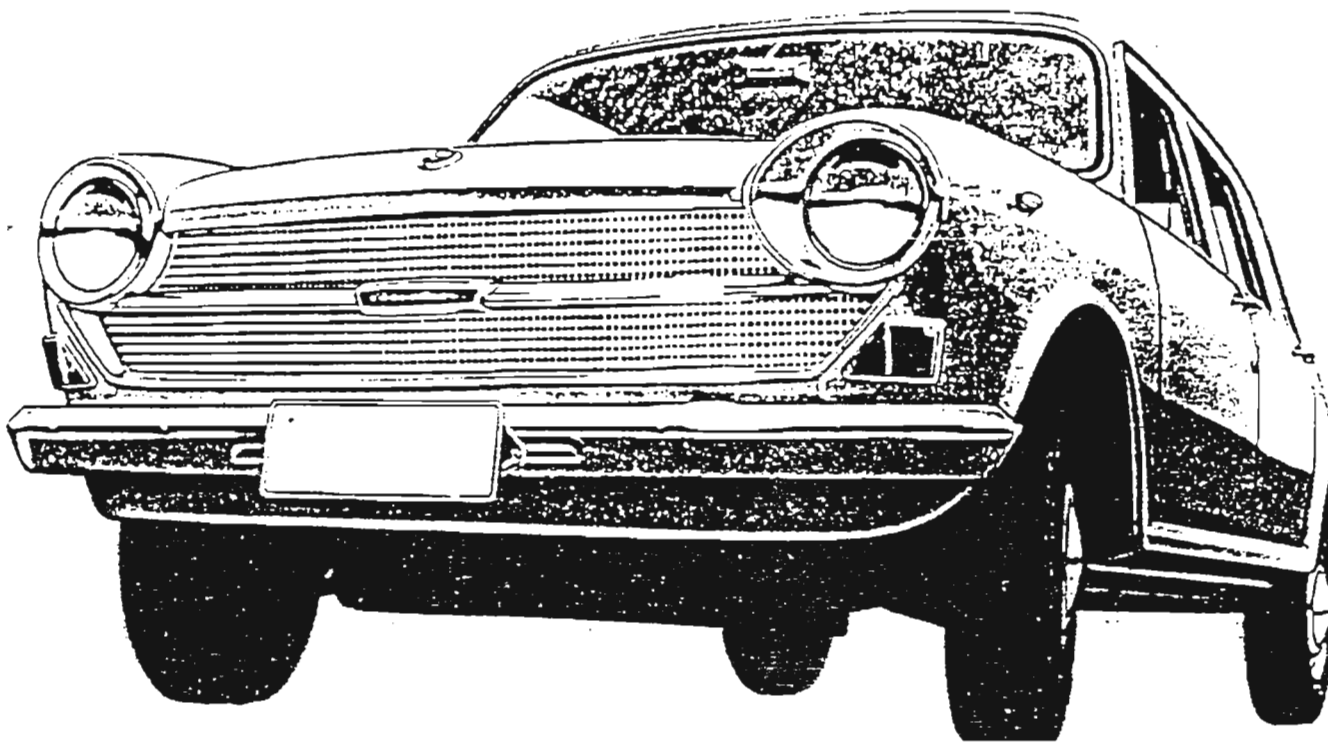


# AUSTINTASHUS



NUMBER 1

AUSTIN 1800 CLUB NEWSLETTER

JUNE 1988

After a rather wet and dreary week the skies over Canberra cleared allowing the sun to greet the members at the inaugural meeting of the *Austin 1800 Club* held at the barbecue area, Molonglo Reach opposite Duntroon at 2 pm on 21 May 1988.

In response to advertisements placed in the *Canberra Times* there was an excellent turnout, with one member hailing from Goulburn. After formal introductions and pleasantries it was decided to form a club with proceedings to be kept very informal. As most members are committed elsewhere we decided to dispose with a social side.

Mick Street was elected convener and volunteered to circulate a newsletter. As Mick is a member of the *Queensland Austin Motor Vehicle Club* we have access to much information should we wish. \$45 was collected which part paid for advertisements in the *Canberra Times* and telephone calls, with the remainder to be used towards compiling and distribution of the newsletter, postage, calls, etc.

The gathering wound up with members agreeing to meet again at the same location in a month's time, perhaps including a barbecue.

Bill Wood of *Morwood Motors* was approached regarding a club discount. He is a little reluctant but has gestured he would only be interested in discounts on purchases of \$100 and over, and then on a cash only basis.

By now nearly all of you will have received a copy of *Austin 1800, General Information and how to get the best from your car* - the result of experiences by members of the Queensland club over many years.

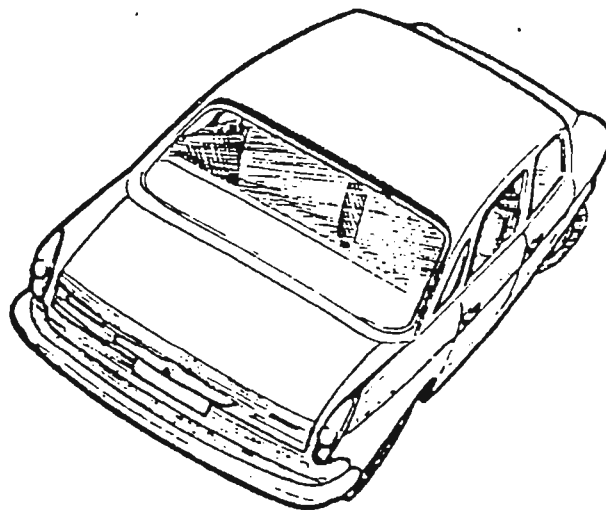
An exploded drawing of the carburettor is included with this newsletter and can be added to the booklet, if you wish. Hopefully with each newsletter similar drawings will be included which, in time, will accumulate into a useful reference library.

At our next meeting perhaps members can advise the rest of the group on any abilities or facilities which may be of help to the club, for example: mechanical skills, body repairs, use of an engine hoist, welding, loan of a workshop manual, paint spraying and the like. Jim Laity supplied details of spare parts for sale/exchange. Perhaps other members would like to submit similar details.

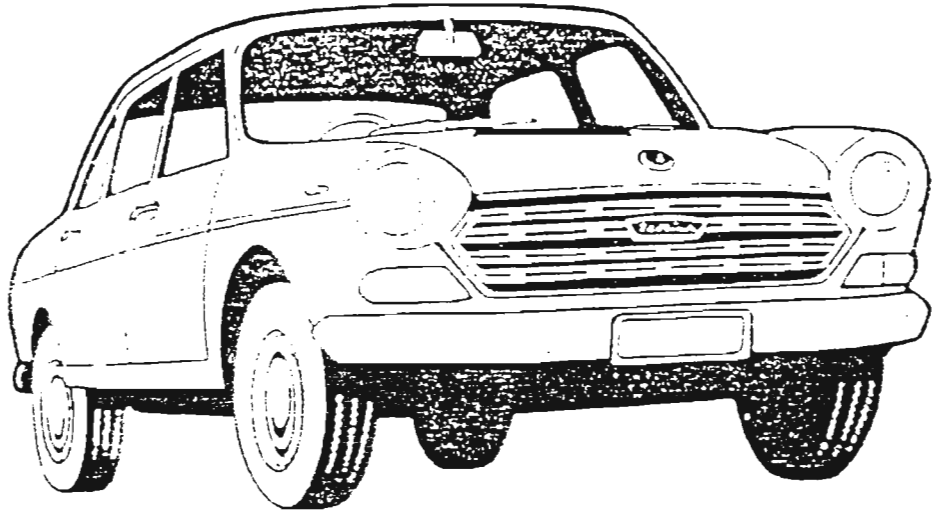
See you at our next meet 2 pm on Saturday 18 June.

Happy Austinning.

Mick



# AUSTINTASHUS



Number 2

AUSTIN 1800 CLUB NEWSLETTER

JULY 1988

June 18th although sunny was cold which probably accounted for only four members attending the meeting. However it is intended to hold the next meeting in somewhat warmer climes, ie. Mick Street's residence.

Tom and Doreen Malins made it along and during the course of events Tom mentioned a strange noise emanating from beneath his *MkII*. Tom Bray investigated and it was diagnosed as a worn universal joint. This was strange really as new ones were fitted by *Morwood Motors* in January. Anyhow Tom Bray, being the helpful fellow he is, went around on the Sunday morning and fixed it for him. In retrospect, and as the joint was on the driver's side, perhaps the fuel pump would warrant examination to see if there may have been a small leak of fuel which could have dripped onto the joint directly underneath.

Bill Wheeler supplied the following tip regarding a leaking heater tap which are mainly found on *MkII*s and very early *MkII*s:

There is a valve or tap on the front of the engine block which can be used to prevent water flowing to the car's interior heater. There is a seal in the valve (not the gasket between the block and the valve) which may leak after many years of service. *Morwood Motors* no longer stock the seals or valves and they disappeared from wreckers yards long ago. *The Consolidated Bearing Company* in Kembla Street, Fyshwick can provide an 'O' seal costing a few cents which will fix these valves. One of these seals has been working very satisfactorily in Bill Wheeler's car for more than a year.

How many of us have experienced oil leaks from under our 1800's? Nearly all of us from time to time. The major and most common oil leak is from the gearchange cables at the lower end where they enter the gearbox. There is a cure for this thanks to Bill Healy. There is a product on the market called *Heatshrink* available from plumbing outlets. The cable must first be disconnected, preferably from the remote gearchange end, and the cables thoroughly degreased. *Heatshrink*, which consists of a plastic sheath, is then slid over the offending cable up to the leaky area. It is then heated, by means of a hot-air gun, where it shrinks into place.

Alternatively...modified Tasman or Kimberley gearchange cables will also fit *BUT* the cable change housing must be retained as it differs to the 1800. It will fit into the gearbox exactly the same as the 1800.

Frank Gifford has advised he located some MPH to KPH strips which can be adhered onto the existing speedometer glass. Some 1800's did have a dual reading factory fitted but these were too few; so those of us who don't have that...see Frank Gifford.

Tom and Doreen Malins contributed \$5 toward the club and the current balance is \$20 plus a few cents.

The technical drawings this month include a follow-up to the carburettor and features centreing the jet, which can cause flooding if not properly set, and components of the gearchange mechanism.

Should members have any scrap alloy, for example an old gearbox casing, suspension housing or the like, please bring it along to one of our meetings; it can be converted into cash at Fyshwick and the money utilized by the club.

Our next meeting is scheduled for Saturday, 16 July, and will be mainly a technical one. Our gathering will be at Mick Street's home, 3 Mahon Place in Hughes, in the afternoon. Please phone to let him know if you're able to come.

Happy Austinning.



## KEY TO GEAR CHANGE MECHANISM

No.	Description	No.	Description
1.	Change speed operating lever — reverse	22.	Guide plate
2.	Change speed operating lever — 3rd/top	23.	Pivot pin — interlock arm
3.	Change speed operating lever — 1st/2nd	24.	Shaft — jaw
4.	Cable change housing	25.	Retaining plate — shaft
5.	Retaining plate — change speed cables	26.	Change speed interlock arm
6.	Spring washer	27.	Change speed jaw — 3rd/top
7.	Set screw — retaining plate	28.	Change speed jaw — 1st/top
8.	Change speed control box	29.	Gear change cable complete — 1st/2nd
9.	Top cover — change speed control box	30.	Gear change cable complete — 3rd/top
10.	Mounting ring	31.	Gear change cable complete — reverse
11.	Pin	32.	Pivot — gear change operating levers
12.	Spring retainer	33.	'O' ring — gear change cables
13.	Dust cover	34.	Screw retaining plate to control box
14.	Spring — reverse check	35.	Spring washer
15.	Nut — change speed control box	36.	Spacer — cable retaining plate
16.	Spring washer	37.	Retaining plate — change speed cables
17.	Locknut — cable jaws	38.	Change speed jaw — reverse
18.	Nut — cable jaws	39.	Reverse light switch*
19.	Knob for lever	40.	Joint washer*
20.	Locknut for knob	41.	Retaining band — 'A' 9 in. (230 mm.) from cable retaining plate
21.	Change speed lever		

\*Plug with fibre washer when switch is not fitted.

14. Remove the two screws and spring washers and withdraw the cable retaining plate with its two spacers. Remove the locknuts and nuts from the cables and withdraw them from the box.
15. Release the operating shaft retainer, press the shafts from the box, and remove the change speed jaws.

## Reassembling

16. Assemble the relay levers and spacers in the cable housing and push the pivot through. Refit circlip.
17. Insert the cables and replace the retainers.
18. Position the change speed jaws in the cable housing, press home the operating shafts, and fit the shaft retainer.  
*Reverse light switch:* The plunger should just touch the contact face of the reverse change speed jaw.
19. Insert the cables and assemble the nuts and locknuts in the control box. Smear all components liberally with grease.  
Refit the cable retainer and spacers and the interlock arm.  
Fit the retaining band to the cables — refer to Fig. K22.  
**Note:** The reverse cable has a yellow band and is longer than the other two.
20. Set the relay levers in the neutral position, ease the cable housing into the differential cover, and secure with the spring washers and nuts.
21. Refit the control box to the heat shield and secure the heat shield assembly to the floor.
22. Connect up the hand brake cable.

23. From inside the vehicle: Adjust the control cables (see items 4 and 5, above). When all the cables are correctly adjusted replace the change speed guide, control box top cover, floor cover, and gear lever assembly.
24. Check to ensure that all gears can be selected.

## GEAR CHANGE CABLES

Cables with improved oil sealing were introduced at the following engine numbers:-

Saloon 18Y/Ta/H 12969

Utility First production.

The cables are longer and have the ends swaged on to the outer casing.

For identification the old cable 'A' and the new type 'B' are illustrated in Fig. K23.

Should damage or splitting occur to the P.V.C. covering of the cables the following rectification can be carried out.

*Special Tool:*

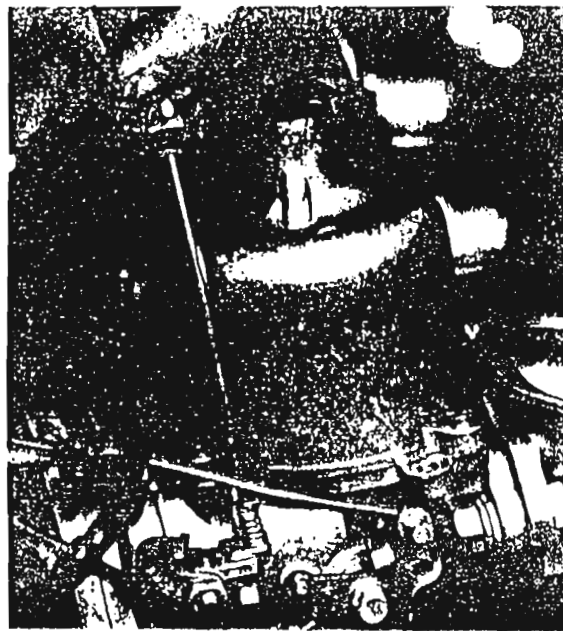
Manufacture a tubing adaptor as described in Fig. K24.

*Material required:*

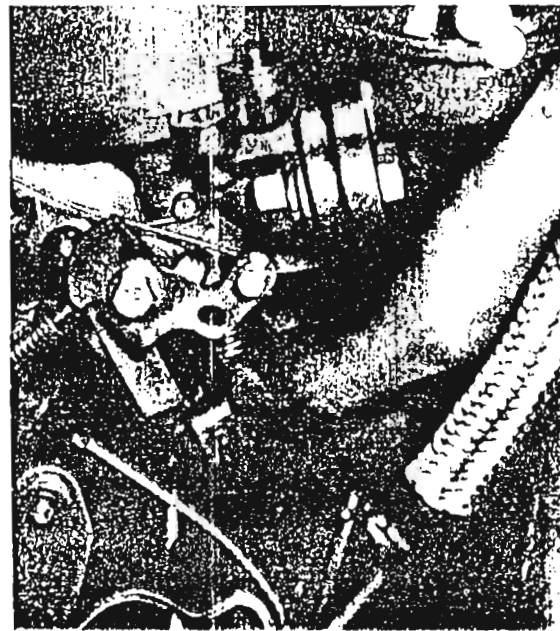
P.V.C. tube BMC Part No. HYL 3922.

Cleaning solvent: Such as Shell X60.

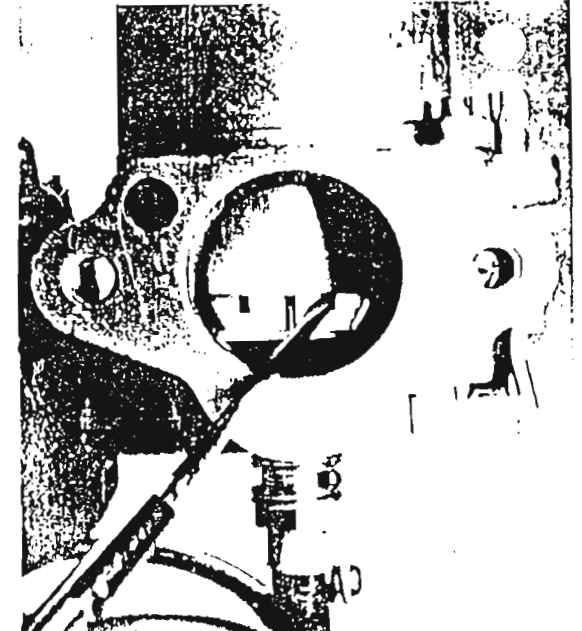
Petroleum Jelly.



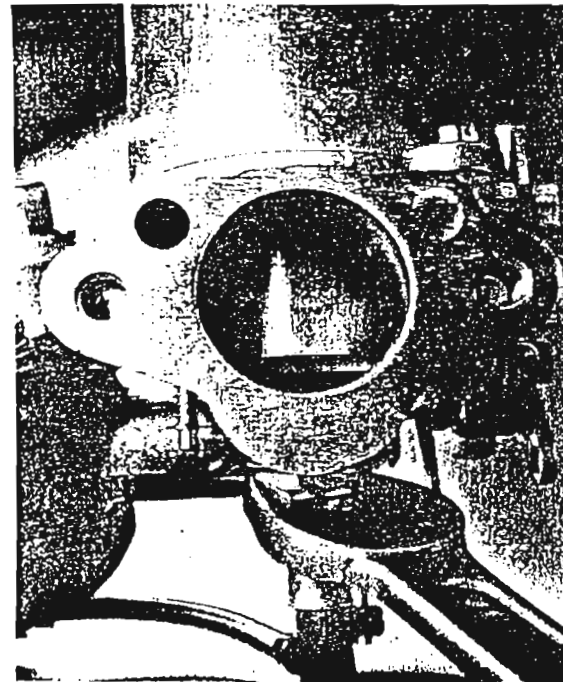
1 Warm up the engine to its normal working temperature and switch off. Undo the throttle screw until it is just clear of its stop. Retighten it one-and-a-half turns



2 Screw up the jet-adjusting nut, which controls the height of the jet (below the carburettor) as far as possible. Ensure that the main jet below the nut moves up with it



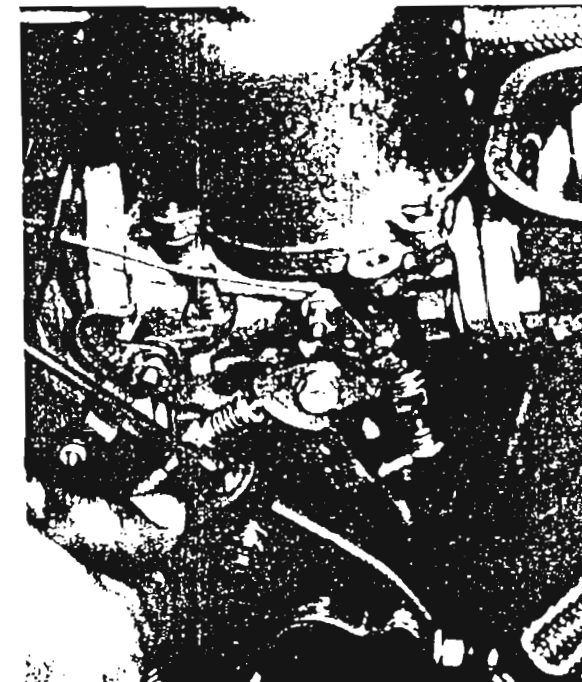
3 Raise the piston. Release it and it should snap on to the bridge. If the piston sticks, the jet and the tapered needle on the piston fits will need cleaning



4 To centralise, pull out jet and undo jet-adjusting nut. Remove spring and replace nut tightly. Loosen the jet lock-nut, hold the piston down firmly and retighten. Reassemble



5 With the engine running, raise the lifting pin 1 mm. The revs should rise sharply, then drop. If not, turn the nut a little. Test again and readjust until the setting is correct



6 Adjust the choke setting by pushing in the choke control until the main jet stops moving up. Adjust the main jet control screw for a fast pick over (about 1/2 turn)

## Servicing the SU and Stromberg

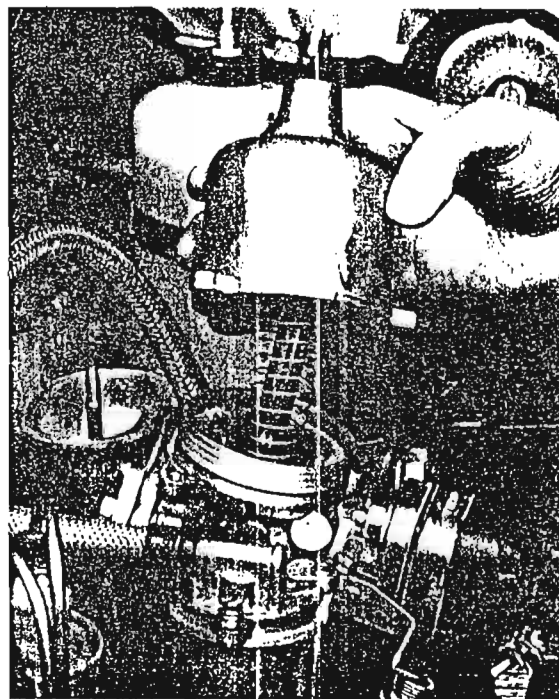
THE TWO main makes of variable-jet carburettors are the SU and the Stromberg. Both operate on similar principles, but there are some differences in maintenance.

Before carrying out any work on them, bring the engine to a normal working temperature to ensure a realistic tick-over. On SUs, check the piston and make sure that it is returning correctly to its seating. If it is not, loosen the dashpot (suction-chamber) screws, reseal the dashpot and retighten the screws evenly, in rotation. If the piston is still not returning correctly, remove and clean it. If this fails, adjust and realign the main jet. Although this is theoretically a simple task, in practice it can be very difficult and it should not be attempted by the novice home mechanic without skilled help.

If the piston return is satisfactory, however, when the engine is running at tick-over, raise the piston lifting pin 1 mm and release it. If the mixture setting is correct, the revs will rise slightly and then settle. If it is too rich, the revs will rise and stay there; so screw the adjuster nut upwards slightly to weaken the mixture. Repeat the test with the lifting pin. If the mixture is now too weak, the revs will drop. Lower the nut.

Top up the piston damper chamber, ensuring that only SAE 20 engine oil is used.

Stromberg carburettors are tuned similarly but, unlike the SU, have a diaphragm in the suction chamber. Check it for damage and replace it if necessary. As with the SU, it is difficult to realign the main jet and needle; garage assistance may be necessary. The final test is the same—to get the right response when the piston is raised.



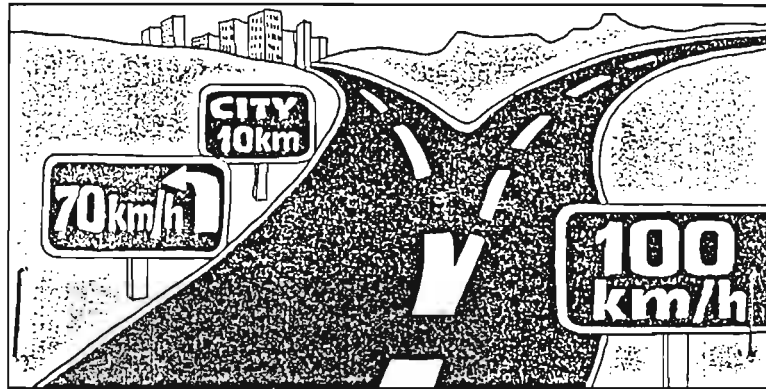
**Cleaning** Mark one side of the dashpot so it can be replaced exactly. Remove the dashpot and damper piston. Clean them with petrol (not an abrasive) and replace.



**Topping up** Fill the dashpot to 12 mm above the piston tube inside, if the cap has a vent. If there is no vent, fill to 12 mm below the tube. Use SAE 20.



# METRIC SPEEDO CONVERSION KIT



Part  
**No.2604**

To suit

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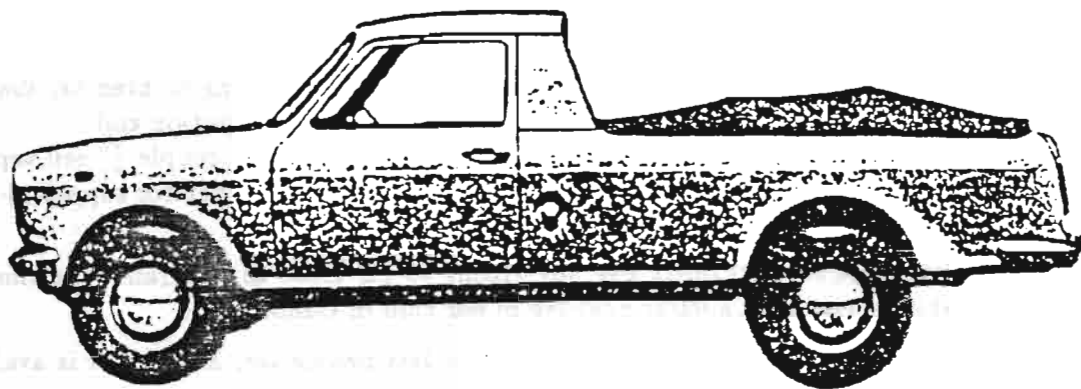
**1300  
1500  
1800 &  
NOMAD**

70 | 60 | 80 | 100 | 120 | 140 | 160 km/h

2604



## AUSTINTASHUS



Number 3

AUSTIN 1800 CLUB NEWSLETTER

AUGUST 1988

Five members attended our meeting on 16 July last with apologies received from Jim Laity who was holidaying in Brisbane, Sid Philbrooke who was not feeling too well, Jim Healy who had to go to Dubbo, and Don Thomas who was in Sydney.

In between technical talk Tom Bray displayed a system for pumping up the suspension utilizing a high pressure hose incorporating a non-return valve. This was fitted temporarily to the clutch master cylinder where the suspension fluid replaced the brake fluid. By pumping on the pedal with someone else continually filling the reservoir, an 1800 can be refilled very quickly. Tom intends making a more permanent arrangement using a Morris 1300 master cylinder.

I have advised the *Austin Motor Vehicle Club of Queensland* of our existence and have requested all relevant data on 1800's. Nairn Hindhaugh, the club's editor, is an avid 1800 enthusiast and owns a MkII sedan and a ute. He has a wide selection of brochures and information from which we can draw.

Have any of you discovered a shiny bare metal area caused by the tyre rubbing against the body when you have removed a rear wheel? A few MkII owners I bet.

The rear pivot bearing on the suspension of the MkII was a *Slipflex* being mainly a rubber bearing and to my way of thinking was not as good as the MkI which was a taper needle roller type. Anyhow on the MkII's, which have seen considerable service, the Slipflex bearing will wear causing the tyre to rub against the body due to the pressure exerted by the hydrolastic unit which tries to push the rear radius arm sideways.

When this happens it will be more than likely that the Slipflex bearing will need replacement, costing \$110 plus labour at *Morwood Motors* the last time I inquired ...however ...here's a tip worth trying first. Jack up the car and remove the rear wheel where you can then get to the pivot bolt which from memory is  $\frac{15}{16}$ ". Try tightening this bolt as nine times out of ten a couple of turns can be had which does seem to reduce the side play in the pivot bearing. I have done this several times in the past and it extended the time in which to effect a repair or to seek a good secondhand one.

I have put together a very comprehensive spares list to carry in the car gained by experience having living in North Queensland for many years and have come to consider essential when contemplating a trip any distance. It must be remembered that 1800's are getting rare now especially in country areas where parts would be unobtainable.

Top/bottom hoses	Plate (radiator to cyl head)	Piece fuel hose
Fan belt	Alternator	Sealed beam headlight
Spark plugs	Water pump and gasket	Light globes
CB points	Universal joint	Front hub nut, dished
Condenser	Extra spare wheel	Washer and split pin
Distributor cap	Four litres water	Engine breather diaphragm
Radiator cap(s)	Brake fluid	Ignition coil
Hydroelastic suspension unit	Four litres motor oil	A couple $\frac{3}{8}$ " self tapping bolts
Assorted $\frac{7}{16}$ ", $\frac{1}{2}$ ", $\frac{5}{16}$ " nuts, bolts, and washers	Fuel pump kit	(radiator supports)

The publication *Unique Cars* offers free advertising to car clubs in Australia, therefore we have availed ourselves of this service with a letter advising of our club in Canberra.

With regard to the gearchange cables article in our last newsletter, *Heatshrink* is available from *George Brown Electrical Wholesalers*, 39 Wnyalla Street, Fyshwick.

Our technical topic this month features the fuel pump showing an exploded view of the components together with details on overhaul.

Our current financial balance is \$12.65.

Regarding our next meeting perhaps we should hold it on a Sunday for a change. One of our members, Peter Gilding, works on Saturday so cannot attend and Gordon Waite is recovering from his week of shift work. I therefore propose Sunday, 15 August, and to meet at the location of the inaugural meeting, opposite Duntroon. Should this cause any problems please phone me on 82.5262.

Happy Austinning.

Mick

## MECHANICAL FUEL PUMP

## Description

Mounted on the right rear of the engine, the pump is operated by an eccentric cam on the end of the camshaft which moves the pump rocker arm and link, pulling the rod and diaphragm assembly downwards creating a partial vacuum in the pump chamber. Fuel is drawn into the sediment chamber through the inlet valve. When the cam lobe passes the rocker arm, the diaphragm moves upwards under the influence of the diaphragm spring and forces fuel through the outlet valve.

When the carburettor float closes the needle valve, the diaphragm stops its upward travel until the needle valve opens again. The rocker arm rides on the cam lobe until the clearance between the arm and link closes. Pressure delivered by the pump is directly related to the strength of the diaphragm spring.

## Testing the pump (in position)

1. Disconnect the fuel line at the carburettor.
2. Disconnect the low tension lead from the coil to the distributor.
3. Crank the engine with the starter. A well defined flow

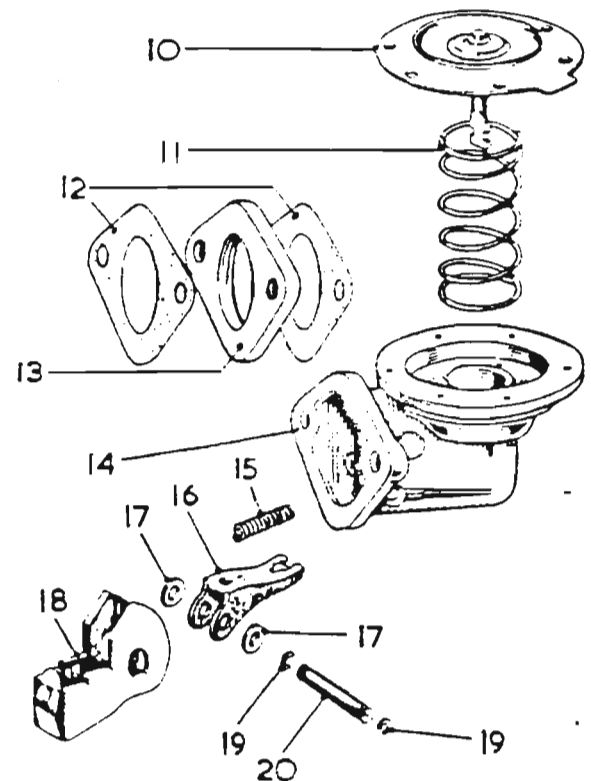
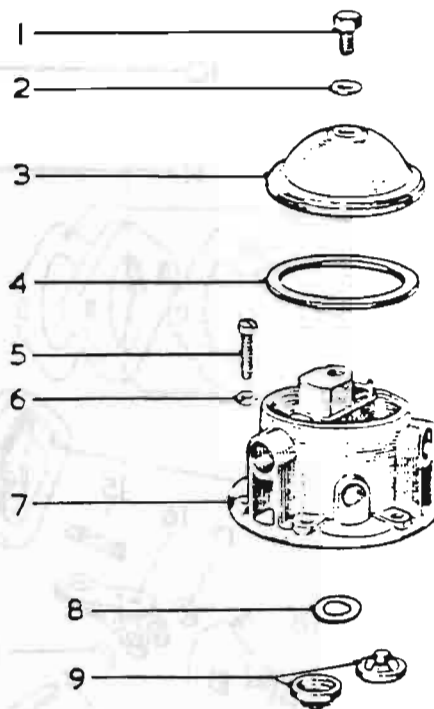


Fig. F16  
The components of the mechanical fuel pump

1. Screw - cover.
2. Gasket - screw.
3. Cover.
4. Gasket - cover.
5. Screw - body.
6. Washer - screw.
7. Upper body (sediment chamber).
8. Gasket - valve.
9. Valve & cage assembly.
10. Diaphragm and pull rod assembly.

11. Spring - diaphragm.
12. Gasket.
13. Block - insulator.
14. Lower body.
15. Spring - rocker arm.
16. Link.
17. Washer.
18. Rocker arm.
19. Clip - rocker arm pin.
20. Pin - rocker arm.

Note: Valve and cage assemblies are staked into the underside of the sediment chamber.  
(Early models screw clamp secured).

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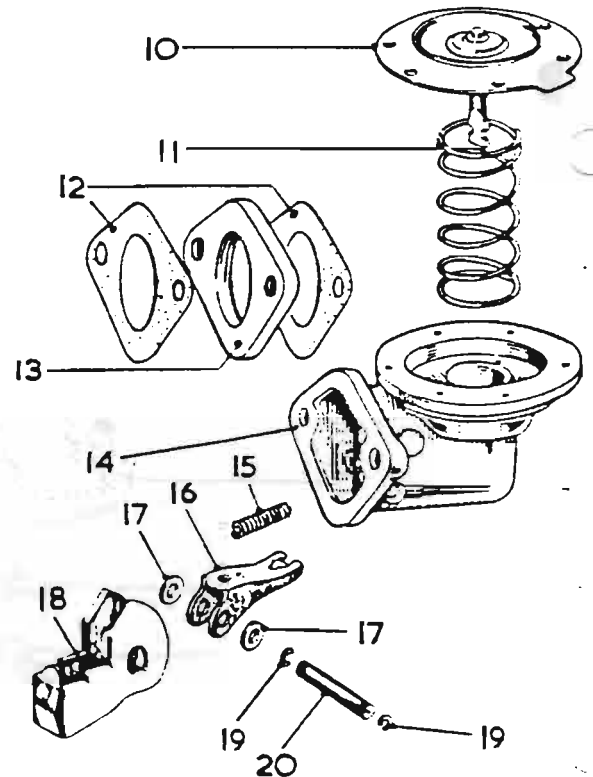
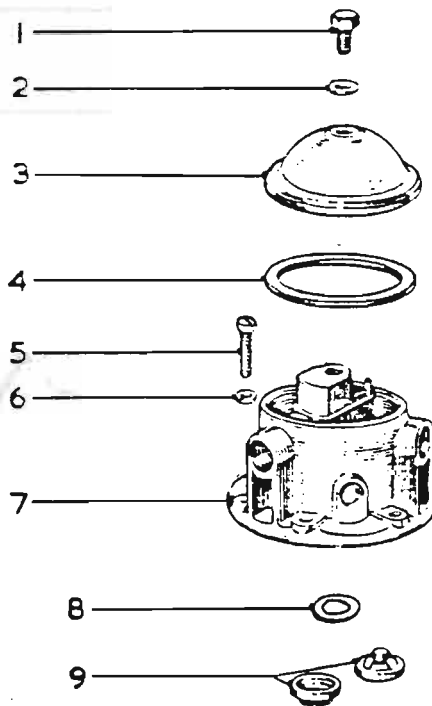


Fig. F16  
The components of the mechanical fuel pump

- |                                      |                            |
|--------------------------------------|----------------------------|
| 1. Screw - cover.                    | 11. Spring - diaphragm.    |
| 2. Gasket - screw.                   | 12. Gasket.                |
| 3. Cover.                            | 13. Block - insulator.     |
| 4. Gasket - cover.                   | 14. Lower body.            |
| 5. Screw - body.                     | 15. Spring - rocker arm.   |
| 6. Washer - screw.                   | 16. Link.                  |
| 7. Upper body (sediment chamber).    | 17. Washer.                |
| 8. Gasket - valve.                   | 18. Rocker arm.            |
| 9. Valve & cage assembly.            | 19. Clip - rocker arm pin. |
| 10. Diaphragm and pull rod assembly. | 20. Pin - rocker arm.      |

Note: Valve and cage assemblies are staked into the underside of the sediment chamber.  
(Early models screw clamp secured).

of fuel should be evident at each working stroke of the pump. Refer to the General Data for delivery pressure.

4. If no fuel is delivered, disconnect the inlet line fuel pump and test for fuel flow from the tank to the pump. If fuel is delivered to the pump, do not overlook the following points before removing the pump for overhaul.
  - (a) Check the domed cover retaining screw for looseness.
  - (b) Check the condition of the cover gasket and the fibre washer under the head of the retaining screw.
  - (c) Check for foreign material in the sediment chamber.

#### Removing and replacing

##### Removing

1. Disconnect the fuel line to the carburettor at the fuel pump.
2. Disconnect the fuel line between the tank and the fuel pump.
3. Remove the two 1/2 in. U.N.F. bolts and washer from the pump flange.
4. Remove the pump assembly, insulator block and two gaskets.
5. Remove the pump push rod.

Replacing is the reverse of the above procedure.

##### Overhauling

Clean the exterior of the pump and mark the two flanges to indicate the position of the inlet and outlet when reassembling. Separate the two main castings. The diaphragm and pull rod assembly can be withdrawn by turning it either way through 90 deg. Remove the rocker arm pin.

All parts must be thoroughly cleaned to ascertain their condition.

The diaphragm and pull rod assemblies should normally be renewed, unless in entirely sound condition, without signs of cracking or hardening.

The upper and lower castings should be examined for cracks or damage and if the diaphragm flanges are distorted, they should be refaced.

All worn or corroded parts should be renewed. No more than .010 in. wear is permissible on the cam contact face. The rocker arm spring and all gaskets and seals should be replaced. Minor or major repair kits are available.

##### Testing (with gauges)

Inlet — A minimum gauge reading of 6 in. (.150 mm) Hg. must be registered and held for 15 seconds without dropping more than 2 in. (.50 mm) Hg.

Outlet — A minimum gauge reading of 3 lbs./sq. in. (.2 Kg/cm<sup>2</sup>) must be registered and held for 15 seconds without dropping more than 5 lbs./sq. in. (.04 Kg/cm<sup>2</sup>).

##### Testing (without a gauge)

1. Seal the inlet port with a finger.
2. Operate the rocker lever 3 full strokes.
3. Wait 15 seconds and remove the finger. A noise caused by suction should be heard.
4. Seal the outlet port with a finger.
5. Operate the rocker arm one full stroke.
6. Pressure should be retained for 15 seconds.

#### FUEL TANK

##### Removing

1. Release the hexagon drain plug and empty the tank.
2. Remove the rear bumper assembly complete.
3. Withdraw the petrol filler tube from the tank. Disconnect the fuel outlet pipe from the tank and pull the connector from the gauge unit.
4. Support the tank and remove the six nuts with plain and spring washers from the set screws and studs and lower the tank (later cars: three set screws are used on the wheel side).

##### Refitting

Reverse the removal procedure.

##### Fuel Gauge tank unit

The gauge unit is accessible through a hole in the luggage compartment floor.

Remove the tank gauge locking ring and lift out the gauge unit and rubber sealing ring.

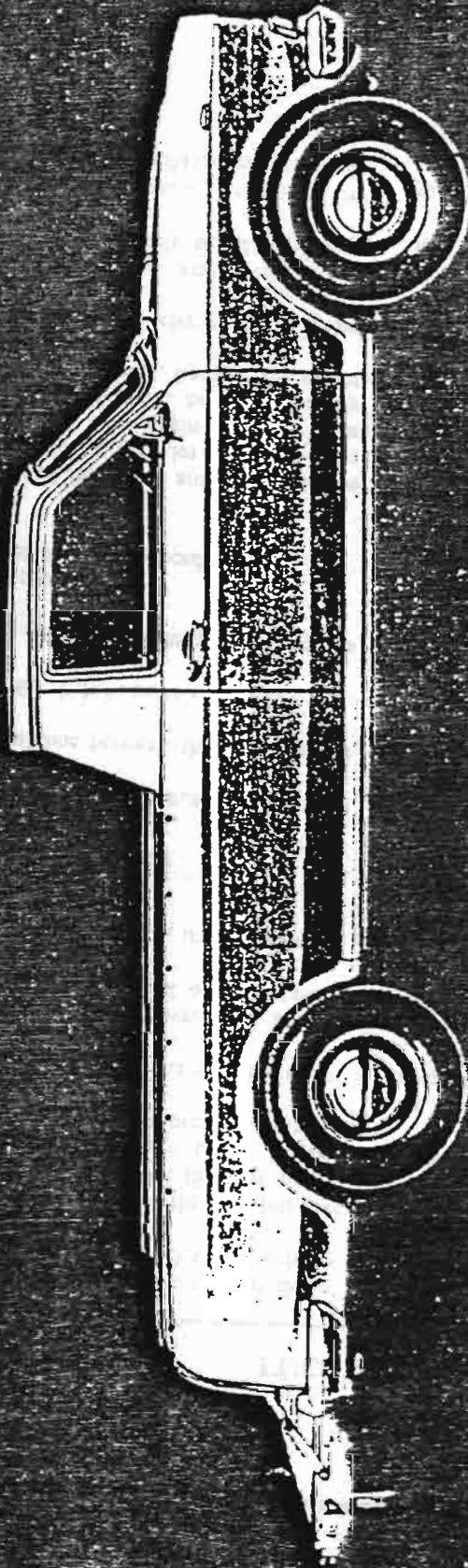
When refitting, a new rubber sealing ring should be fitted if necessary to ensure a fuel-tight joint.



## 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-

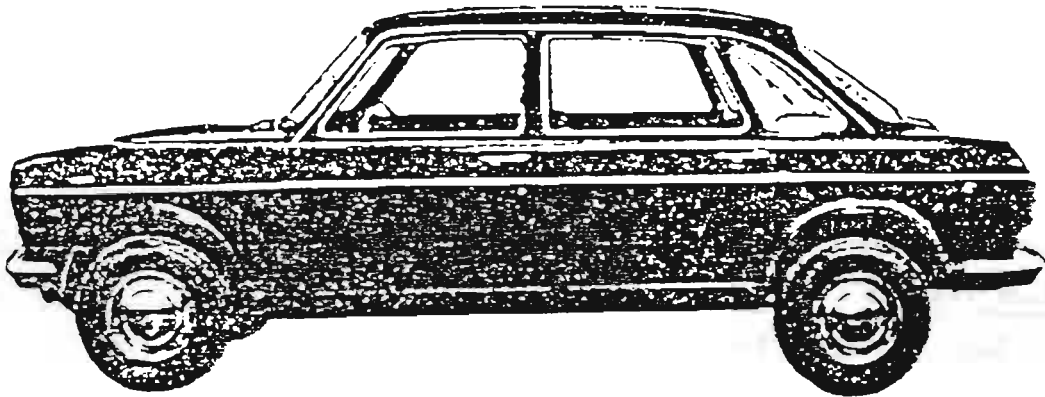
winning concept of "East West" engine and front wheel drive—which takes up less than 20% of the vehicle's length.



■ 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.

# AUSTINTASHUS



Number 4

AUSTIN 1800 CLUB NEWSLETTER

SEPTEMBER 1988

Undoubtedly Sunday is a better day to meet as our last gathering proved. There was an excellent turnout in which we also welcomed two new members. Apologies were received from Jim Laity and Sid and Margaret Philbrooke. Our new members are:

Geoff DOW	197 Namitjira Dr, Fisher 2611	887389	Mk11 Sedan
Warwick WRIGHT	28 Kidston Cres, Curtin 2605	813088	Mk1 and Mk11 Utes
			Mk1 Sedan
			Mk1 Sedan with
			MGB motor.

Our feature this month is a copy of the release details of the Austin 1800 by the *Austin Motor Company* back in 1964. By comparing the contents of this together with the picture features, the modern day cars haven't progressed that much except for extra speed, acceleration, fuel injection and computerization. The 1800 really was a futuristic car which still outclasses the new in comfort and spaciousness. But then we don't have to convince ourselves, do we?

Incidentally, the 1800 was voted *car of the century* back in 1965.

With reference to Bill Wheeler's O-rings in issue number 2, Tom Bray has located another source. It is the *ACT Bearing Supplies* of 8 Cumberland Court, 52 Wollongong Street, Fyshwick; telephone 804191. The part number is BS 014 and Steve Bolin will be happy to assist.

Now that our club is off the ground perhaps we should think about a membership card and even a grill badge. What do you think of the existing club logo (shown on the last page of this newsletter)? I rang one company who laminate ID cards and the like and they estimate roughly 40 cents to laminate a membership card. Regarding a grill badge there are a few trophy-style establishments in Fyshwick and Philip who may be able to oblige us. I think we should throw in our ideas for discussion at our next meeting.

Club funds are almost exhausted and contributions will be invited at the next meeting. David Rossiter has already contributed \$6 as he will be visiting the United Kingdom in a couple of weeks. He has promised to keep his eyes open for Austins and will be exploring the spares situation.

In our last newsletter, which listed essential spares to carry on a trip, one very important part was omitted. Automatic owners will recognize it as a converter mounting plate (drive plate).

Our next meeting will be a *Swapmeet* and will be held at Tom and Doreen's home at 21 Lister Crescent, Ainslie at 2 o'clock on Sunday, 18 September. If you have any surplus parts to sell or exchange this is your chance! Sid Philbrooke has heaps and will be supplying a list. Perhaps others may wish to follow suit? Don't feel you must bring something as a few members don't have any spare parts. Just be there.

Remember, any scrap aluminium will be appreciated which can then be converted into club funds.

Happy Austinning  
Mick

For Sale/Wanted:

- Sale:** Mk11 Utility in excellent condition.  
Contact Frank Gifford.
- Wanted:** Mk11 Engine urgently.  
Contact Geoff Dow.
- Wanted:** Any 1800 Sedan in working or restorable condition, rust free.  
Contact Mick Street.





# Press Information THE AUSTIN MOTOR COMPANY

Issued by the Press and Public Relations Office.  
The British Motor Corporation Ltd., P.O. Box 41, Longbridge, Birmingham  
Telephone: Birmingham, Priory 2101 extensions 141-392

RELEASE DATE: Confidential until Tuesday 13th October, 1964.

## B.M.C. ANNOUNCE THE AUSTIN 1800 - A NEW CONCEPT IN FAMILY MOTORING

### Spacious Saloon of Compact Dimensions with Transverse Engine and Hydrolastic Suspension

Luxury car standards of roominess and riding comfort within an overall length of under 13ft 9in. These are just two of the outstanding characteristics of a brilliant new family car announced by the British Motor Corporation. The Austin 1800 also offers silent, high-speed cruising with a 90 m.p.h. maximum unsurpassed roadholding and cornering powers, excellent luggage space, and built-in safety and longevity from what is probably the strongest body shell ever planned for quantity production.

Designed by Alec Issigonis, the new '1800' follows the basic design conception of the B.M.C. Mini and '1100' models with transversely mounted engine and transmission unit, front wheel drive and Hydrolastic suspension with "a wheel at each corner". However, this world-renowned design is now combined with a standard of refinement and additional engineering innovations which provide a new concept of a medium-sized family car. It does not, incidentally, replace any model in the existing Austin range.

### PROVIDING SPACE FOR COMFORT

Although the Austin 1800 is over nine inches shorter than an Austin A60 - itself a car of modest overall length at 14ft 6½in. (4.43m.) - the interior body and seat dimensions exceed those of cars of considerably greater external dimensions. The rear seat width at 56 in. will accommodate three large adults with ease, with more than the usual amount of leg room.

Biggest single factor in achieving such roominess, of course, is the 'East-West' engine location, which gives 70% of the car's length as passenger and luggage accommodation. But other ingenious features also contribute. A large tubular cross member which braces the body shell below the scuttle is also employed to

house the front horizontally located Hydrolastic suspension units. Further space is saved by positioning the rear Hydrolastic units horizontally beneath the car in the recess provided by the rear seat platform. This increases the storage space available for spare wheel and fuel tank, resulting in larger boot space. At the same time the smooth contours of the rear end of the car give maximum interior width to the boot, which has a capacity of 17 cubic feet (0.48 cubic metres); there is no intrusion into the boot space by the fuel tank or spare wheel, both these items being mounted under the floor.

Additional convenient storage space is available for the impedimenta which most enthusiastic drivers like to carry - reflecting the fact that the E.M.C. senior engineers themselves have 'lived with the car' during a substantial part of its development. Such items as maps, books, document cases, gloves, etc., can be swallowed easily by the rigid door pockets, yet remain conveniently to hand. Umbrellas, cameras, handbags and the like can be carried on the full width parcel shelf below the facia, while the rear window shelf offers no less than another  $5\frac{1}{2}$  square feet of space for such things as hats, rugs, etc.

#### DRAUGHT PROOF VENTILATION

A high-input fresh air system allows a large amount of fresh air to be brought into the car with the windows shut. Complete control over its warmth and direction of flow can be gained by joint use of the heater/demister and the independently supplied adjustable (for direction and flow) air grilles at each side of the facia. This system is so efficient that it has been possible to dispense with the usual quarter windows on the front doors, thereby achieving further reduction in wind noise at speed.

#### VIBRATIONLESS POWER

A smooth 84 b.h.p. at 5,300 r.p.m. is delivered by the 1798 cc. four cylinder, o.h.v. engine which has a five-bearing crankshaft.

It drives, via a gear train, a four-speed gear box, with baulk-ring type synchromesh on all forward gears.

A new design of engine mounting combined with the use of control cables instead of the more usual rods linking the gear box to the gear lever helps to insulate the car interior from all engine noises, contributing to a quiet high speed cruising performance.

continued Overall ratios --

	<u>Standard</u>	<u>Alternative</u>
1st	13.783 : 1	12.779 : 1
Rev.	12.875 : 1	11.936 : 1

Top gear m.p.h. per 1000 r.p.m., 16.62 (17.93 an alternative ratio of 3,852 to 1).

SUSPENSION :

Independent all round, Hydrolastic displacers interconnected.

BRAKES :

Hydraulic, servo-assisted, 9 in. diameter discs front, 9 in. diameter drums rear.

STEERING :

Rack and pinion, 4.4 turns lock to lock.

DIMENSIONS :

Wheelbase	...	8 ft. 10 in.
Track: front	...	4 ft. 8½ in.
Track: rear	...	4 ft. 7½ in.
Overall length	...	13 ft. 8.3/16 in.
Overall width	...	5 ft. 7 in.
Overall height (unladen)	...	4 ft. 7½ in.
Ground clearance (laden)	...	6½ in.
Turning circle	...	37 ft. between kerbs.
Kerb weight (unladen, with half tank petrol).	...	2535 lb. (22.6 cwt.)
	...	(1149.85 kg.)

## SUSPENSION AND BRAKES

The now famous Hydrolastic suspension system is employed. With liquid filled rubber suspension units (self damping) inter-connected front to rear, a remarkably level ride is obtained coupled with superb roadholding. No attention is needed, the system being sealed for life.

Continuously self-adjusting, the 9in. diameter front disc brakes, combined with equally large rear drum brakes, provide adequate stopping power for the car's 90 m.p.h. performance. A 'g'-sensitive valve in the hydraulic system reduces the possibility of locking the rear wheels during emergency braking.

## BUILT TO LAST

In employing the stiffest structure ever used for this category of family car, the designers have aimed not only at safety, but also at increased longevity and freedom from distortion and rattles over a huge mileage.

In conclusion it may be said that the advanced design and quality of engineering inherent in the new 1600 is such that it is confidently expected to carry on the tradition of longevity established so convincingly by Lord Austin in pre-war days. In fact, it is unlikely that the model will be obsolete even in 10 years time and the life of any given car should be not less than 150,000 miles. Hence owners will have the additional benefit of a low rate of depreciation.

## SPECIFICATION IN BRIEF

ENGINE: Water cooled, o.h.v. four-cylinder mounted transversely. Five-bearing crankshaft. Engine in unit with clutch, gear box and final drive. Bore 3.16 in. (80.26 mm), stroke 3.5 in. (88.9 mm). Cubic capacity 109.75 cu. in. (1,795 cc). Compression ratio 8.2 to 1. Maximum b.h.p. 84 (net.) at 5,300 r.p.m. Maximum torque 99 lb.ft. at 2,100 r.p.m.

FUEL SYSTEM: S.U. carburettor, type HS 4. S.U. electric fuel pump. Tank capacity 10 $\frac{3}{4}$  gallons (48.8 litres).

GEAR BOX: B.M.C. 4-speed, all-synchromesh, cable operated from remote floor-mounted gear lever. Overall ratios :-

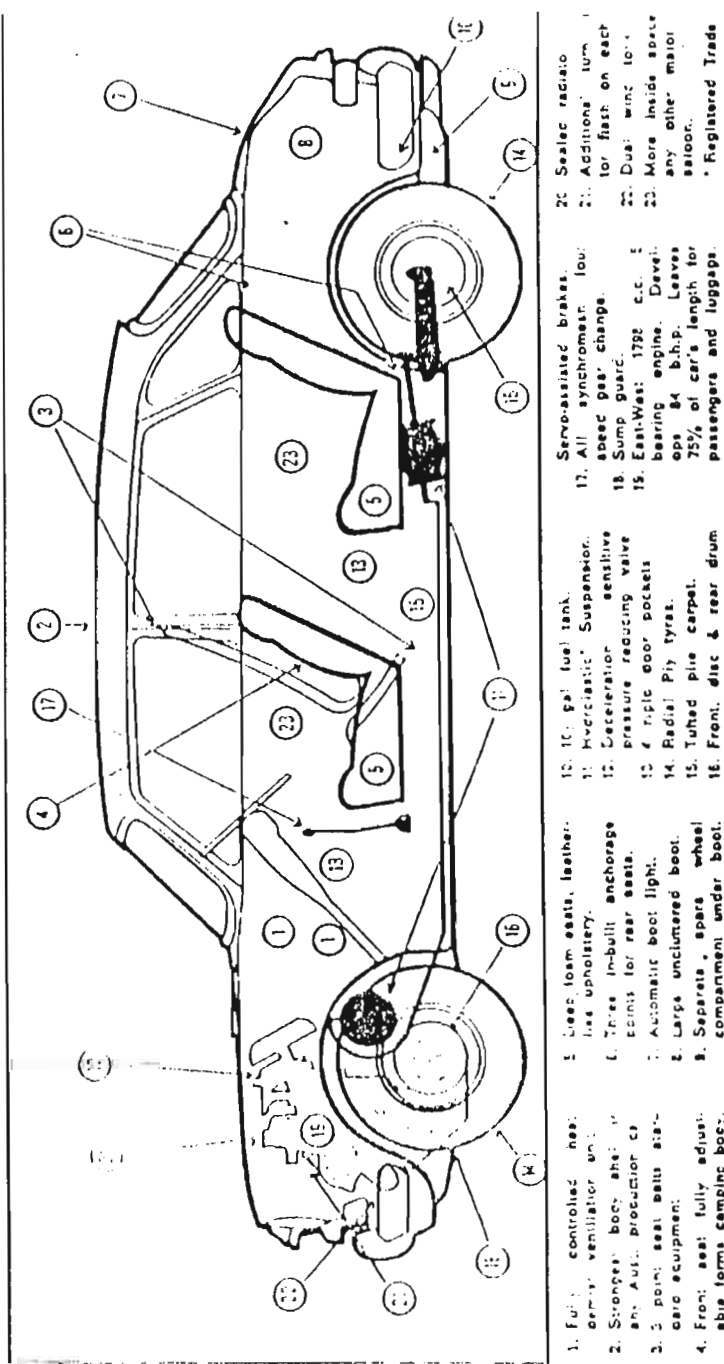
	<u>Standard</u>	<u>Alternative</u>
Top	4.188 : 1	3.882 : 1
3rd	5.794 : 1	5.371 : 1
2nd	9.285 : 1	8.609 : 1

Back in 1961 BMC started a revolution in motor car design when they introduced the Morris 850. Its unique features included East-West engine placement (for greater interior space with smaller overall dimensions) and Front Wheel Drive (for greater adhesion and improved roadholding). Then in 1964 the same engineering ideas were applied to a larger body.

And the Morris 1100 was introduced, with another new and revolutionary feature. Hydrolastic\* Fluid Suspension. These have been features unique to BMC, features that have set new standards in motor car design, features that have been greeted with unanimous acceptance by the Motoring world. Now with the Astounding Austin 1800, BMC again leads the automotive world to new standards. With the Austin 1800 you can offer the motorist all of these revolutionary motoring features with standards of comfort, performance, safety, and economy no other competitor can equal.

\* Registered Trade Mark.

The Austin 1800 is the car of the century. With more revolutionary features and worthwhile consumer benefits than any other car on the Australian market.





# AUSTINTASHUS



Number 5

AUSTIN 1800 CLUB NEWSLETTER

OCTOBER 1988

After last month's excellent turnout the *Swapmeet* was decidedly disappointing to say the least with only four of us there—Tom Malins, Tom Bray, Gordon Waite and myself. Apologies were received from Bill Wheeler in Queanbeyan. However two new members rolled up:

Darrell KILDEY	44 Badenoch Crescent, Evatt ACT 2617	58 6707
Keith MASSEY	55 Denny Street, Latham ACT 2615	54 6053

I had a problem recently with the flooding of the carburettor on one of my cars. Following overhaul of the fuel pump and carby, flooding occurred when I started the engine with fuel leaking out of the vent hole on top of the float chamber. Numerous dismantlings, checking the needle and seat, float and float level failed to rectify the fault. The trouble was finally diagnosed as the fuel pump over-pressurizing. This problem was solved by fitting extra gaskets (in addition to the existing gasket and block) between the fuel pump and crankcase.

Whilst on this topic, if at any time you experience intermittent and erratic running with the engine even dying at times while driving around the speed limit for some time, you would not be blamed for thinking there was a fuel problem or a blockage, or that the fuel pump was at fault. These symptoms do suggest a fuel problem. However, before pulling down the fuel pump or carburettor, try replacing the ignition coil as this could well be the trouble especially after running for an hour or more when a faulty coil gets hot and breaks down.

Our feature this month concerns supercharging an *Austin 1800* with some surprising results. I wonder if they are still available?

Due to the depleted turnout, membership cards weren't discussed and no contributions were received therefore, I regret to say, the newsletter will be temporarily suspended until we are in the black again.

I suggest we meet again at 2pm on SATURDAY, 15 OCTOBER at Molonglo Reach, Duntroon where perhaps we can also come up with an alternative meeting place, perhaps during a weekday night. See you there.

Happy Austinning  
Mick

# BLOW FOR GO

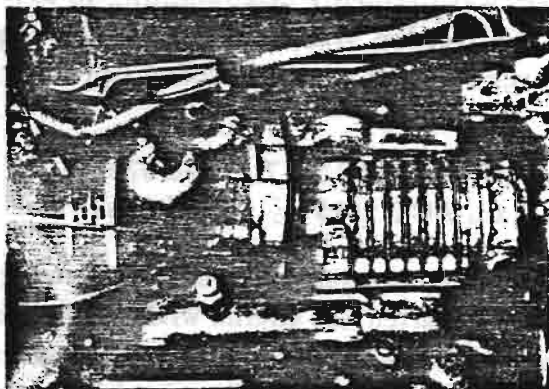
An Austin 1800 is a sedate family car but bolt an EKINS supercharger to one and it's something else!

At first glance the dark green Austin 1800 looked like any other 1800, there was nothing to suggest it wasn't. But beneath the bonnet there lurked a secret. The owner had fitted an Ekins Supercharger. Even when the key was turned in the ignition and the engine immediately sprang to life there was still nothing to suggest it was anything but standard. It idled perfectly and there was none of the lumpiness associated with hot cams and multiple carburettors. The only thing that gave the supercharger away was a slight whining noise as the impellers spun in their casing and this was only noticeable to an experienced ear.

On the road the 1800 suddenly became a fast, healthy playgirl forgetting its normal image of a staid family maid. It immediately sprang to 60 mph in just 5.2 sec almost halving the standard time of 15.2 sec. 80 mph came up in 14.1 sec instead of the normal 31.6 sec and we saw 120



From all outward appearances there is nothing to suggest that the Austin 1800 is anything but a standard car. But the performance is something else.



The Supercharger bolts straight onto the engine and no further modification is necessary. Ekins supplies the full kit including manifold.

## COMPARISON TABLE

	Standard 1800	Supercharged 1800
0-30 mph .....	4.5 sec	3.4 sec
0-40 mph .....	7.5 sec	4.9 sec
0-50 mph .....	11.8 sec	6.4 sec
0-60 mph .....	15.8 sec	8.2 sec
0-70 mph .....	21.0 sec	11.4 sec
0-80 mph .....	31.6 sec	14.1 sec
STANDING $\frac{1}{4}$ MILE	20.5 sec	15.6 sec
TOP SPEED	93 mph	120 mph

mph on the speedo. The standard 1800 will run out at 93 mph. And over the quarter 5 sec was carved off the standard time of 20.5 sec.

The difference in the car was startling and it was hard to believe all this performance could be had from just fitting a simple supercharger. And, of course, with this new found source of power the 1800 became a much safer car. Now it had the extra power to pull it out of tight spots and that extra urge for hard cornering. But all the time it was quite happy to potter along in top gear in city peak hour traffic with not the slightest hint of a protest. The fuel consumption didn't suffer either, in fact it remained the same as when the car was standard, 26 mpg.

The \$290 was well spent on the supercharger, there were none of the problems of fitting hot cams, heads and multiple carburettors which are always in need of tuning. The Ekins Supercharger just bolts straight on to the inlet manifold, also supplied by Ekins, no other modifications are needed.

This is also helpful when the time comes to sell the car or trade it in. The supercharger just unbolts and the standard carburettor and manifold bolt back, there is no evidence of previous modifications as is the case with head jobs and other forms of hotting-up.

Full supercharger kits are now available from Barry Ekins and include the supercharger, manifold, pulleys and belts. A carburettor is extra but in many cases the existing one is used.

Supercharging is nothing new. It has been proven over the years as one of the simplest, easiest and cheapest ways of improving the performance of an engine, right throughout the rev range. Once installed it does not require any attention and places no undue strain on the engine. Supercharger kits are available to suit all popular model motor cars. For further details cut out the coupon below and post today.

## EKINS SUPERCHARGERS

18 Willyama Ave, Fairlight, N.S.W., 2094.

969-1785 — A.H. 94-1233

Bolt-on kits now available to suit most popular models including the BMC range, Corolla, Mazda, Peugeot, complete Holden and Ford range, including V8s. Prices from \$290 include manifold, belts and pulleys. Carburettor is extra. No body modifications are required and no engine balancing is necessary. For further details post the coupon today.

BARRY EKINS (969-1785)

SUPERCHARGERS AND TURBOCHARGERS

18 WILLYAMA AVE.,

FAIRLIGHT, MANLY, N.S.W., 2094.

PLEASE SEND COMPLETE DETAILS TO:

Name .....

Address .....

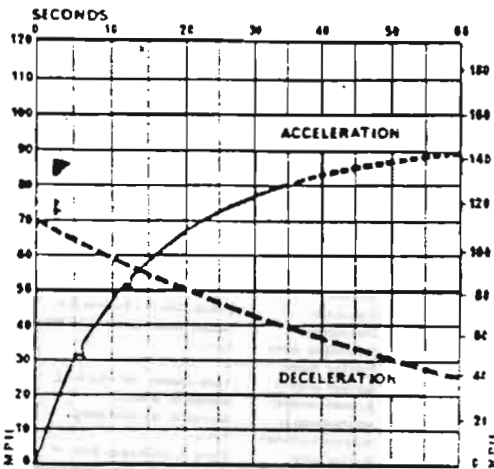
State ..... P/code .....

Make ..... Model .....



## Austin 1800 de luxe Mark II (1,798 c.c.)

Autocar road test Number



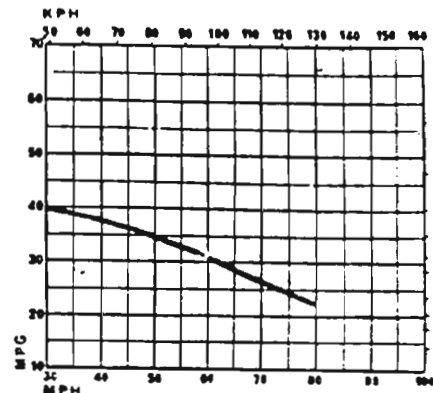
## MAXIMUM SPEEDS

Gear	mph	kph	rpm
Top (mean)	93	150	5,150
(best)	96	155	5,300
3rd	76	122	5,850
2nd	52	84	5,850
1st	32	52	5,850

Standing  $\frac{1}{4}$ -mile 19.9 sec 67 mph  
 Standing Kilometre 36.8 sec 82 mph

## MOTORWAY CRUISING

Error	(ind. speed at 70 mph)	76 mph
Engine	(rpm at 70 mph)	3,870 rpm
	(mean piston speed)	2,255 ft/min
Fuel	(mpg at 70 mph)	27.0 mpg
Passing (50-70)		11.1 sec
Noise (per cent silent at 70 mph)		70 per cent



## FUEL

(At constant speeds—mpg)

30 mph	35
40 mph	33
50 mph	34
60 mph	31
70 mph	27
80 mph	20

Typical mpg . . . 27 (10.5 litres/100k)  
 Calculated (DIN) mpg . . . 24.5 (11.5 litres/100k)  
 Overall mpg . . . 26.9 (10.5 litres/100k)  
 Grade of fuel: Super Premium, 5-star (min 100R)

TIME IN SECONDS	4.8	7.5	10.8	16.3	21.9	34.0
TRUE SPEED MPH	30	40	50	60	70	80
INDICATED SPEED	33	44	55	66	76	86
Mileage recorder 1.5 per cent over-reading.						

## SPEED RANGE, GEAR RATIOS AND TIME IN SECONDS

mph	Top	3rd	2nd	1st
	(3.88)	(5.37)	(7.99)	(12.76)
10-30	13.7	9.2	5.2	3.7
20-40	11.9	7.9	5.1	—
30-50	11.8	7.9	6.2	—
40-60	13.1	9.1	—	—
50-70	15.5	—	—	—
60-80	21.2	—	—	—

## HOW THE CAR COMPARES

## Maximum Speed (mph)

	70	80	90	100
Austin 1800 de luxe Mark II				
Ford Corsair 2000 de luxe				
Hillman Hunter 2				
Renault 16 Grand Luxe				
Vauxhall Victor 2000				

## 0-60 mph (sec)

	20	10
Austin 1800 de luxe Mark II		
Ford Corsair 2000 de luxe		
Hillman Hunter 2		
Renault 16 Grand Luxe		
Vauxhall Victor 2000		

Standing Start ( $\frac{1}{4}$ -mile (sec)

	30	20
Austin 1800 de luxe Mark II		
Ford Corsair 2000 de luxe		
Hillman Hunter 2		
Renault 16 Grand Luxe		
Vauxhall Victor 2000		

## MPG Overall

	20	30
Austin 1800 de luxe Mark II		
Ford Corsair 2000 de luxe		
Hillman Hunter 2		
Renault 16 Grand Luxe		
Vauxhall Victor 2000		

## PRICES

Austin 1800 de luxe Mk II	£999
Ford Corsair 2000 de luxe	£965
	£969

## TEST CONDITIONS

Weather: Cloudy dry. Wind: 5-10 mph. Temperature: 17 deg. C. (63 deg. F.).  
 Barometer: 29.65 in. Hg. Humidity: 56 per cent. Surfaces: Dry concrete and asphalt.

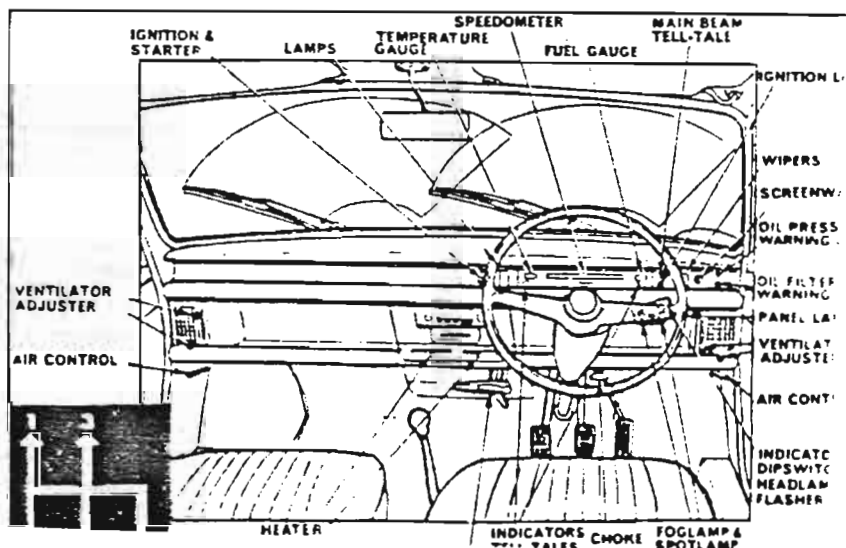
## WEIGHT

Kerb weight: 23.0cwt (2,573lb-1,168kg) (with oil, water and half-full fuel tank).  
 Distribution, per cent: F, 63.9; R, 36.1. Laden as tested: 26.7cwt (2,988lb-1,357kg).

Test distance 2,432 miles. Figures taken at 3,800 miles by our own staff at the Motor Industry Research Association proving ground at Nuneaton.

## TURNING CIRCLES

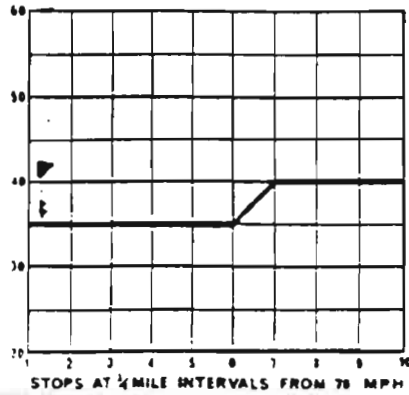
Between kerbs: L 37ft 5in.; R, 39ft 0in.  
 Between walls: L 39ft 0in.; R, 40ft 7in.  
 Steering wheel turns, lock to lock: 3.5



# Austin 1800 de luxe Mark II (1,798 c.c.)

Autocar road test Number 219

## BRAKES

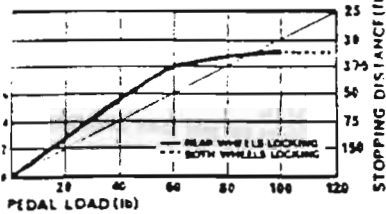


STOPS AT 1/4 MILE INTERVALS FROM 70 MPH  
to 30 mph in neutral)

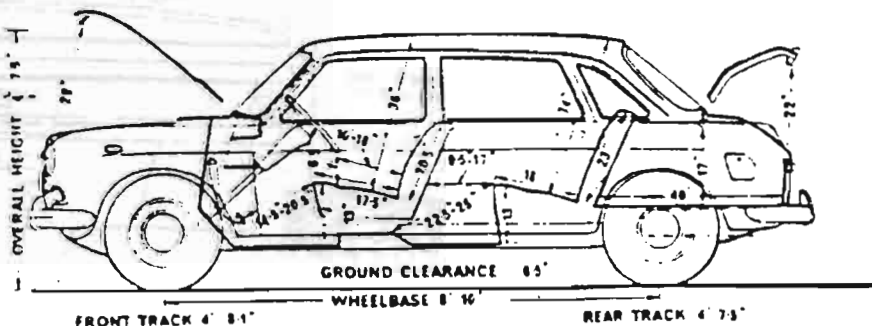
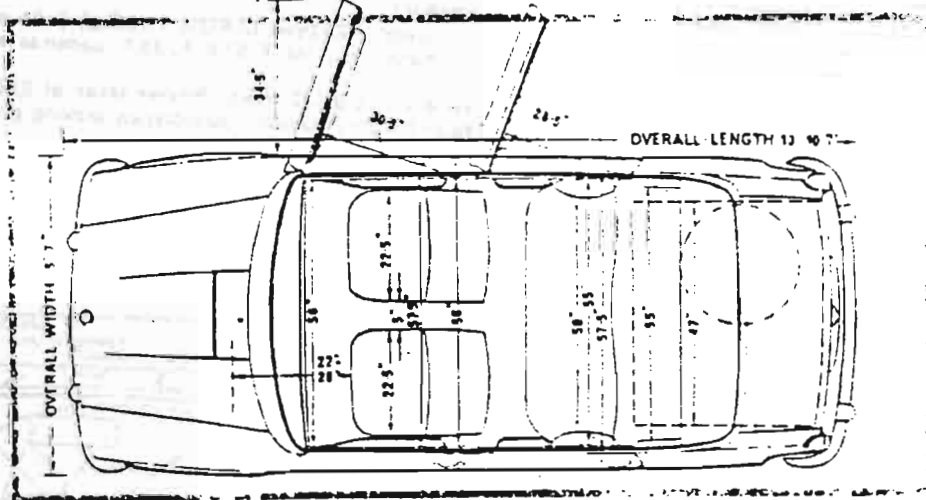
Distance	Time
0.25	120ft
0.50	66ft
0.80	38ft
0.85	35ft
0.90	33.4ft
0.20	150ft

DRIVE  
gradient 1 in 4  
40 lb and 4.5 in.

FROM 30 MPH IN NEUTRAL



STANDARD GARAGE 16ft x 8ft 6in.



ALE  
In. to 1ft  
whilons uncompressed

## SPECIFICATIONS

### FRONT ENGINE, FRONT-WHEEL DRIVE

<b>ENGINE</b>	
Cylinders	4, in line
Main bearings	5
Cooling system	Water; pump, fan and thermostat
Bore	80.20mm (3.16in)
Stroke	88.9mm (3.50in)
Displacement	1,798 c.c. (109.6 cu.in.)
Valve gear	Overhead, pushrods and rockers
Compression ratio	9.0-to-1; Min. octane rating 100RM
Carburetor	One SU HS6
Fuel pump	SU mechanical
Oil filter	Tecalemit, full flow, renewable element
Max. power	86 bhp (net) at 5,300 rpm
Max. torque	101 lb.ft. (net) at 3,000 rpm

<b>TRANSMISSION</b>	
Clutch	Borg and Beck, diaphragm spring 8 in. dia
Gearbox	Four-speed, all-synchromes
Gear ratios	Top 1.0 Third 1.38 Second 2.17 First 3.29 Reverse 3.07
Final drive	Helical gears, 3.88-to-1

<b>CHASSIS and BODY</b>	
Construction	Integral with steel body.

<b>SUSPENSION</b>	
Front	Independent, wishbones, interconnected hydroelastic displacers
Rear	Independent, trailing arms, interconnected hydroelastic displacers

<b>STEERING</b>	
Wheel dia.	16.5in.
Make and type	Girling, disc front, drum rear
Servo	Girling vacuum
Dimensions	F. 9.28 in. dia. R. 9.0 in. dia., 1.75 in. wide shoes F. 183 sq.in.; R. 99 sq.in. Total 282 sq.in. (211.3 sq.in./ton laden)
Sweep area	

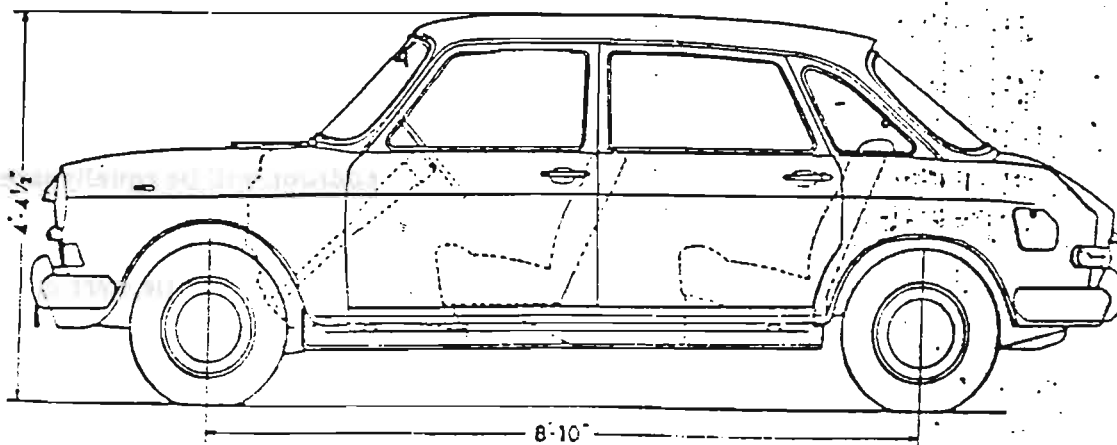
<b>WHEELS</b>	
Type	Pressed steel disc, 5-stud fixing, 4.5in. wide rim
Tires—make	Dunlop
—type	SP88 radial-ply tubeless
—size	165-14in.

<b>EQUIPMENT</b>	
Battery	12 Volt 50-Ah
Generator	Lucas C40/1 22-amp-d.c.
Headlamps	Lucas sealed beam 120/80-watt (total)
Reversing lamp	Extra
Electric fuses	3
Screen wipers	Two-speeds, self-parking
Screen washer	Standard, electric
Interior heater	Standard, air-blending
Heated backlight	Extra
Safety belts	Extra, anchorages built in
Interior trim	Ample seats, PVC headlining
Floor covering	Carpet
Starting handle	No provision
Jacks	Screw pile
Jacking points	2 each side, under sills
Windscreen	Zone toughened
Underbody protection	Phosphate treatment prior to painting

<b>MAINTENANCE</b>	
Fuel tank	10.5 imp. gallons (no reserve) (47.8 litres)
Cooling system	9.5 pints (including heater) (5 litres)
Engine sump	11.25 pints (7.1 litres), SAE 20W/50 gear-box and final drive. Change oil every 6,000 miles. Change filter element every 6,000 miles.
Grease	No points
Tyre pressures	F. 26 P. 22 ps (all conditions)
Max. load	945lb (429kg)

<b>PERFORMANCE DATA</b>	
Top gear mph per 1,000 rpm	18.1
Mean piston speed at max. power	3,930 ft/min
Bhp per ton laden	64.6

## AUSTINTASHUS



Number 6

AUSTIN 1800 CLUB NEWSLETTER

NOVEMBER 1988

Our last meeting saw more members turnout than at the previous meeting which is good to see. We also welcomed a new member, probably the only 1800 owner in Canberra to have a sun roof:

Len EASTWOOD      34c Fraser Court, Kingston ACT 2604      Mk11 Sedan with sun roof

Apologies were received from Jim Laity, Tom Malins and Darrell Kildey.

Did you know there are two types of rear hubs on the 1800s? The Mk1 is tapered from the flange to the inside bearing end, and the Mk11 is parallel. The Mk1 type will not fit a Mk11 fitted with FBR brakes as the flange end of the taper fouls against the parking brake link—as both Tom Malins and myself found recently. However, the Mk11 will fit a Mk1 alright.

Automatic owners: Does your transmission *clonk* noisily when engaging Drive or Reverse? If the answer is yes first check the engine idle speed followed by a check of the down-shift throttle cable adjustment. If the clonk persists it may be necessary to dismantle and clean the valve bodies together with checking the strainer, alloy suction pipe, O-ring and pump at the same time. However, a likely cause which the workshop manual omits is the possibility that the large nut on the output shaft is loose. Access to this can be gained by removing the extension housing (speedometer drive). Bill Wood at *Morwood Motors* remarked that it is not uncommon for this nut to work loose.

If you did not know already, the front seats of the Mk1 differ from the Mk11. Apart from being slightly wider the seat base rests on a criss-cross of *Pirelli* webbing, whereas the Mk11 rests on a metal seat pan. After many years the *Pirelli* webbing perishes and becomes hard and brittle. Replacement can be obtained from *Clark Rubber* for about \$2.50 a metre. You will need about 10ft. or 3metres (which is tight). You will need 6 pieces cut to 1ft9in or 53mm, and 6 pieces cut to 1ft5in or 43mm for the two seats. The job of replacement is quite easy and takes about an hour per seat.

Bill Wheeler pointed out an article in the *Canberra Times* where the *Jaguar Car Club of Canberra* is hosting an all-British day at Weston Park on Sunday, November 6. I rang the *Jaguar Car Club* who have invited us to join in the festivities and they will allocate us an area to display vehicles and to publicize our club. Any members interested in participating in this event and who have suggestions please phone me on 82.5262 as soon as possible so that I may make arrangements.

If you liked last month's supercharger article then this month's addition will be equally interesting. It is called **Austin 1800 Tops the Ton**. Fascinating.

Contributions were gratefully received and our club funds now stand at a little over \$34.

Frank Gifford has suggested we hold our next meeting in Fyshwick at his son's builders yard on the Minor Industrial Area off Gladstone Street, the entry being diagonally opposite Maryborough Street. Chris, Frank's son, now owns the yard and he has several disabled 1800's along with a variety of parts and is open to offers for same. Chris's yard is at the far end of the dirt road opposite *AA Sandblasting*. It is suggested we meet there at 2pm on Saturday, 12 November. It should prove to be an interesting meet. See you there.

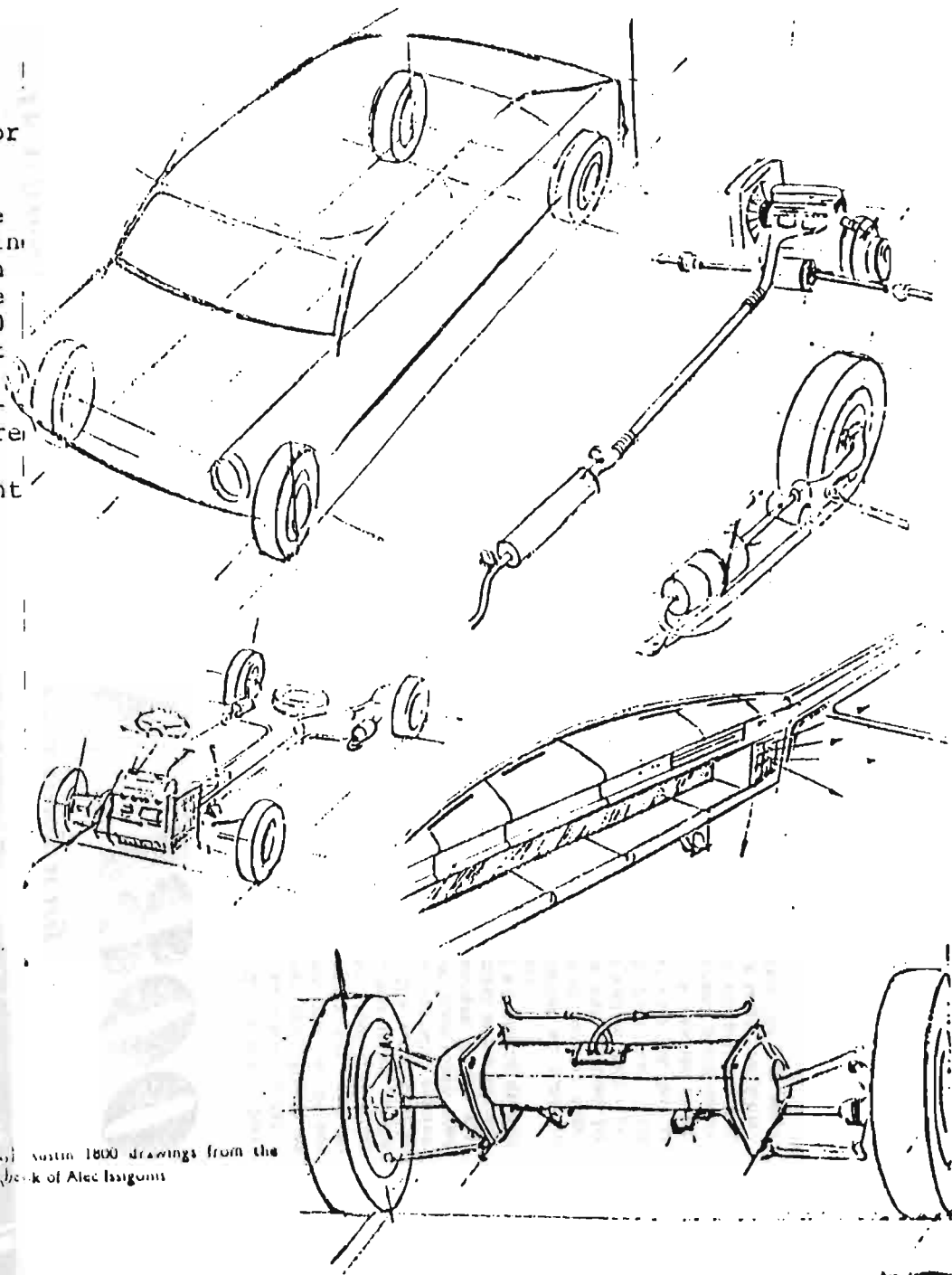
Happy Austinning

Mick

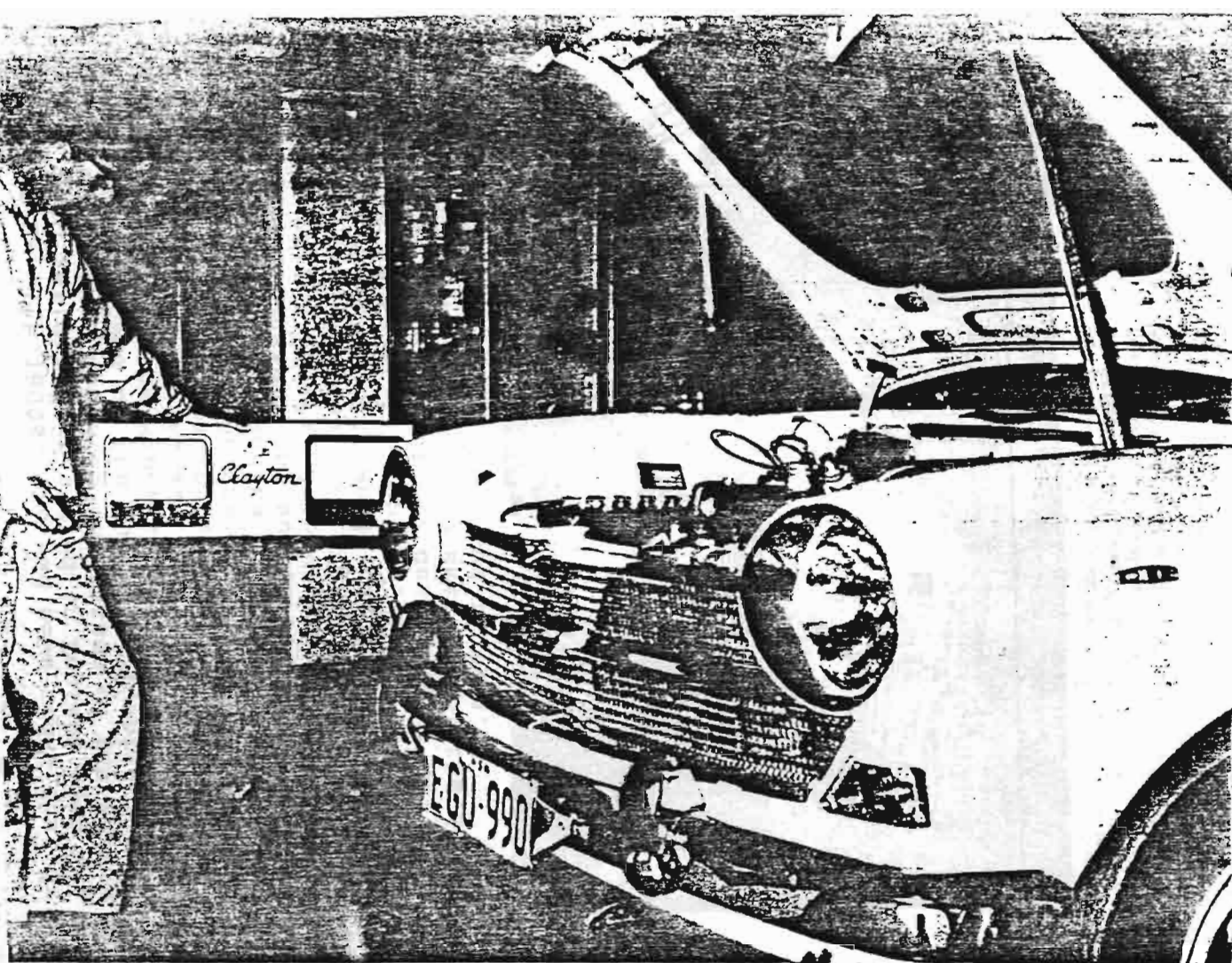
For those of us with 1800s, the sad news comes that it's designer, Alec Issigonis, has died in England aged 82. Issigonis was better known as the father of the Morris Minor and the Mini. Employed by the Nuffield organisation before the war, he designed the Minor toward the end of the war, which was quite a revolutionary small car for its time. The Mini, however, was the result of sheer brilliance in thinking and Issigonis had worked on the concept of a small car with a transverse (East-West) engine and transmission which gave large interior dimensions and superb road-holding. The 1100 and 1800 are virtually scaled up versions of the Mini. Most modern cars really owe their existence to this concept, as there are few manufacturers who do not include this arrangement somewhere in their line-up. Issigonis will be remembered as being one of the greatest car designers of all time. Illustrated here are some of his sketches of the development of the 1800 before it was announced in 1964.



Mr. Alec Issigonis (left) with Mr. Charles Griffin, Chief Engineer, BMC Passenger Cars, beside one of the first Austin 1800 Saloons to be completed.



Original Austin 1800 drawings from the sketchbook of Alec Issigonis



*In which a little bit of tickle goes a long way*

# AUSTIN 1800

WITH the release of every new model comes yet another glint in the eye of the hot-up experts. Whether just a mild head job or a full house conversion with fuel injection or supercharger there is inevitably someone trying for more performance. More often it is the undernourished, overweight hack than the imported poor man's GT. Some sedans lend themselves to tuning — notably the Mini and Corvair — but others are better left alone. Thus to anyone in his right mind an Austin 1800 is a roomy, comfortable family sedan that makes a reasonable fist of fulfilling its designed purpose. To Sydney enthusiast John Tickle the 1800 was a challenge as a project hot-up.

Now, we're not saying that John Tickle is out of his mind; only that when we heard of the "Tickled 1800" as we dubbed it the thought of this floating lounge room going

really quickly was a bit hard to swallow. So after following through the hot-up we set off to the test strip fully prepared to say, "Well, Mr Tickle, we told you so: Austin 1800s just don't go quickly."

As the mobile lounge room hurtled through the flying quarter mile for yet another timed average of 104 mph (repeat 104 mph), we snuck off with our tails between our legs. To push the considerable frontal area of an 1800 along another 20 mph quicker than the standard car took no small amount of blood, sweat and tears — and brass. So this is what makes a 104 mph Austin 1800 Tick-le, if you'll pardon the expression.

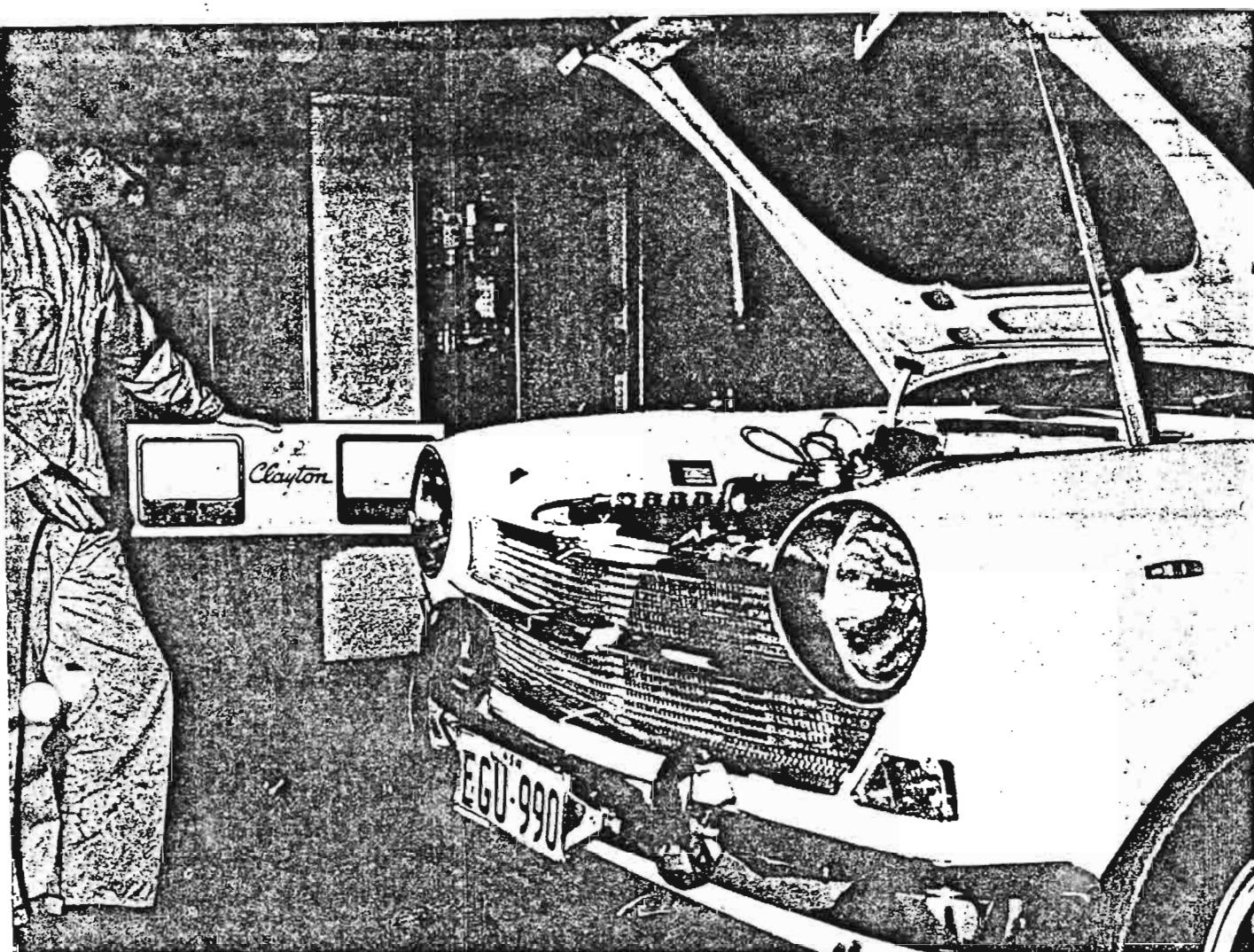
Behind the project is staff friend and BMC salesman-racing identity Ron Haylen, who consistently dominated the 1100 cc class with his Mini-Cooper a season or so back. It was a potential Mini-Cooper S buyer that was persuaded into an Austin

1800 when John Tickle sought Haylen's views on a good touring car.

Now we'll agree the 1800 is at home on the open road (as on our Sydney-Perth-Sydney run) but no ball of fire away from the lights, so Haylen's idea was invest in the 1800 for around the same coin as an S, keep it until warranty expired, then tweak it for more open road go, even to S standard. So the goal was set. In technical terms the aim was 100 mph and a standing quarter mile under 18.0 sec.

So EGU-990 started an innocent life in the hands of Regular Army man John Tickle but destined for 100 mph. All was well to 7000 miles when the clutch gave way. This was purely a warranty job but as the advantage of a heavier clutch for the car's intended performance was obvious, so a competition unit was fitted with the small cost difference met by Tickle. At the same





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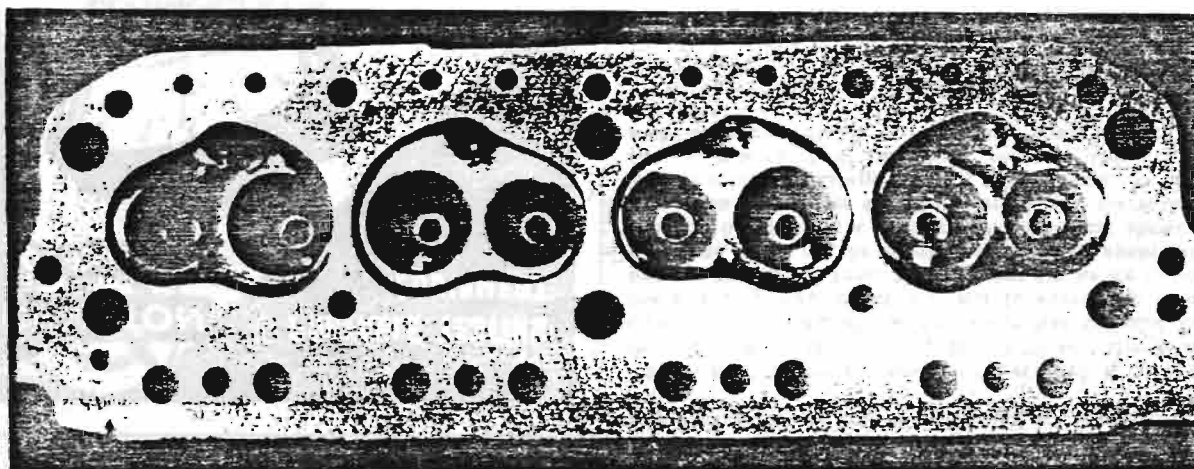
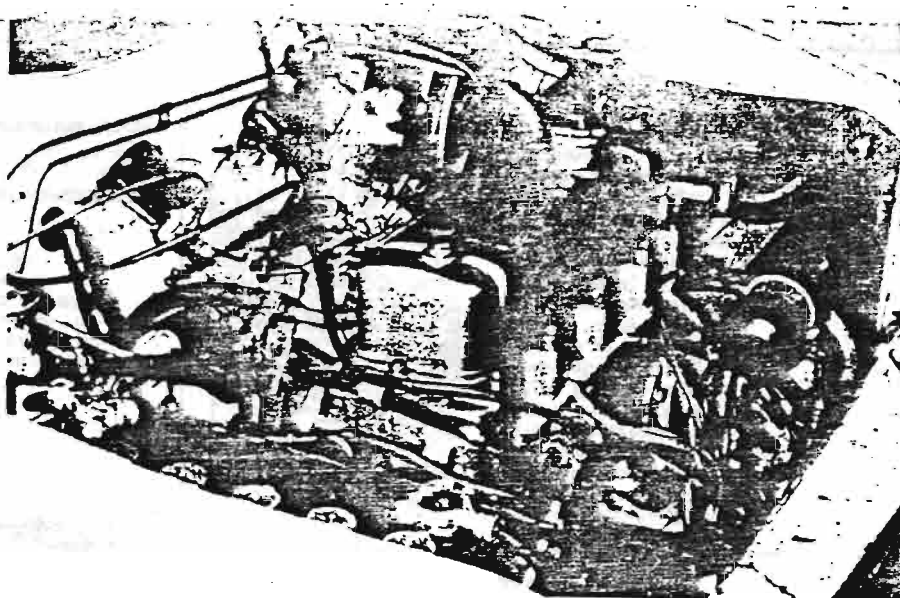




On the dyno at Sydney's Town and Country garage, second part of modifications added 26 bhp at front wheels — and this is Sydney's most conservative (for that, read reliable) dynamometer. It's a Clayton.

Under the bonnet is all good-looking gear, a bit complicated with all the extra plumbing but quite impressive nonetheless. New manifolding fits in well, and you need only one extra carbie to move this block of flats.

The Tickled Austin 1800 head after Ken Wiggins had worked his magic. Wiggins does most of the racing heads on Minis, as well as comprehensive balancing and building-up work on a lot of other makes.



By JAMES LAING-PEACH

# TOPS THE TON

time a warm cam ground by Sydney experts McGee Cams, was installed, again with a view to the future. Apart from these mods, new wheel bearings and engine mountings, the 1800 received no special attention other than regular servicing until 11,000 miles came up. After the cam and new clutch were installed the wheel rims were taken out to 5 1/2 in. and fitted with Dunlop 175-13 SP3 tyres. In this condition we tested the car for later comparison. Top speed was 89 mph with a standing quarter mile coming up in 19.9 sec. 0-50 mph in 11.3 sec and 0-60 mph in 16.1 sec. The car was then trundled up to Town and Country Garage at Linda Avenue, Hornsby, where John Schroder, guardian and tuning expert for Paul Bolton's 2.5-litre Repco-Brabham, ran the 1800 on a Clayton dynamometer. Best reading showed 54 bhp at the car's front wheels running on 90 mph.

Come 11,000 miles and the real work began. Working in off time, Tickle pulled down the engine and packed the block off to Re-Bores Pty Ltd at Woolloomooloo where it was chemically cleaned and the cylinders honed. Then the big build-up started. Here Ron Haylen came in again. Having prepared his own racing engines, Haylen has a fair idea how BMC mills go together. A complete new set of rings and bearings was installed, both BMC parts as the standard bearings can stand the extra strain, and the block was painted with a blue Hammertex finish which looks very good and not unlike BMC's original engine paint. The head was sent to Ken Wiggins, one of the very best in BMC gas flow design, who shaped it to the same path as an MGB "hot head". A Lynx manifold was fitted to take twin 1 1/2 in. SUs, which are standard size, making it neces-

sary to buy only one extra instrument. The ports were opened up and polished, then all the bits went back to Ron Haylen to screw back together.

Meanwhile back at 62 Beresford Road, Chullera Jim Gwilliams was experimenting with odd bits of pipe to set up the best possible Race-master extractor exhaust. The result delivered a lot more horses from the 1800 ccs, if a bit more loudly. With the head in place compression was worked out at 9 to 1 and MGB valve springs took care of extra rpm. The engine had been balanced when taken down originally for installing the competition clutch and cam. To take care of the exciting burble from Gwilliams 1 1/2 in. diameter exhaust, a Vallant Lukey muffler was screwed in.

(Continued on page 78)

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## AUSTIN 1800 TOPS THE TON

(Continued from page 43)

Much of the added urge could be directly attributed to the exhaust as a lot of fiddling went into setting up the right vacuums. About the only items not changed were the spark plugs. A longer reach plug could not be used because of the .060 in. head shave.

So with all this gear in place it began to look possible that this 1800 would in fact, go. About the only other major change was done to the running gear before the car was taken up for a second visit to Town and Country for final tuning and to check what sort of real horsepower there was. To keep the widened wheels on the road, the Hydrolastic suspension fluid was changed over to the Cooper S competition fluid and pumped to greater stiffness. As with any Austin 1800, constant hard driving causes slackness in the gear lever linkage cables, which were replaced. To complete the picture a tachometer, quartz iodine driving lamp and steering wheel cover were added and the car headed for Town and Country for final sorting out and tuning before we set it against the clock. With a bit of fiddling the needle ran up to a fantastic 80 bhp at the front wheels with the speedo on 90 mph (5500 rpm approx).

Down with the bonnet and time to go Cooper-hunting. But with stop watch in hand the real test was yet to come — so out to our test strip. To an observer in a Morris 1100S being tested the same day, the Tickled 1800 didn't appear to approach the strip particularly quickly. But as the 1800 came closer the observer was seen to make quick movement, put his hands over his eyes then dive under the back seat. He was heard to stammer later that he thought the little 1100 had been sucked clear across the road from the 1800's slipstream. He wasn't far wrong, for the slipstream behind a block of flats moving at a two-way average of 101 mph is something for the mind to ponder.

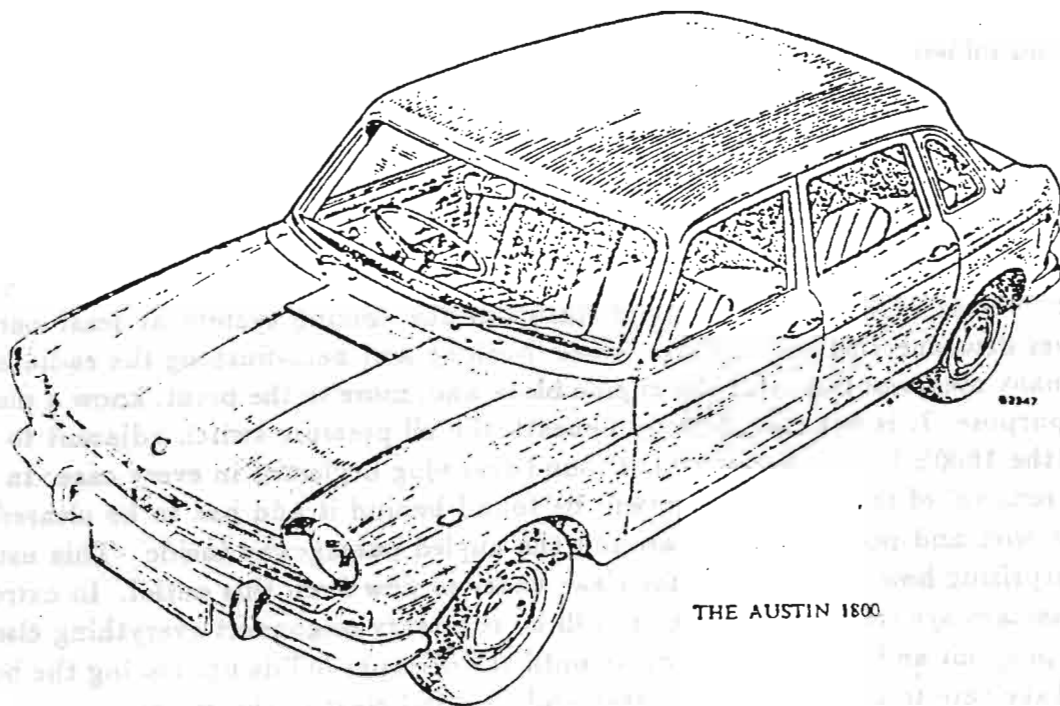
Back on the quarter and Tickle screwed it up for the big assault. As the comp clutch bit and the SP3s clawed at the bitumen, a loud noise was detected in the engine compartment. But not to worry! On to a quarter time of 17.9 sec. Not bad, but try as we could this time could not be touched or equalled again. At the end of the runs a peek under the bonnet showed the carburettor tubes well closed up causing starvation after continual bashing against the firewall. As the engine mounts had just been renewed there was scope for a good stabiliser bar to hold down the torque on take-off.

The full comparative figures are shown on page 80. But the goal had been attained. Well over the ton and a consistent 18.0 second quarter. We then bricked the balloon and asked the obvious — what did it all cost? So we came up with this list which included everything to make your 1800 do the ton — except the labor of screwing it all together.



On your travels through Australia, whether touring or commuting, always remember that a casually-thrown cigarette or a live match or a careless picnic fire can cause devastation costing millions of dollars and ruining many people's very lives. Just remember one thought; car makers don't build ashtrays into their cars just so you can have somewhere to keep your small change. Use the ashtray—not the window.

# AUSTINTASHUS



THE AUSTIN 1800

Number 7

AUSTIN 1800 CLUB NEWSLETTER

DECEMBER 1988

Summer is here again and our last meet at Fyshwick was fairly warm to say the least. Unfortunately the same old faces turned up of which I would like to say more about later. Apologies were received from Tom Bray who had to go to Bathurst. Our club saw a new face who wished to become a member:

Mick OATES      31 Attiwell Circuit, Kambah ACT 2902    319 387      Mki Sedan

On Sunday, 6 November, our club participated for the first time in the *All British Day* at Weston Park. Bill Wheeler showed off his genuine English model with Len Eastwood and I displaying our MkII's. One of the cars was displayed with all doors open and the lay-back seats down camper-style and the boot open. Jonathon Gifford arrived later with his completely restored Mki Ute on which he has done a magnificent job. Needless to say all cars attracted average interest in which folks commented on the spaciousness and comfort of the 1800. Next year we must make a concerted effort and steal some limelight from the Morris Minor and MG Car Clubs. What say you?

During the past month Pat Farrell, Library Officer for the *Austin Motor Vehicle Club of Victoria*, phoned me. We had a very interesting talk and I learned there is a strong 1800 contingent in their club. Pat tells me he has seven, including a Kimberley. He informed me he has just about all the literature ever printed on 1800's and promised to photocopy some of it for our club. True to his word a large envelope arrived soon afterwards full of fascinating details. Amongst this literature was details of both Austin and Morris 1800's, the Wolesley 18/85, the 1800S and the MkIII. How many of you knew BMC put out a third model? Also included are reports on various rallies the 1800 took part in including the London to Sydney marathon — an 1800 came second.

In addition to this a large envelope arrived from the *Queensland Austin Motor Vehicle Club*; Nairn Hindhaugh, the club's editor, sent some photocopies of original brochures on the Austin/Morris 1800's and the MkIII. He also included a donation of \$10 and his best wishes for our club. I have made up folders with this information displayed in clear plastic sheets and they are available to members for their perusal.

Our sincere thanks go out to both Pat Farrell and Nairn Hindhaugh for showing such an interest in our club.

Now that summer has arrived I think this month's technical topic should include the cooling system. Most of us, I think, would flush out the cooling system at least once a year which involves disconnecting the radiator hoses, flushing and back-flushing the radiator, but I wonder how many members flush out the engine block and, more to the point, know a plug exists for this very purpose. It is situated directly beneath the oil pressure switch adjacent to the distributor. In all the 1800's I have owned I have found this plug neglected in every case. In most instances, upon removal of this plug, sludge will be found behind it and has to be cleared using a length of soft wire and poking up and around the angled passageway inside. This usually works and it's surprising how long it takes for clear water to flow from this outlet. In extreme cases when the passageways cannot be cleared it will be necessary to connect everything else up leaving the block plug out and running the engine until the pressure builds up, forcing the buildup of sludge out. Take care to do this in a safe area and to stand clear of the outlet.

Flushing the block can make a critical difference on a hot day and will prevent any overheating problems as has been proven time and again driving 1800's for many years in North Queensland.

Tom Malins contributed \$5 to the club and our current balance now stands at \$33. Correspondence was received from Sydney and Adelaide from folk who have expressed interest in the club via our advertisement in *Unique Cars*. I replied to their letters and included copies of the 1800 booklet.

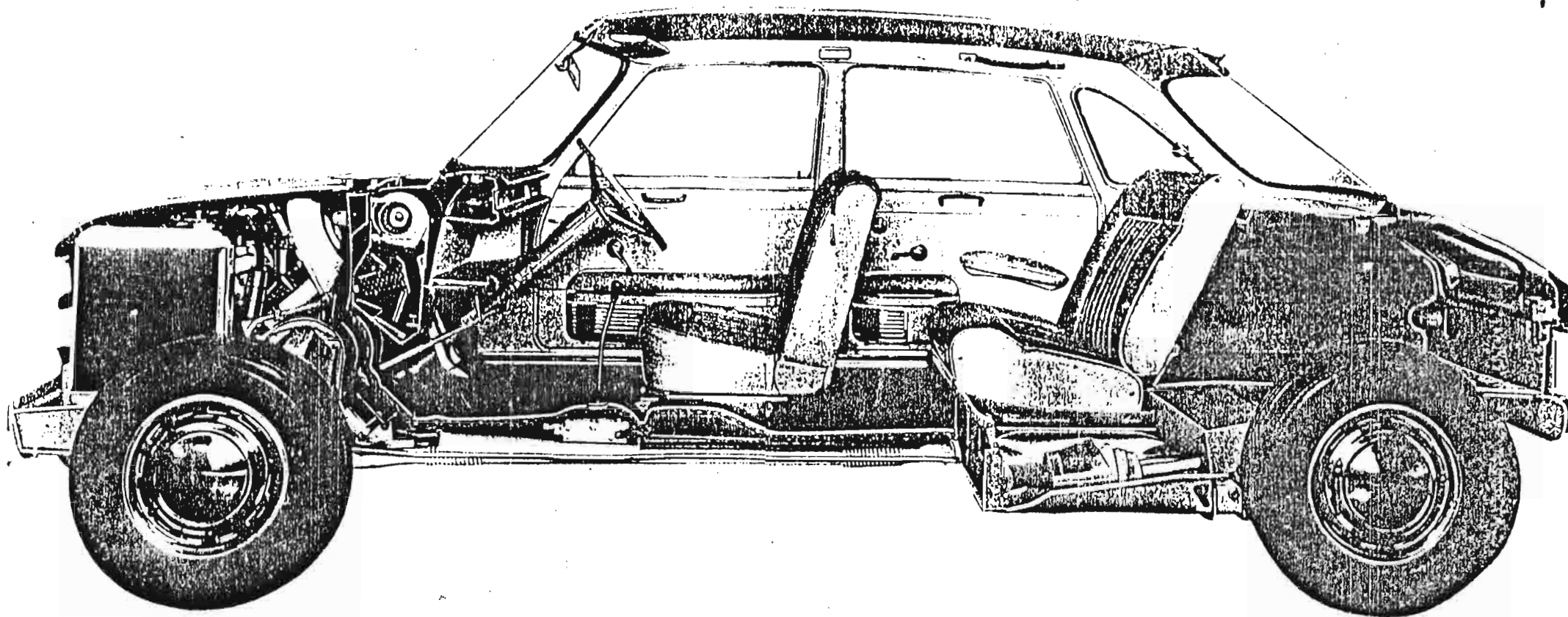
The front section of the exhaust system on Don Thomas' MkII was leaking and Don was able to get a new section of flexible pipe AND — get it welded too for \$40. This is excellent value and it can be obtained from *Powertone Exhaust Centre* at 5 Collie Street, Fyshwick (telephone 80 5570).

Next month being Christmas those of us at the last meeting suggested holding the December meeting at Weston Park in the form of a BBQ with members supplying their own drink and tucker. Because of our poor turnout of late I would urge as many folk as possible attend so we can discuss an alternative day of the month to meet, and to seek a Guide or Scout Hall or similar to hire for an evening. See you at the BBQ on **SUNDAY, 11 DECEMBER**, from 2pm onwards at or near where the *All British Day* was staged. Please be there.

Remember, you're riding 1st Class

Mick





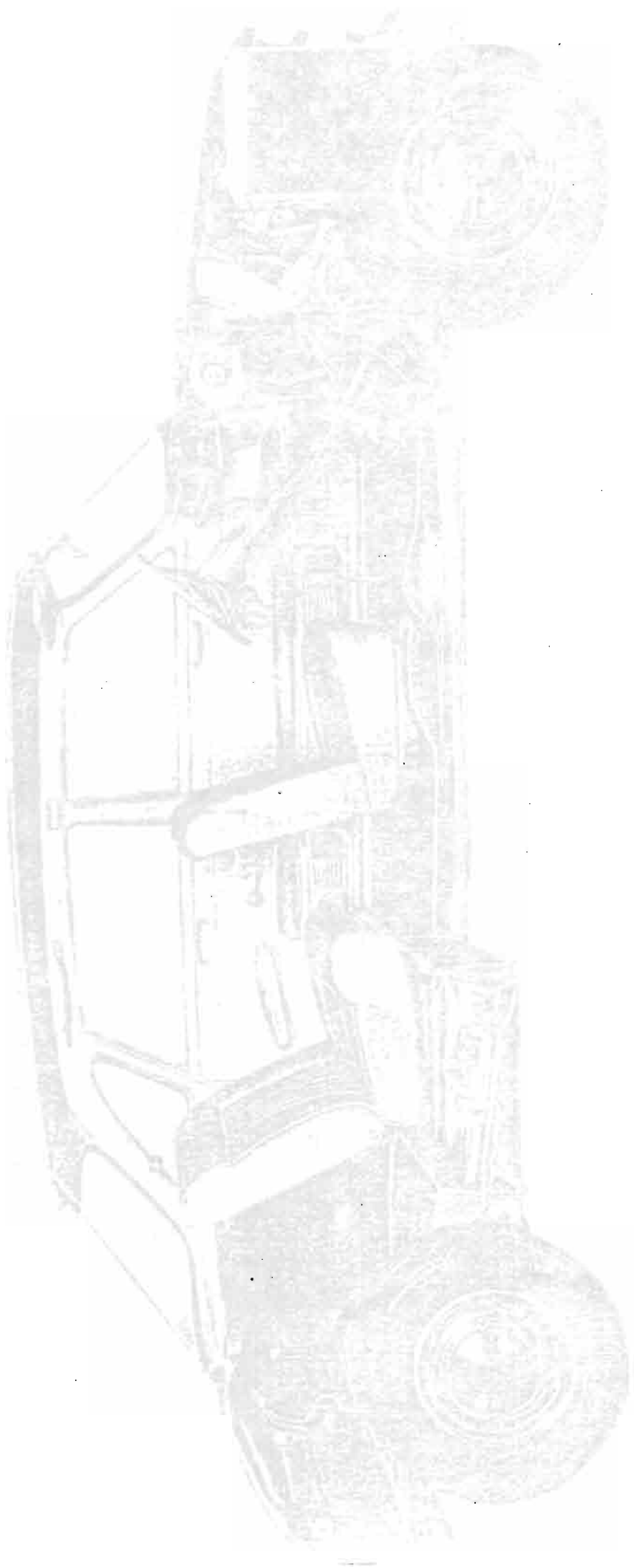
When a big car gets the BMC engineering treatment, look out for surprises. No one knows better than BMC how to pack genius into a great family car. No matter how often you drive the Morris 1800, there will always be that same excitement. It starts from the moment you get in. There's more space inside than you'd ever guess when you look at the outside dimensions. Inside is where you get your first big surprise. It's vast in there! Much more than just 'comfortable', it's incredible!

Curved windows open up extra shoulder room. And if you're a six footer, try the back seat - you'll find you have plenty of room, and to spare! That's real space! Space for kids - lots of them. Space for big luggage. Space for big people. Five brawny men could sit in complete comfort. Ah, cradled in thickly upholstered contoured seats. Scientifically designed in phatle, washable vinyl and deep, body-shaped foam. In the Morris 1800 De-luxe you get real English leather!

#### Luxury - plenty of it

There's a fully variable heating system and concealed fresh air ducts completely separate from the heating system; for pure, clean ventilation. There's a full-width, padded shelf below the fascia. Rapid door pockets, deep enough for handbags, maps, and odds and ends. Hard-wearing carpet, with thick underlay and a damp proof base. A-brays, front and rear. Rear opening quarter lights (De-luxe only). It all adds up to a hustle & crunched luxury ride.

An all-synchromesh gearbox makes full use of the supple strength of the 1.8-litre engine. There's a sweet surge of power always on hand. Because the transmission is combined with the engine, there's room for a cavernous 17 cu ft boot. Incredible in a car only 164 inches from bumper to bumper - and that's the beauty of it all! All this space, in a car that's easy to park and easy to manage. All wrapped up in the strongest structure ever built into a production car.



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