying space, operating economy, you'll agree no other vehicle in its class can match it.



From pacesetting BMC—the Company that gave you the astounding BMC 1800—comes a new concept in commercial transportation. The new all-Australian BMC 1800 Utility. How does it ride? Like a dream. With heavy-duty Hydrolastic* fluid suspension—the 1800 Utility gives a smooth, comfortable ride—whether loaded or unloaded. On good roads or bad. You can deliver goods quicker. And there's far less chance of breakage or damage. A special feature is a torsion bar located across the back suspension to absorb extra heavy loads. Power

assisted disc brakes are fitted on the front wheels and feature a split braking circuit to prevent complete brake failure. Handling is first class. BMC's world-famous front wheel drive makes the 1800 Utility effortless and easy to drive. Space? More than you've ever dreamed imaginable. Because the engine sits sideways . . . there's more passenger room . . . more carrying space than in any other utility in its class. What will the BMC 1800 Utility carry? 1200 lb. And just look at the room available. 48½" between wheel arches. A loading floor

82.3" long. A rugged and reinforced tailgate that locks into position for extra long loads. A low loading height of 22" to make every job faster and easier. Interior comfort is exceptional. Driver and passenger have their own individually adjustable fresh air inlets fitted as standard equipment as are the safety belts. The BMC 1800 Utility can be adapted to several body styles. There is also a basic version available which can be used as a base for a custom-built body.

specifications

Engine: Water cooled, overhead valve, four cylinder. Five bearing crankshaft, counter balanced 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 8.6:1; 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 13 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: Manual, 11½ pints plus 1¼ pints for external oil filter; Automatic, 6½ pints plus 1¼ pints for external oil filter (auto transmission is lubricated separately).

Ignition System: 12-volt coil and distributor with automatic centrifugal and vacuum controlled advance and retard.

Cooling System: Closed pressurised system with expansion tank, pump, fan and thermostat. Capacity, 8½ pints.

Transmission: Clutch, single dry plate 8 in. diameter, with diaphragm spring plate; hydraulic operation by pendant pedal. Four-speed gearbox with synchromesh on 1st, 2nd, 3rd and top.

Ratios: Top, 1:1; third, 1.38:1; second, 2.059:1; first, 3.29:1. Final drive ratio, 4.75:1, reverse 3.075:1; overall ratio, top gear, 4.75:1. Central gear lever rubber insulated from body floor and operates box by flexible cables. Final drive casing in unit with engine gearbox. Drive to front wheels via helical spur gears and open drive shafts with universal joints.

Automatic Transmission: Automatic Borg-Warner AS1-35 TA with 9.5" diameter 3-element torque converter. Epicyclic gearbox with 2 clutches and 3 bands. Maximum torque multiplication 2:1. Ratios: top—1:1. Second—

1.45:1. First—2.39:1. Reverse—2.09:1. Final drive ratio—3.82:1. Overall ratio, top gear—3.94:1 (converter 1:1). Fascia mounted selector lever. Lubricating Oil: Automatic transmission—13 pints.

Steering: Rack and pinion; 3.8 turns lock to lock; two spoke 16½ in. diameter steering wheel. Track (front) 4 ft. 8½ in. Track (rear) 4 ft. 8½ 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 front to rear) are mounted horizontally in front suspension tube across front of bulkhead. Rear— independent, with trailing arms incorporating hydrolastic displacers. Torsion-bar assisted.

Brakes: Split-circuit hydraulic system with tandem master cylinder. Front: Hydraulic with vacuum servo assistance, opposed piston disc calipers 9¼" diameter disc. Self adjusting. Rear: Hydraulic Duo Servo drum brakes 9" diameter. Self adjusting. Handbrake lever is operative on rear wheels only.

Road Wheels: Pressed steel, five-stud fixing — 13". 6.70 x 13 x 6-ply tubeless tyres.

Electrical: High output alternator with voltage control; 12 volt, 50 ampere hour battery at 20 hour rate. Double dipping sealed beam headlamps with foot operated dipswitch, sidelamps in unit with separate indicator lamp; 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 to one does not affect the other. Twin-blade, self-switching windscreen wipers. Single, windtone horn with horn push in steering wheel centre. Interior light above rear window with manual switch and courtesy switches on doors. Concealed illumination for instruments.

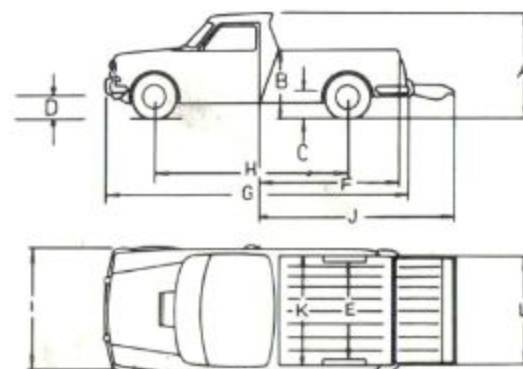
Instruments: Ribbon-type speedometer with mileage recorder combined with water tem-

perature and fuel gauges. Head/side lamp switch; combined ignition and starter switch; warning lights to show low oil pressure, headlamp high beam, and alternator not charging. Manually operated windscreen washer.

Body Work: 2-door, 3-seater, four light, all welded 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 body crash roll; a third crash roll is on the full-width parcel shelf which is below the fascia; the ash tray is fitted in the fascia top panel. Two mirrors are fitted; a centrally located interior rear vision mirror and an external rear vision mirror fitted to the driver's door. Dual padded sun visors are standard. Bench seat is foam backed with vinyl cover over polyurethane pads and is adjustable for leg reach.

Doors hung at forward edges by concealed hinges and are fitted with ventless curved wind-down safety glass windows. Both doors fitted with outside private locks. Door casings trimmed in PVC vinyl sheeting. Floor covering in vinyl rubber over thick hair felt and sound dampening pads. Roof linings of moulded fibre glass body with washable vinyl coated fabric. Curved, toughened plate glass for windscreen with modified safety zone. Backlight of safety toughened sheet glass. Provision for radio fittings. Two lap and sash safety belts fitted. Separate fresh air system with cabin inlets at each end of parcel tray adjustable for flow rate and direction. Stale cabin air is exhausted through outlets at each side of the roof rear quarter panels. Push-button manually operated windscreen washers. Bonnet lock released from inside cab. Full-width chromium-plated bumper at front. Rear bumper consists of rubber covered steel centre section with chrome-plated bumperettes and over riders on both ends. Lockable spare wheel compartment under rear end of tray.

Loading Tray: Steel floor panel with loading skid strips formed into the floor pressing. Steel inner and outer side panels with protective timber finisher on top of tray sides and tailgate. Tailgate of steel inner and outer panels with centrally located external handle. Handle actuates latches at both ends. Tailgate lowers to horizontal position level with tray floor held by check links at both ends. Hinged rear licence plate fitted into recessed outer tailgate panel — illumination from both sides. Optional tonneau cover of vinyl coated leather cloth fitted over two bars attached to body with "lift-the-dot" fasteners.



A. Overall Height	57.75"
B. Side Height from Ground	40.75"
C. Floor Height Unladen	22.00"
D. Floor Height Laden	19.50"
E. Tray Width (between wheel arches)	48.50"
F. Tray Floor Length	82.32"
G. Overall Length	173.60"
H. Wheel Base	106.12"
I. Overall Width	66.75"
J. Tray Length with Tailgate down	104.56"
K. Maximum Tray Width	56.00"
L. Tailgate Opening Width	50.00"
Ground Clearance with Sump Guard	7.00"
Track — Front	56.50"
Track — Rear	56.90"

The goods manufactured by B.M.C. Australia are supplied with an express warranty which excludes all warranties, conditions and liabilities whatsoever implied by common law, statute or otherwise.

PRICES: The Company reserves the right to vary the list prices at any time.

SPECIFICATION: The Company reserves the right on the sale of any vehicle to make 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 contain an offer.

GEAR RATIOS MANUAL	GEAR-BOX	FINAL DRIVE	OVERALL	ROAD SPEEDS AT 1000 RPM
REVERSE	3.075:1	4.75:1	14.61:1	—
1ST	3.292:1	4.75:1	15.64:1	4.8 MPH
2ND	2.059:1	4.75:1	9.78:1	7.7 MPH
3RD	1.384:1	4.75:1	6.57:1	11.3 MPH
TOP	1.000:1	4.75:1	4.75:1	15.7 MPH

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