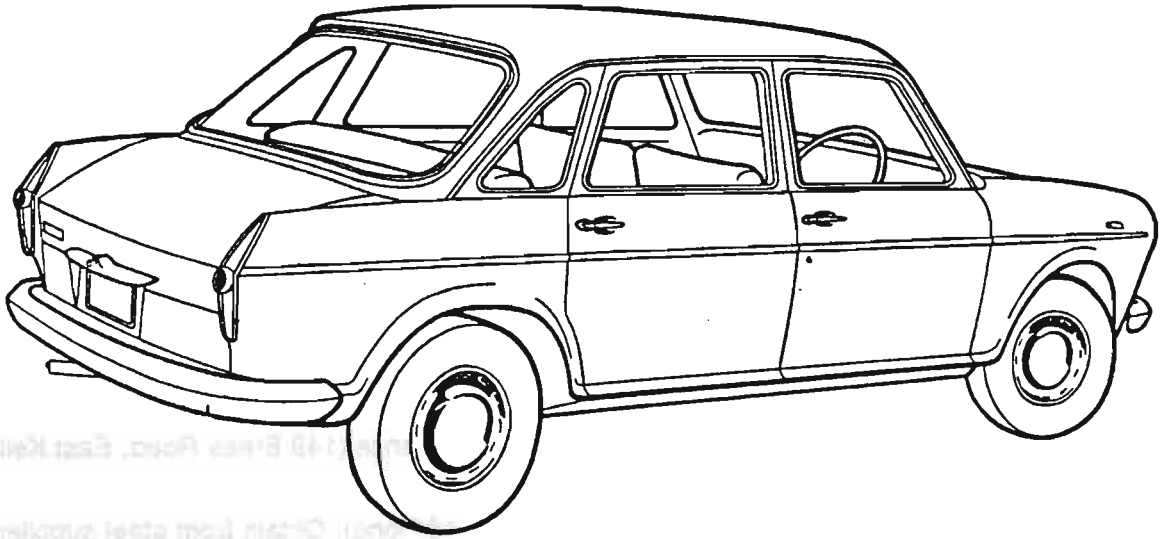


# LANDCRAB



Number 42

Landcrab Owners Club of Australasia

Feb/Mar 1992

Without doubt the subject uppermost in the vintage, classic and older car owner's mind these days are the persistent rumours regarding the phasing out of these vehicles. Like a bad smell, it will not go away. I firmly believe this will never happen and I base my belief on two main factors:

- First, drive around any suburb in your town/city and observe just how many cars ten years and older are parked in the streets and driveways. I estimate it to be very roughly three out of ten, but it could be more. If such legislation were to be introduced, could you imagine the public outcry? Remember, too, that most of these older vehicles are owned by low income families, single parents, pensioners and the like. What would they do for transport then?
- Second, and moving to the other end of the scale, give a thought to the many hundreds of older prestige classic cars around (ie Rolls Royce, Aston Martin, Lagonda, Jaguar, Bentley, Mercedes, etc) owned by the wealthy. I wonder what they would have to say if suddenly their very expensive investment/toy were to become obsolete.

No, it will never happen but that is not to say some measures will be introduced, albeit more frequent vehicle inspections or perhaps a 'penalty' added to the registration fee. I believe that the most obvious move on the government's part will be the gradual decline in the availability of leaded petrol, with it being totally unobtainable in the not too distant future. This move would be an ideal solution for the government as it would be seen to be doing something for the environment and would give the older car owner the option of adapting the vehicle to unleaded petrol. Time will tell...

As you know, next year will see a rerun of the London-to-Sydney Marathon and, to the best of my knowledge, there will be three or even four landcrabs participating. What value our landcrabs should a BMC 1800 finish within the first three — or even better, wins the event? Incidentally, there has been no response to the proposals by Ken Lyle and Rick Hopkins regarding accompanying surviving landcrabs across Australia.

Peter Jones advises the datasheet sent to him by George Hulley lists his utility chassis number as YJBBU4R/501, making his vehicle unique in that it was the first MkII automatic produced. Peter requests that, if you have not yet completed your datasheet, could you please do so and forward it to the club address or directly to Peter Jones (4 Yarandin Court, Worongary QLD 4213). Some very interesting details have been received, but more information is needed in order to fill the gaps.

Many landcrab owners wonder why the damper is fitted to the rear (clutch end) of the engine — does it serve a purpose? Actually it does, provided that it is in good working condition. It is designed to alleviate the 'shake' in the rear engine mounts, thereby lengthening their useful life. The older type are sealed but the later type (with the plastic top cover) can be refilled. Following removal of the plastic cover (you may have to break it to get it off), you will see a circlip on the main body. Remove this and pour some brake fluid down it — a slow job — and afterwards it will be as good as new.

Two items of a technical nature; Ken Patience has sent in details of the success of two projects:

- The first, concerning the use of a 'Thordon' bush bearing, is included with this newsletter and is self explanatory.
- His other project relates to the ongoing progress with the alternative 'Slipflex' bearing; Ken's drawing accompanies this newsletter. With reference to the circled items, the following may be of help:
  1. Polyurethane bush: Obtain from Ken Patience (149 Brees Road, East Keilor VIC 3033) or Dale McShane (ph (03) 306 1852).
  2. Steel tube ( $1\frac{1}{8}$ " O/D min 1" I/D min  $\times 1\frac{3}{4}$ " long): Obtain from steel supplier or scrap metal source.
  3. Steel sleeve: Obtain from Mkl 1800 system and drill holes as per sketch.
  4. Bearing bush (Glacier bearing part number 16DU24): Obtain from **Bearing Service Pty.** Agents all states.
  5. Bolt assembly (original from 1800 Mkl and MkII): Modify as per sketch.
  6. Grease nipple: Can be press-in or threaded. Obtain from **Ryan's** (Elizabeth Street, Melbourne) or one of many automotive suppliers, ie **Repco**.

Ken says this alternative is so successful that he has made up a mould to produce more polyurethane bushes. The first-off bushes were really good from the new mould/die (all dimensions close tolerance). If any club member wishes to obtain some, Dale McShane is willing to pour some. Contact Ken first as you will need to purchase the Glacier-type bearings and arrange the machining of the sleeve and bolt assembly.

Rick Geary recently had occasion to remove the power unit from his Mkl in order to replace the clutch and a few other items. When examining the various components, he found to his dismay that the flywheel ring gear was very badly worn. As you know, the starter bendix engages from the rear so that invariably the front side of the ring gear is found to be unworn. "If only we could take off the ring gear and reverse it", says Rick, but it needs to be heated up to do that. Not having access to an oxy set, we look around his backyard and spy the barbecue. "I wonder if we could use the barbie gas bottle?" Having found a suitable nozzle to attach to the gas hose, we set about heating the ring gear — one of us turned the flywheel slowly around and around while the other played the burner onto the teeth. It didn't glow dull red like they said in the book, but it was obviously hot enough for us to remove and reverse the ring gear.

To continue...much later, when refitting everything, Rick was faced with the task of bleeding the clutch cylinder and braking system. He didn't have anyone with him to pump the pedal, but found a way to overcome the problem by reverse filling the system. "How?" you ask. Very simply, Rick obtained an old oil can (the older one with a long spout and plunger like the old steam engine drivers used) and fitted clear plastic tubing to the spout and to the bleed nipple. Having filled the can with brake fluid it was then just a simple matter to pump the fluid until the master cylinder filled and no more air bubbles appeared. You may laugh at this but the method really works, and is probably better than the traditional way of bleeding in that every trace of air is pushed upwards and forward of the fluid.

Having detected a squeak recently on the front suspension of one of our 1800s, I suspected a dry ball end (strut and seat). Thinking that here was half a day's work to remove the whole assembly and regrease, I wondered if there was a quicker way. Having removed the front wheel, I pondered over the question and thought, "What's to stop me depressurizing the suspension, removing the bolts to the suspension housing, and withdrawing the whole in situ?" Nothing. Following the depressurisation of the suspension, I placed a trolley jack beneath the hub assembly in order to support the weight and proceeded to remove the top two  $\frac{9}{16}$ " nuts on the suspension housing and then the single  $\frac{3}{4}$ " bottom bolt. Next, I removed the two  $\frac{5}{8}$ " Nyloc nuts each side at the centre of the housing. The nut (complete with the whole stud) should unscrew. If it remains in place, screw two nuts onto the stud and tighten together. The whole stud can now be removed. It is imperative that these two studs be removed to enable easier manoeuvring of the housing. Besides that, the housing is extremely difficult to remove if the studs are left in place.

With all of the above removed, the trolley jack should be moved around at right angles to the car where the housing can now be eased away from the inner mudguard bulkhead. Withdraw up to the extent of the brake hose (yes, you can leave the brake caliper in place). You will now find that there is a gap of approximately 4 inches between the housing and bulkhead — just enough to reach in and around to withdraw the strut and seat. After checking components and regreasing, reassembly is a reversal of the above. Incidentally, this job takes about one hour per side.

With reference to the publications listed under Section 14 of our Austin 1800 bookley **General Information — How to get the Best from Your Car**, please make the following additions:

BRITISH AUTOCAR	16 Sep 66	(Insert) Morris 1800
	16 Sep 69	(Insert) Wolseley 18/85
	1 Feb 68	Overland 1800
	7 Oct 71	BLMC Shutdown: Australia
MOTOR	30 Nov 68	London to Sydney Marathon
	3 May 69	Austin Maxi Release
AUSTRALIAN MOTOR MANUAL	Jan 69	Austin 1800 MkII: a wolf in sheep's clothing
	May 72	Austin 2200 Release
	Dec 79	Austin 1800 (p 60)
AUSTRALIAN MOTOR SPORTS & AUTOMOBILES	Nov 64	BMC Challenge to Holdens
	Dec 70	Austin Kimberley

In addition, Peter Jones has provided a list of landcrab publications and Pat Farrell a list of landcrab books and videos.

● LANDCRAB PUBLICATIONS — BMC

MkI Driver's Handbook	TP750B	Austin MkI	(UK) AKD4140A
MkI Driver's Handbook	TP750D	Morris MkI	(UK) AKD4377B
MkII Driver's Handbook	TP805	Wolseley Six	(UK) AKD7872 (second edition)
MkII Driver's Handbook	TP805B		
Kimberley/Tasman	TP847A		
1800 Workshop Manual	AKD4138D and TP818C		
MkI Parts List	HYL3342		
BMC Body Repair Manual	MkI	Supplement 16	
	MkII	Supplement 17	

● LANDCRAB PUBLICATIONS — BLMC

BLMC 1800 Haynes	Owner Handbook and Maintenance Manual
BLMC 1800 MkI and MkII	Owner Handbook — InterEurope

MEXICO OR BUST, Mark Kahn, 1970 World Cup Rally (1800 and Maxi), ISBN 0 245 505180

BMC/BL COMPETITIONS DEPARTMENT, Bill Price, ISBN 0 85429 677 8

THE LONGEST DRIVE OF ALL, Paddy Hopkirk, SBN 225 48860 4

MARATHON, Nick Britten, SBN 900549 009

MARATHON, Alan Sawyer

BMC AND LEYLAND B SERIES ENGINE, Lindsay Porter, ISBN 0 85045 597 9

● LANDCRAB PUBLICATIONS — GENERAL

BMC 1800 Handbook (P. Olyslager)

InterEurope Workshop Manual — 189

SP Manual — Morris/Austin 1800 — 66

● VIDEOTAPES

London to Sydney Marathon, Castrol Oil Company, black and white, 58 minutes.

Journeys with Gellignite Jack, Castrol Oil Company, colour, 29 minutes.

Peter Jones has advised the following MkII (manual sedans only) variations:

Change of handbrake from under dash to between front seats	between car number 2782 and 4998
Deletion of rear pockets	between car number 4998 and 7483
3-Piece bumper bar introduced	between car number 4998 and 7483
Side flashers moved to below centre strip"	between car number 10766 and 10963
Deletion of L/H wiper holes	between car number 14517 and 15064

Briefly...the indicator stalks have all been snapped up and I am not surprised. When visiting Fred Addison's Garage in Kiama recently, his price was \$115. Incidentally, his prices were far too expensive for the likes of our club and it would probably be best to stick with Bob Leonard (Melbourne) and Tony Wood (UK); their prices are far more realistic.

I happened to visit Morwood Motors in Fyshwick ACT a few days before Christmas and there was an absolutely STUNNING grey Austin 1800 Mkl parked out front with a 'For Sale' sign on it; the asking price was \$5500. My immediate comment was "You'll never get that for it". They must have because the vehicle is no longer there. Apparently it was originally a wreck from out the back that Bill Wood brought into the workshop for the mechanics to work on in between slack moments over a period of eight months. It was totally overhauled, fitted with a set of new tyres, and repainted in Leyland's 'neutral grey'.

The APRIL MEETING will be:

Monday, 6 April 1992, 7.30 pm  
The Canberra Yacht Club.

and the MAY MEETING will be:

Monday, 4 May 1992, 7.30 pm  
The Canberra Yacht Club.

Yours in first class motoring...

Mick

\* Chassis number 15064 belonging to Pat Farrell has one side above and one below?????

## FOR SALE

AUSTIN 1800 UTILITY: MkII. Good appearance, mechanically sound, needs welding work to rusted subframes. Best offer to Warwick Wright tel (06) 281-3088.

1968/9 AUSTIN 1800: Green. Has been well looked after and requires only minor work and tyres for registration. \$500. Tel (02) 872-2577.

1800 UTILITY: Best offer. Contact Sam tel (02) 603-6526 or (046) 264-483.

MAIN BEARINGS: Suit 1489cc B series engine. \$20

STOPLIGHT LENS: Austin A50. \$10.

Tel Peter Jones (075) 748-041.

AUSTIN 1800 HEARSE: 1972. Good mechanical condition. Current MOT. Low mileage. £400. J. Yeowart tel (0011 44) 946 693 819 (UK).

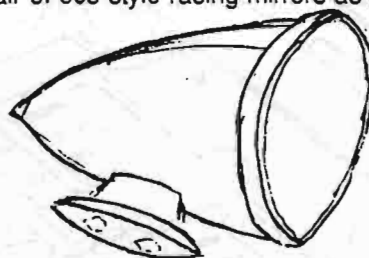
SEATCOVERS: Pair of new front seatcovers especially designed for 1800. Grey colour with red stripe. Contact club address.

POWER BOOSTER: New Moreys Oil power booster. \$40. Contact club address.

## WANTED

Do you have any old BMC manuals, parts books, handbooks, etc that you no longer require? If so, let me know as I am trying to obtain a complete set of Austin, Nuffield, BMC, and Leyland books post-war to 1972. Peter Jones, 4 Yarandin Court, Worongary QLD 4213, tel (075) 748-041.

Following damage to my 1800 during its move from NSW to QLD, I required the following: one front door body moulding (HYA6734), one moulding clip (HYA7511), and a driver's side section of rear bumper (MkII HYA8610). Also wanted is an alloy rocker cover and a pair of 60s-style racing mirrors as shown here. Contact Peter Jones (address and number as above.).



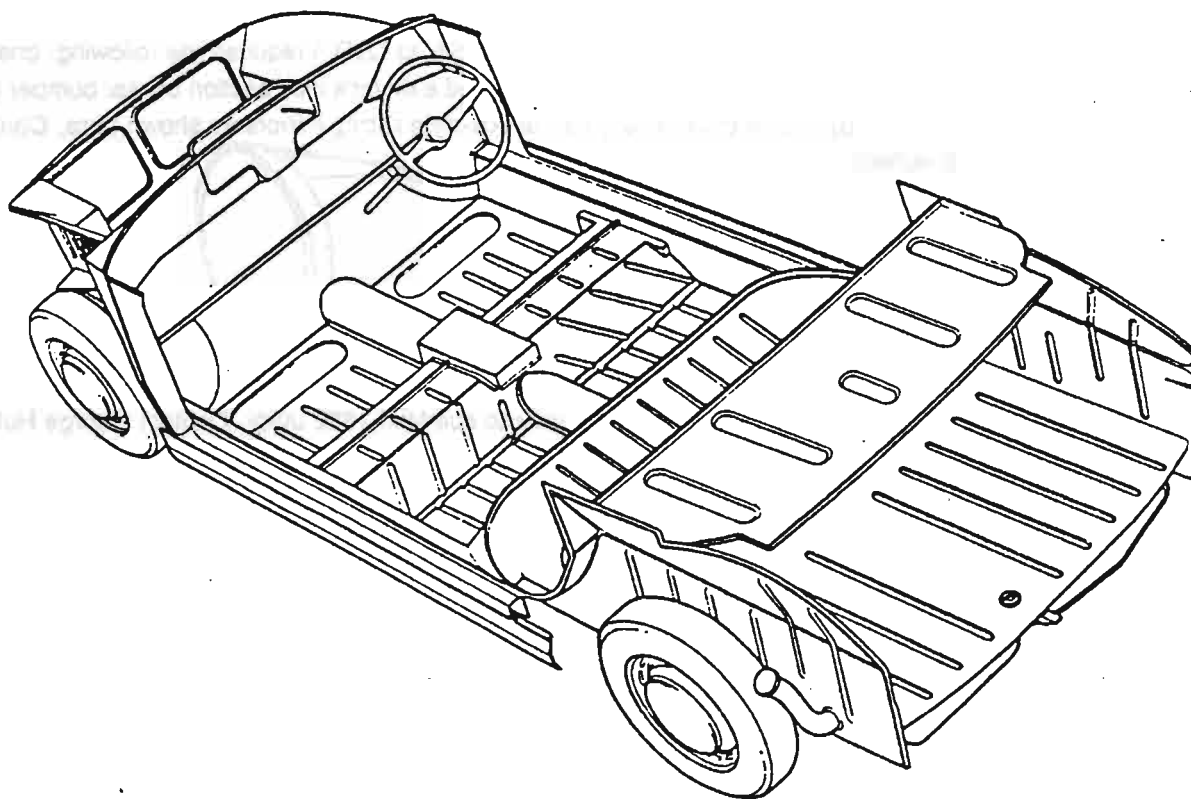
External steel sunvisor and side window deflector to suit MkII 1800 utility. Contact George Hulley, 46 McMillan Road, Narooma NSW 2546.

## COMING EVENTS

- |              |   |
|--------------|---|
| 1/2 February | Toowoomba Showgrounds. General enquiries: Andy Brown (076) 351-709. Site bookings: Merv Hueshele (076) 306-222. A model expo is also being held. Contact John O'Hara (076) 328-855. |
| 2 February   | Dandenong Valley at the Berwick Showgrounds, Akoonah Park, Berwick. Contact David Patir (03) 703-2870 for more details.   |
| 2 February   | Bathurst Showground. Contact George Jackson (063) 373-575 or Miles Felstead (02) 417-4297 for more details.   |
| 8 February   | Deakin Sporting Club, ACT. Phone Ross (06) 247-0620 or Dick (06) 254-5968 for details.  |
| 16 February  | Inglewood WA at the Inglewood Kiev Soccer Grounds. Phone (09) 276-2519 for more details.  |

- |                  |   |
|------------------|---|
| 28/29 Feb, 1 Mar | Ballarat Super Swap. Phone (053) 356-805 for more details.  |
| 15 March         | Inverell Swap at the Glen Innes Road Airport. Phone (067) 222-686, 224-634 or 221-192 for more information. |
| 29 March         | Bayside Sap at the Ormiston State School, Ormiston. For more details phone (07) 209-9912 or 824-1788.       |
| 5 April          | Woodend Swap. Phone (054) 295-725.  |
| 12 April         | Goulburn Showground. Phone Peter (048) 487-121 or Les (048) 216-405 for more details.                       |

**Landcrab Owners Club of Australasia, 3 Mahon Place, Hughes ACT 2605 Australia, Tel (06) 282 5262**



*Great stiffness is built into the 1800 body and stems from this heavily swaged structure with box sections at front and rear.*

# MACHINING DETAILS

FOR

## AUSTIN 1800, REAR SLIPFLEX BUSH REPLACEMENT (ALTERNATIVE)

MATERIAL: POLYURETHANE 90 DUROMETER

3.

STEEL SUPPORT

OBTAIN FROM MK1 1800

1.

POLYURETHANE

BUSH

Grease Groove

2.

DRILL  $\frac{3}{32}$ " Grease holes

$\frac{5}{8}$ "  $\frac{3}{4}$ "

$\frac{9}{16}$ "  
 $\frac{1}{8}$ "  
 $\frac{1}{2}$ "  
 $2\frac{1}{4}$ "

4.

STEEL SPACER TUBE

BEARING BUSH GLACIER P/N°16DU24

SOURCE: AUSTRALIAN AGENT: BEARING SERVICE.

$\frac{3}{8}$ "  
 $\frac{3}{8}$ "  
 $\frac{3}{8}$ "

$5\frac{1}{4}$ "

5.

6.

GREASE NIPPLE  
PRESS-IN TYPE

SUPPORT  
BOLT  $\frac{5}{8}$ " DIA.

GREASE  
GROOVE

GREASE WAY  
DRILL THUS

DRILL  $\frac{1}{4}$ "  
Hole for  
GREASE NIPPLE

$4\frac{3}{4}$ "  
width

HOUSING

TRAILING ARM ASSY

$\frac{3}{16}$ "

$\frac{3}{8}$ "

\* TOLERANCE.

1.508" MAX (38.3mm)

1.500" MIN

DWG NOT TO SCALE.

ISSUE 2

APRIL 91.

EXPIREMENTAL BUSH FABRICATED FROM THORDON.

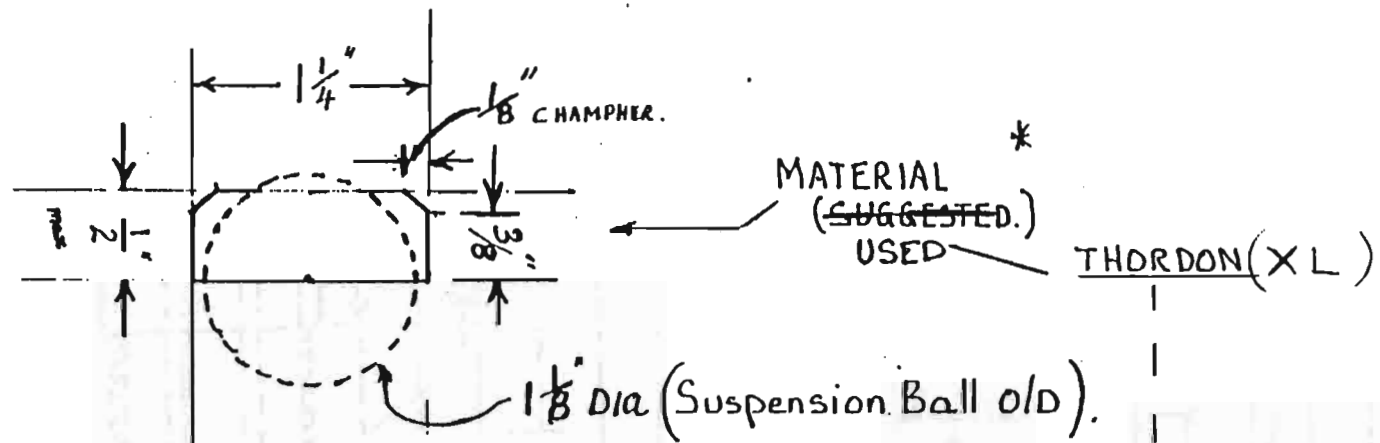
FITTED INTO AUSTIN 1800 FRONT R/H LOWER SUSPENSION

BALL JOINT ASSEMBLY: Date 8/7/89, Miles 8500 -- (ODOMETER)

PRESENT REPORT DATE: 20/11/91 ODOMETER: 35180 Miles = DISTANCE TRAVELLED 26680 -- MILES.

EVIDENCE OF WEAR: NEGLECTIBLE. -----

### Machining Detail



BUSH-BEARING FOR AUSTIN 1800  
SUSPENSION BALL JOINT (BOTTOM BUSH).

ORIGINAL ARTICLE: REFER: LANDCRAB N° 29.

OCTOBER 1990.

\*  
THORDON

AVAILABLE FROM:

JACKMOR ENGINEERING  
136 BELL ST  
PRESTON-VIC



# THE HISTORY OF AUSTINS

1985 is an important year so far as the motoring industry is concerned. Generally it is the 100th year of the motor car and in particular it is the 80th anniversary of the formation of the Austin Motor Company.

In 1905 at the age of 38 years a 'pig-headed young fool' named Herbert Austin left the employ of the Wolseley Tool and Motor Car Company Limited, where he held the responsible and secure position of General Manager, in order to become his own master in a hazardous new industry. This move was brought about after serious disagreements with the Vickers brothers controlled Board of Wolseley over a period of four years, concerning the merits of a horizontal engine designed and patented by Wolseley and Austin.

Thus become the beginnings of a company that was to last and weather a number of 'storms' and grow to a prominence in the history of the British motoring history second only to Lord Nuffield's Morris Company, during the turbulent years of two global wars and an economic depression. At first the company was mainly involved in the production of larger cars, but during the early '20s due to financial restraints, registration taxing fees and a general economic downturn, introduced the now legendary 'baby' Austin 7, aimed mainly at the 'man in the street' whose only form of personal motorised transport was a motor cycle, or a motor cycle and sidecar. Following this the company was involved in the manufacture of cars from the small 7 hp, up to larger cars of 38 hp. through to the period 1950-53, when the company progressively merged with the Morris Company, to form the British Motor Corporation.

During the history of the company it was not only involved in the production of motor cars and lorries, but also the production of munitions, ordnance, aircraft, tractors and various types of vehicles and equipment used during the course of the world wars.

On 27th September, 1917 Herbert Austin's tireless devotion to the needs of Great Britain, during a time of need, was rewarded when he attended Buckingham Palace and was invested with a Knighthood of the Order of the British Empire. He was further honoured in 1919 when he was made Commander de L'Ordre de Leopold II. In June, 1936 Sir Herbert, now in his seventieth year was made a baron in King Edward VIII's first and only birthday honours list. Upon being made a baron he retained his own name and used the title of Lord Austin of Longbridge. On 23rd May, 1941 after a bout of influenza and double pneumonia Lord Austin died. He was survived by his wife, Lady Austin, who died a year and one day after her husband.

After the formation of the British Motor Corporation the last 'true' designed Austins to be built were the early AS3 Austin A30 Seven in 1952-53. They were released simultaneously with the other well known and popular 'last' Austins, the A40's, which were somewhat older in their design and concept.

Austins have continued to be produced and are in fact readily available in the United Kingdom on today's market. The company has taken many and varied forms since the formation of B.M.C. Other companies that have been involved are Leyland, Rover, Jaguar, Morris, M.G., Triumph and all have featured prominently in the manufacture, mainly through the course of take-overs, mergers, and straight out purchases. The factory built by Sir Herbert Austin, at Longbridge, still remains the principle manufacturing centre for the conglomerate company, where most of today's vehicles are produced.

## NEW STOCK

has arrived



- ★ Factory workshop manuals
- ★ Everything from Allard to Zephyr
- ★ General motoring books
- ★ New and secondhand magazines
- ★ Motor sport videos

Come along and browse

**The Chequered Flag**  
**3/26 Mort St Braddon**  
**Phone 247 9621**

## Motoring bookshop takes the chequered flag

A new book store aims to fuel interest in motoring. The Chequered Flag motoring bookshop has an enormous range of literature relating to cars, bikes and motor racing as well as some three dozen motor sport videos which focus on the Australian Touring Car Championships, the Bathurst races and the Australian Motorcycle Grand Prix.

The store, promoted as a one-stop motoring bookshop, is unique as it is the only one of its kind in Canberra. The Chequered Flag, which opened last month, stocks everything from factory workshop manuals to driver profiles such as biographies on Formula One idols Fangio and Brabham.

"If we haven't got it in stock, we can get it," the store's owner, Duncan Payne, said.

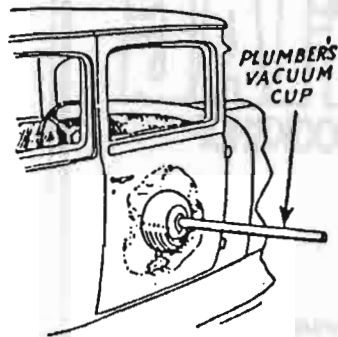
Among the high performance publications can be found a large range of new and second hand magazines such as Streetmachine, Modern Motor and Thoroughbred and Classic Cars.

Duncan is interested in buying second hand books and magazines. The shop is located in Mort Street, Braddon, and is open seven days a week. For more information contact the Chequered Flag on 247 9621.

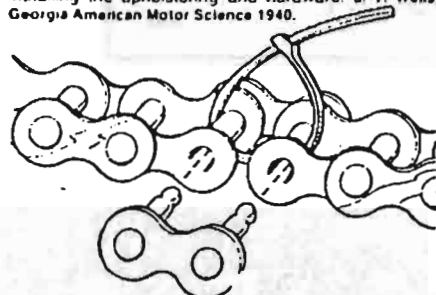


Duncan Payne, the owner of The Chequered Flag motoring bookshop in Braddon.

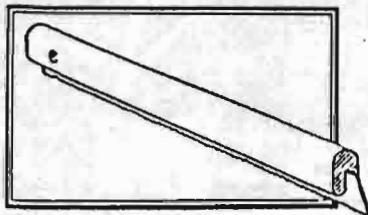
# Restoration Tips..



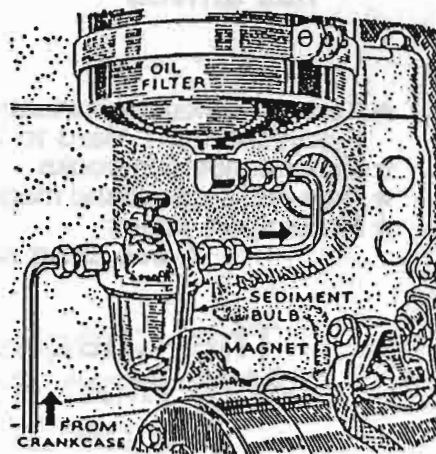
**Plumbers Friend for Body Work** Possibly there are some body men who do not know that the Plumbers Friend is the Body Man's Friend as well. On some panels where the upholstery and hardware has to be taken down in order to remove a push-in dent, use the Plumbers Friend in the following ways saved me many hours of work necessary in removing and installing the upholstery and hardware. J. T. Wells, Georgia American Motor Science 1940.



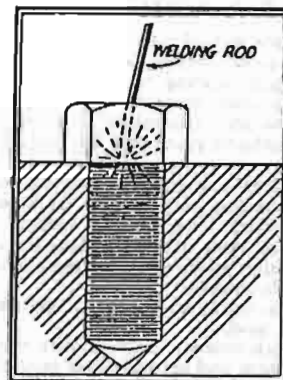
**When reconnecting roller chains, use a "lie wrap"** to hold the ends of the chain together while inserting the master link. Tighten the wrap only enough to align the master link, assemble it and then cut the wrap. Dale Polozola, Melville, La. USA. Farm Journal 1990.



**Most service men who have an occasional generator repair job use a hacksaw blade to clean out the mica and dirt between the commutator segments.** Here is arranged a hardwood handle to act as a depth gage for sawing out the segments and a frame to hold the blade. The American Automobile Feb. 1931.

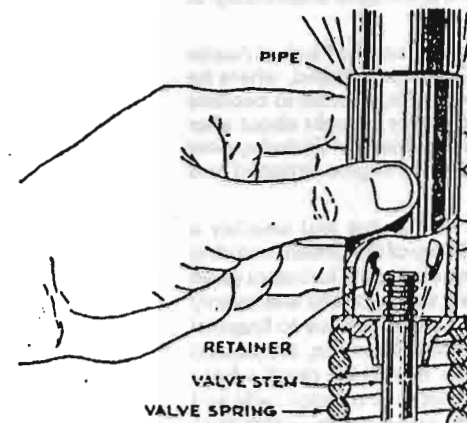


**Magnet Helps Filter Oil.** B. M. Thomann, of Kenmore, N.Y., finds that this setup gives his oil filter a helping hand and prolongs the life of each cartridge. It consists of a fuel filter with the element removed and a permanent magnet resting in the bowl. Considerable sediment settles out and the magnet holds fine metal particles. Feb 1950 Popular Science.

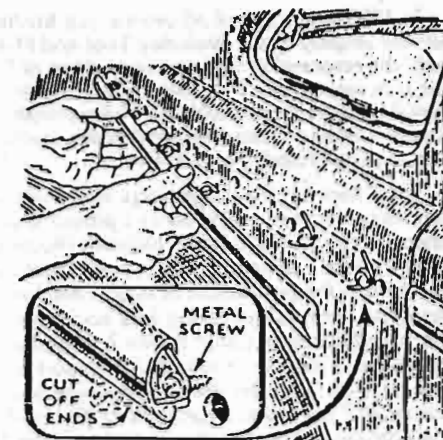


**In order to remove a hardened set screw or similar threaded part which has been broken off,** a nut or piece of pipe may be used in the manner illustrated. If threads are available on the broken end, a nut may be screwed on and welded to the broken screw. If threads are not available a short piece of pipe may be used in the same manner. The American Automobile Feb 1931.

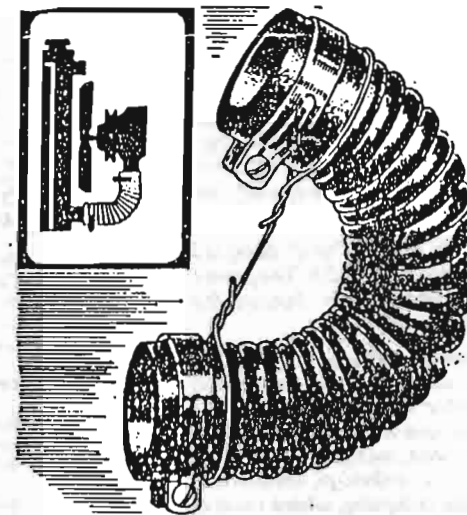
## TECHNIQUES



**Overhead-valve retainers pop off with a minimum of fuss if you force them out with a piece of pipe.** Slip the pipe over the valve stem onto the retainer washer. Strike the pipe a solid blow with a hammer. The retainers will jump out inside the pipe. Popular Science 1963.



**Safety Pins hold chrome** If a trim strip on your car has lost any spring clips, safety pins will fasten it down. Cut the ends off each pin as indicated and attach to the body metal with self-tapping screw through the loop of the pin and into a small drilled hole. Snap the trim strip over the cut ends of the pin. Feb 1950 Popular Science.



**Installing a flexible lower radiator hose isn't easy when working room is limited.** Try preshaping the hose into a U and fastening the ends with wire. Position hose and loosen the wire. This releases the hose, which forces itself into place. Pop Science 1963.

**Do not use a wire brush on battery posts.** It is possible for the metal bristles to short out causing a spark and the battery could explode. As the battery is being charged, hydrogen is emitted through the holes in the battery caps and is very explosive. If this ever happens, get to a garden hose and wash very fast. I have seen two explosions and know of others. You can very easily lose your sight. Do not use an angle grinder in a workshop or anywhere close to where a battery is being charged. The sparks again can cause the battery to explode igniting escaping hydrogen. v. 8 Times USA

**Methylated spirits makes an ideal end cheaper cleaner for brake master cylinders and wheel cylinders when you overhaul them.** Its better than petrol or degreasers because it is compatible with brake fluid. If there is any residue of mineral solvent left on the parts, it will contaminate the brake fluid and attack the rubber seals. The VCCC News Jan 1991.

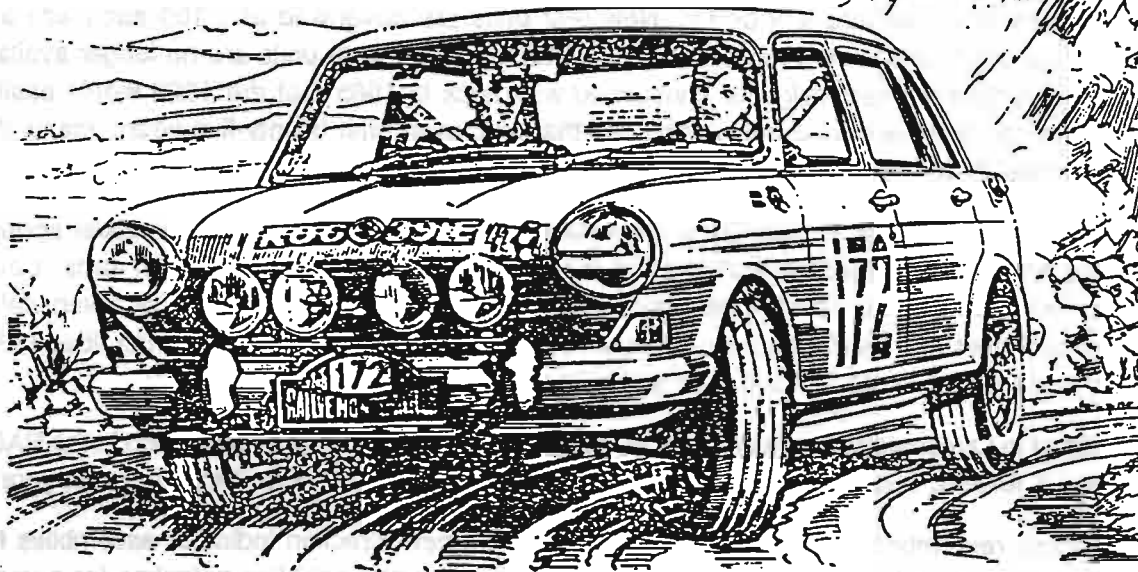
**Never look up engine oil capacity in manuals again.** Engrave the capacity on the dipstick with an electric engraving pen, suggests Gary Woodley, Wright County, Iowa. USA Farm Journal March 1985.

# LANDCRAB

17 words per line

= 700 per page

287  
410  
697



Number 43

Landcrab Owners Club of Australasia

April/May 1992

It may come as a surprise to all of you to learn that this will be the last newsletter. Consequently, I will not be asking for membership renewals. Member interest is virtually non-existent together with little feedback. Our monthly meetings are down to a faithful and dedicated three or four members and has been for some time now. Two or three attempts in the past to form a committee with a view to incorporating the club has also met with a blank. Most car clubs involve themselves with social gatherings such as club runs, swapmeets, barbecues, etc...but not us. Display days such as the All British Day and the annual Wheels event have also met with little to no interest. If this isn't bad enough, our sister club in the UK appears to have ignored us — nowhere is this more apparent than their lack of acknowledgement of our ongoing existence in their **Landcrab News**. Whilst my admiration for the landcrab remains unchanged, my enthusiasm for the club has evaporated.

Two new members have joined the club at the last minute and I shall endeavour to provide them with the current year's newsletters:

Robert LESLIE

6 Celia Street  
Burwood VIC 3125

Austin 1800

Chris HERBERT

4 Tamarind Road  
Singapore 2880

0011 65 265-2258

English MkII 1800

Chris contacted me several months ago outlining the history and current ownership problems of an older car in Singapore. Apart from an annual road tax of A\$1950, he still has to pay the equivalent of A\$7500 to keep the car in Singapore... and you think our registration fees are high. As a consequence Chris is looking into having his car shipped to Australia. It's that good!

Congratulations to Rick and Helena Hopkins of Taralga on their recent marriage. The club wishes them every happiness.

Our cars on average are now approaching twenty-five years of age and perhaps now is a good time to give some thought to the suspension. To be more specific, we should consider an alternative to hydrolastic suspension. The reason for these remarks is that not surprisingly hydrolastic displacer units are becoming harder to obtain. Most fluid suspension BMC vehicles that find their way into the wrecking yards are soon disposed of (crusher, burial, etc) due to their low parts demand. As a consequence, the displacer units go along with them. Also, existing displacers in wrecking yards

11/17  
17  
are virtually non-existent, especially in Sydney. The situation regarding new displacers is no better; in short, they are no longer available. **Morwood Motors** (Canberra) report that they can no longer obtain new ones. They do, however, have a small supply of secondhand units selling for \$50 each. The UK does not fare any better. New rear units are advertised at £100 each with a secondhand one selling at £80. I am reliably informed that the larger front units are no longer available. So what is the answer? Alec Issigonis announced way back in 1965 that the 1800 would easily last for ten years. We have well and truly surpassed that and, even after twenty-five years, many of our cars are destined to last another ten years or more.

The early Minis had a hydrolastic suspension but later changed to a cone rubber spring. The Moke had an additional shock absorber fitted to both the front and rear suspension arms. Could we do the same? Perhaps we could fit gas shocks or pneumatic pump-up shocks... or completely change the system over to a McPherson strut setup... or use a torsion bar suspension (as fitted to Morris Minors and Marinas). There is more than a little food for thought here.

Whilst in Queensland recently, I saw an article on the London Sydney Marathon in the RACQ magazine **Road Ahead**. It is entitled **London Sydney Revisited** and is reproduced here for your interest.

Do you remember that we recently acquired some new direction indicator assemblies for our 1800s from Tony Wood in the UK? These were very popular and sold like hotcakes for a very reasonable \$40 each — a bargain by anyone's standards. In the January 1992 issue of **Popular Classics** a UK company advertised some direction indicators for the mini and the Morris Minor for £53, about \$110 in our money.

To things technical now. Some more tips are reproduced here for your interest; especially interesting is one on the SU jet assemblies and return springs. Incidentally, the sole Australian importer and distributor for the SU carburettor is **Midel Pty Ltd**, 4 Frazer Street, Lakemba NSW 2195, tel (02) 759-5598, fax (02) 758-1155.

Pat Farrell informs the club that the brake pads from a MkII Ford Escort will fit the landcrab. They are made of a competition material, too. The holes will need to be filed slightly in order to fit the Girling brake caliper.

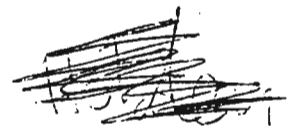
Together with leaking gearchange cables and those awful rubber-type universal joints, our landcrabs suffer another indignity and I refer to that short flexible exhaust section just behind the engine. The first problem is easily rectified by fitting Tasman/Kimberley gearchange cables (with strengthened and extended cable ends) — although they are 1 inch shorter, they do fit. A permanent and long lasting solution to the universal joint is to fit the automatic type with the steel joint. Contrary to what owners say, the ride and take-up is just as smooth. I have used them for over five years now with no ill effect.

With the flexible exhaust joint the answer is to cut it out and weld in a solid section. An exhaust specialist will do this for around \$30. You may say *But then there is no flexibility and the exhaust pipe or manifold will crack*. It has been suggested that the constant lateral movement of the engine could crack the manifold and Bill Wood at **Morwood Motors** states that the manifold will crack at the base where it joins the exhaust pipe. Perhaps, but I have never experienced this and I have used solid pipes for a few years now, however the exhaust clamp fitted adjacent to the final drive housing **MUST** be in place. I firmly believe this prevents the exhaust manifold from cracking.

Peter Jones has sent in another update on the datasheet breakdown, together with a UK chronology of the landcrab:

## LANDCRAB CHRONOLOGY (UK)

- Feb 1956 First prototype (XC9000) completed. This was for new mid-range car to replace the not yet released Farina 1½-litre cars. This vehicle was rearwheel drive, but had hydrolastic type of suspension using water as the basis.
- October 1958 After the Mini and 1100, work continued on the mid-range car and the XC9001 mockup was produced. This model featured sides and rear which looked like the Mkl landcrab, but had twin headlights and full width grille.
- June 1960 XC9004 Mockup prototype produced, now the single headlights and much narrower width grille.
- March 1962 Final mockup model (XC9005) produced. This looked very much like the Austin Mkl version.
- November 1962 Riley mockup prototype produced.
- April 1963 Final prototype (ADO17) produced.
- 13 October 1964 Austin 1800 Mkl released at the Earls Court Motor Show.
- 1966 Prototype model produced with one-piece liftup tailgate and much longer side rear windows.
- March 1966 Morris 1800 Mkl released.
- October 1966 Crayford Engineering of Tatsfield (Kent) introduced estate car (con)version of the landcrab.
- March 1967 Wolseley 18/85 released.
- May 1968 Austin and Morris MkII versions released.
- October 1968 Morris 1800 S version released.
- 1968 During this year a more modern prototype was produced featuring squarer front design with twin headlights and revised tail layout.
- August 1969 Wolseley MkII and S versions released.
- September 1969 Austin 1800 S version released.
- March 1972 All S models and Wolseley 18/85 discontinued. MkIII version of Morris, Austin and Morris 2200, and Wolseley Six released.
- July 1974 Revised specifications all models.
- February 1975 1800/2200 Models discontinued and replaced by ADO71.



WANTED: AUTOMATIC GEARBOX FOR AUSTIN TASMAN OR MANUAL G/BOX  
PLUS ALL FITTINGS NEEDED FOR CONVERSION.  
FRANK GIFFORD. PH: (06) 288 3340



## DATASHEET BREAKDOWN PART 2

### MkII Build Variations (auto sedans only)

Change of handbrake position to between seats	before C/N 3663
Deletion of rear door pockets	between C/N 3663 and 6837
3-Piece rear bumper introduced	before C/N 3663
Side flashers moved to below strip	between C/N 7202 and 8082
Deletion of L/H wiper holes	between C/N 7202 and 8082

So far datasheets have been filled out on the following numbers of landcrabs (figures in brackets are our club cars). If you have not yet filled out your sheet, please do so and help me to obtain a better breakdown of our cars' build variations.

MkI Sedans	manual 9(6)	auto 2(2)
MkI Utes	none on record	
MkII Sedans	manual 12(9)	auto 6(5)
MkII Utes	manual 3(3)	auto 1(1)
Imports	1 Austin MkI manual sedan (club member)	
	1 Morris MkII auto sedan (club member)	

### Miscellaneous Information

MkI Manual sedan 25661 and auto sedan 813 would have been built near each other (but which is first) because, at this point in production, the roof liner was changed.

In a letter from Peter Townsend, he tells of his landcrab in use by his son while attending university in Rockhampton. He calls it the *Starship Enterprise*, perhaps due in part that the car is currently being used as a **Pizza Hut** delivery vehicle for his part-time job.

The following is reprinted from the current UK Landcrab News and I am sure it will be of special interest to you with regard to the indestructibility of the dear old landcrab, but please take note that it is not for those with strong protective instincts towards the vehicle.

Whilst rummaging around in a local scrapyard for landcrab bits (actually inside an upturned Austin 1800 at the time), I was approached by a gentleman who asked if it was my collector's item outside. When I told him that it was indeed, he proceeded to tell me how, in the 1970s, he used to go banger racing driving an 1800.

In one race, two of his opponents were a matched pair of Jaguar MkIIs, which he described as being armoured and ballasted — extra steel plates welded to the car and the boot filled with concrete. These two demolished the rest of the field so much so that eventually the only cars left running were the Jags and the Austin. Of course, the inevitable happened and they tried to run the Austin off the circuit, but they underestimated the power of a landcrab.

After forcing the Austin to drive completely over one wreck, they entered the very last lap, still with the Austin leading by a slight margin. Desperate measures were needed and it was time for a landcrab sandwich. The Jags came at the Austin from both sides and, driving as hard as they could, literally sliced the landcrab in half, ripping the rear end clean off. By doing this, they almost wrecked their own cars, but imagine the look of dismay on their faces when half an Austin crossed the line to win in front of the Jaguars.

Does this prove that even half a landcrab is twice as good as most other cars? I think so, but I suppose I'm biased. Keep on crabbing... Ian Brown.

The club has received its order for forty polyurethane lower control arm bushes and fifty radiator grommets from Dale McShane in Victoria. The cost is \$2 each for the control arm bush and 40c each for the grommets (available from the club address).

Our newsletter has been going just on four years now with the first issue in May 1988 in the guise of **Canberra & District Austin 1800 Club**. Since then it has grown to what it is now, providing much needed and useful information. However, recent events and circumstances now cause me to give it all away. Should any other club member wish to take on the club, I will be only too happy to give all the help I can. So, remember that the next time someone has a shot at your old landcrab, tell them that if it was good enough in 1965 then its still good enough today. Anyway, at least it was made in Australia, which is more than you can say for most cars today...

Remember always that you are travelling first class. Happy crabbing... **MICK**

#### COMING EVENTS — CANBERRA REGION

- |              |  |
|--------------|--|
| 13 September | The Economy Run hosted by the Renault Club.  |
| 27 September | All Makes Swapmeet. Held as part of the National American Car Convention. Proceeds donated to charity. |
| 11 October   | Breakfast Run. Departs from Old Parliament House 8 am.   |

#### FOR SALE

ALL USED PARTS AND TRIM for MkI and MkII. Very reasonable prices. Available from Rick Hopkins at Taralga (25km from Goulburn). Please allow 48 hours before picking up as some items still stored in Goulburn. Tel (048) 406-151 (hard to get on weekends) or PO Box 51, Taralga NSW 2580.

AUSTIN MAXI: 1973 model, 1750cc. Complete with original number plates and papers. New main and big end bearings, repainted in 2-pack polyurethane paint (Monza red). Excellent condition throughout. Stored for last two years. Service manual. Best offer. Also...

AUSTIN MAXI: 1973 model, 1750cc. Five-speed rodchange gearbox, fully rebuilt, cloth interior. Immaculate. Workshop manual, parts manual. Registered and RWC to August 1992. Best offer. Apply for both maxis to Peter Townsend, 91 Bray Road, Lawnton QLD 4501, tel (07) 285-1973.

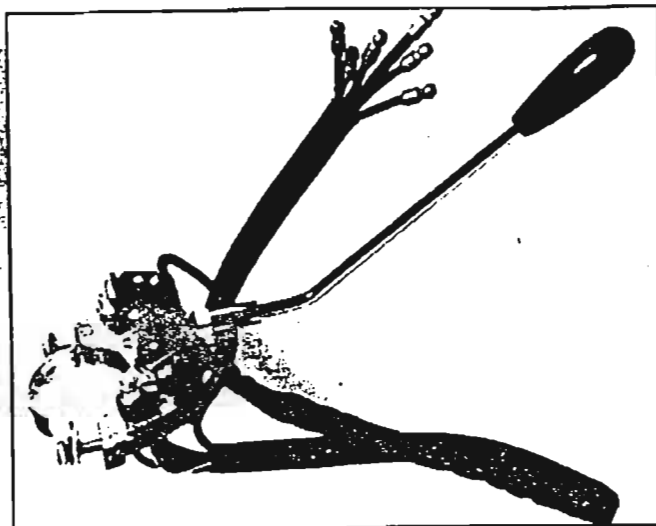
MKII 1800 AUTOMATIC: 1970. Beige with blue interior. Used daily. Also many spares including two sets doors in A1 condition, two bonnets, boot lid, front and rear windscreens, complete engine (auto), auto gearbox. Also...

COMPLETE MANUAL 1800 CAR: Free. Good mechanically, but body rusted. Prefer to sell whole in one job lot. Offers to Jon Johansen, 5/35 O'Brien Street, Bondi NSW 2026, tel (02) 365-3685.

SEATCOVERS: Pair of new front seatcovers especially designed for 1800. Grey colour with red stripe. Contact club address.

AUSTIN 1800 KEYRINGS: Your chance to get the right keyring for your car. Exclusive to the club. Send \$5 to Pat Farrell, 4 Wayne Avenue, Boronia VIC 3155.

FOR SALE — MkII Automatic Motor and gearbox. Said to be in good order. Not started for 8 months. Best offer.  
K. Phillips 280 7224 (before 9am) 280 5803 bh



## Switched on

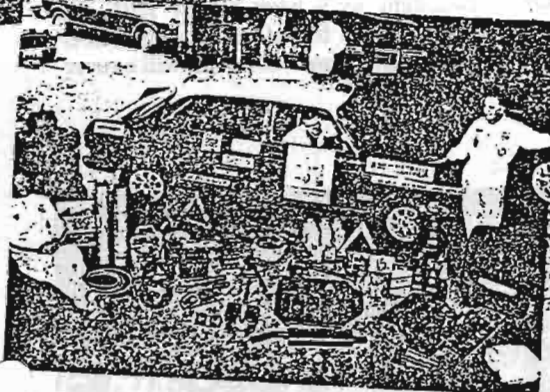
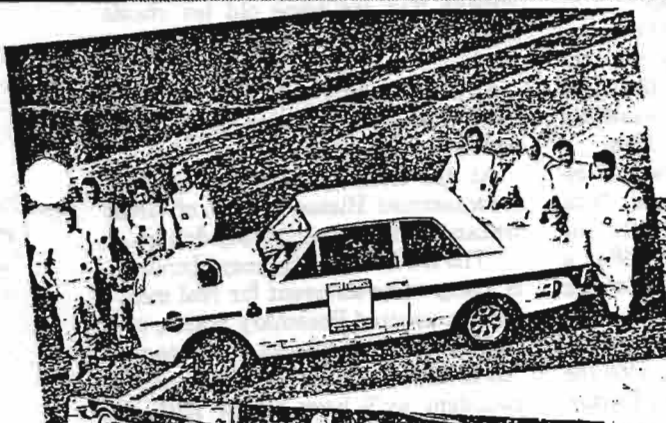
**MGM produces  
indicator switches**

OWNERS of Mk1 Minis and post-1958 Minors can now obtain brand new indicator switches. Remade to original spec by MGM Spares, complete with green flashing bulb, they cost £52.87 including VAT and p&p from MGM at Abbeywood House, 6 Woodseats Road, Sheffield, S8 0PD.



**AUSTIN 3 LITRE LIMOUSINE**, fully restored, immaculate, new paintwork, carpets and opening roof, TV, long MoT. Exceptional. £2,050. Tel. 081 543 4355.





# London to Sydney revisited

*Lyndall White previews a re-run of one of the greatest car rallies of them all.*

**L**ONDON: A fleet of carefully preserved rally cars of the 60s, headed by a squadron of the once invincible Morris Cooper S Minis will come out of garages all over the UK again in March for the second RAC International Historic Rally of Great Britain.

The 30-year-old veterans tempted some equally well preserved great drivers from the past to once again fling a favourite car of yesteryear through the forest trails in last year's inaugural event.

The Flying Finns, Timo Makinen and Rauno Aaltonen, in their Cooper S

machines showed how it used to be done; while the impeccable Rosemary Smith coaxed her rear-engined Hillman Imp into attitudes the designer never intended.

Roger Clark demonstrated the trademark handling characteristic of Lotus Cortina, which had a habit of lifting the nearside front wheel through corners.

From the ancient Roman city of Bath to Torquay of Fawley Towers fame, and with 19 gymkhana car-handling tests along the way, the rally should again draw enthusiastic crowds.

Many of the younger spectators last year had never seen a Mini driven in

anger, and the sight of grandad's upright and aging Singer Gazelle throwing handbrake turns in the garaging event was something to behold.

Timo Makinen in a Morris Cooper S won the inaugural event, with British driver Tony Dron in a 1963 MGB second, and Scandinavian veteran Lars-Invar Ytterbring third in another Cooper S.

For most of the event Rauno Aaltonen was running second in a Mini, but the big man pushed the little car too hard and robbed the legendary "Bricks," as the Minis were called, of a ▶



The "Flying Finn", Timo Makinen... back behind the wheel of a Morris Cooper S.

trifecta in the inaugural event.

The post-race party would have been interesting, because the Mini which expired in the hands of Aaltonen is owned by another Mini-driving legend of the 60s, Paddy Hopkirk.

Had there been an award for perseverance, it would surely have gone to Dubliner, Rosemary Smith. Known as the "Fast Lady" in the sixties, Rosemary finished in a Hillman Imp

which was not set up for rallying.

"Just about everything that could go wrong mechanically has done," she said in a soft Irish brogue, blue eyes twinkling despite the hardships. "We've suffered a sticking throttle, the petrol pump broke, the electrics went, and I think I've broken my thumb but I was determined to finish!"

Quaintly British as it was, complete with bowler-hatted drivers in MGBs the International Historic Rally of Great Britain had a strong Australian connection and gave a tantalising taste of things to come Down Under.

For many of the cars and the heroes of yesteryear the RAC rally was the first serious warm-up for the 25th anniversary re-run of the gruelling London-Sydney Marathon of 1968.

The London-Sydney Marathon re-run is being organised by veteran Nick Brittan, who took his wife for the marathon drive to Sydney in 1968 in a Lotus Cortina. This time she's driving herself.

Speaking from his home of six months in the year in East London (he lives the other six in Sydney), Brittan relived the scenes that compelled him to try for a 25th anniversary re-run of the famous event.

"I went on the 1990 Pirelli Marathon in Europe for historic cars and every time the drivers and their teams stopped for dinner, all people could talk about was the London to Sydney Marathon - it was real 'Those Were The Days' stuff," he said.

"Shortly after that, I went to an event in Australia and exactly the same thing happened again. On two continents, there are people still getting wound up over an event that took place over 20 years ago!"

Back in his East London home, Brittan dug out some old tea chests hoarding paraphernalia of the great event.

"I thought why not have a go," he said. "So I started to plan the great re-run in August 1990."

At the finish of last year's RAC International Historic Rally of Great Britain, he was busy polling drivers.

"The 1993 London-Sydney Marathon is going to be an event for real men," Brittan assured Rosemary Smith, who had just put up her hand for the re-run. "In 1968 there were 98 entries and I'm confident we'll have 80 for 1993. We already have 59 paid up entries and if anything, I expect the event will be over subscribed."

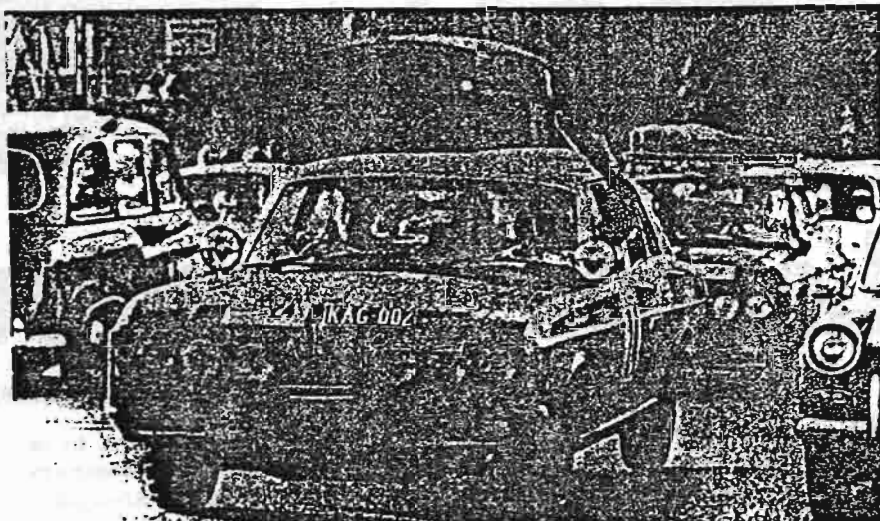
Seven of the original 1968 crews in their original cars have entered the re-run, including winner Andrew Cowan in a Hillman Hunter GT, Paddy Hopkirk in one of the very fast, very tough ex-works BMC Austin 1800's dubbed the "Land Crabs," and Roger Clark in a Lotus Cortina.

Late last year 28 Australian entries, including Ian Vaughan (third in the original event), Evan Green and Dick Johnson, had been confirmed. The Australian line-up of 60s cars includes Holden, Falcon, Volkswagen, Ford Mustang, Citroen DS21, MGB, Lotus Cortina, Volvo and a Ford Galaxy Convertible.

Rosemary Smith summed up the spirit of competitors in historic rallying: "It's very competitive - but we've all known each other so long, there's an air of great friendship and fun about it all," she said.

For next year's London-Sydney Marathon, Rosemary hopes to drive the same Lotus Cortina that got her across the Nullarbor in 1968. "I've seen the car restored," she said. "It's immaculate, beautiful and I want to drive her again."

Changes in world politics have forced changes to the London-Sydney Marathon route. Iran, Afghanistan



Ian Vaughan pilots the Australian-entered Falcon out of London at the start of 1968 London-Sydney marathon. The team finished third.

and Pakistan are out and the Soviet Union is in. Changes from the Cold War days indeed!

Starting from the Crystal Palace (as did the '68 event) the cars will make their way across France, Belgium, Germany, Italy and (hopefully) into Yugoslavia. From there on to Bulgaria and Istanbul.

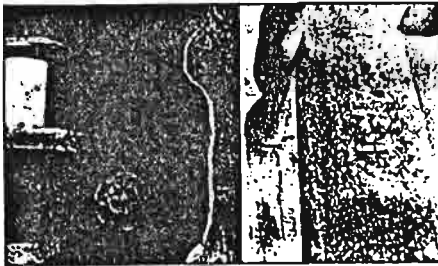
The course then goes east across Turkey to the Soviet border, where once

in Tashkent, the first air-lift operation will carry the entourage to Delhi. After hacking around India, another air-lift will see the cars materialise for the final leg of the race beginning in Perth, crossing the Nullarbor Plain and ending in Sydney.

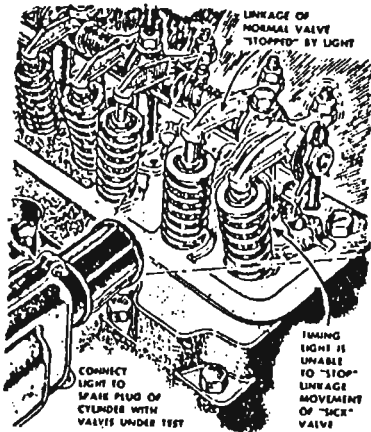
"The whole event will finish in a black tie dinner at the Opera House," Brittan said. "Then we can all collapse!"

## Make oil-tight

Oil leaks are quite a common problem with classic engines. Some, like the Rootes ohv engines, are notorious leakers, and the clubs know which they are and what to do about it, but others which were normally very clean develop oil leaks after they've been taken apart a few times. I've even heard some enthusiasts say: "Well, what can you expect with old engines? They ought to have jointing compound on the gaskets."



Before you refit a pressed steel sump or tappet chest cover to the block, dress the flange flat, and also go round all the tapped holes in the block to countersink the raised thread slightly.

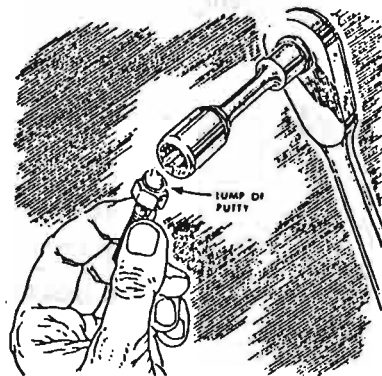


**FINDING STICKY VALVES** Try a timing light when you suspect sticky valves. When the cylinder fires, the valves should be closed, and both valve stem and spring will appear stationary under the timing light. If there is sticking, you will see a hesitant movement of valve stem or spring.

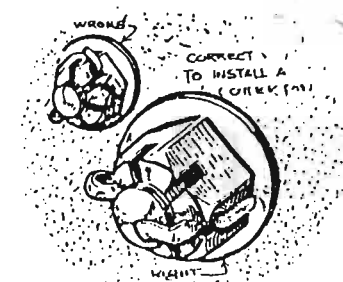
What I expect is if the engine was normally oil-tight it was new then it should be oil-tight or it's stripped and put together again with new gaskets. It can be, provided you take a little extra trouble on assembly. A lot of leaks come from the joints where pressed steel covers are held to the engine block by setscrews, notably with pressed steel sumps and tappet chest covers. The reason is that tightening the setscrews has raised a slight dome on the flange of the sump or cover round each hole where it squashed into the gasket. The cure is to use a flat piece of steel as a dolly, and dress the flange back flat again.

At the same time it's worthwhile going round all the tapped holes in the block where the cover fits, and very lightly countersinking them with a large diameter drill. This gets rid of the slight burr raised where tightening the setscrew has pulled the top half-turn of the thread up. With the domes and the raised threads corrected, you should get an oil-tight joint without resorting to smearing everything with jointing compound.

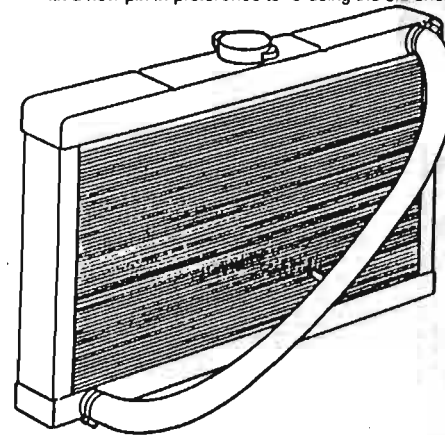
High quality engines had all the tapped holes in the block slightly countersunk to stop the problem arising but, on mass-produced engines for popular cars, this was rated an unnecessary extra machining expense and it was left to the dealer to do it the first time the covers or sump came off.



Stick bolts, nuts or cap screws in a socket wrench with a small lump of putty, plasticine or blue lac to hold them while you start them in hard-to-reach places. Leave the sticky stuff in the socket for the next hard job; it won't interfere with normal use.



**THE RIGHT WAY TO LOCK A COTTER PIN.** It's obvious to many old car buffs, but some people do not know the correct way to lock a cotter pin. This sketch comes from Bob Hovorka's "Notes from the filling station" in Old Cars weekly of Iola, Wisc USA. Make sure the head fits into the slot properly. Do not fit side ways. Cut and bend according to the picture. Replace with a new pin in preference to re-using the old one.



**FIND LEAKS IN radiators** by cutting a bicycle inner tube and clamping the ends onto the radiator hose connections. Gary Holtman. Columbus, Miss., then pressurizes the inner tube through its valve, and searches for radiator leaks with soapy water. Bubbles indicate leaks.

Courtesy of  
Roger Jusseaume  
of the British  
Motorcar Club of  
New England  
U.S.A

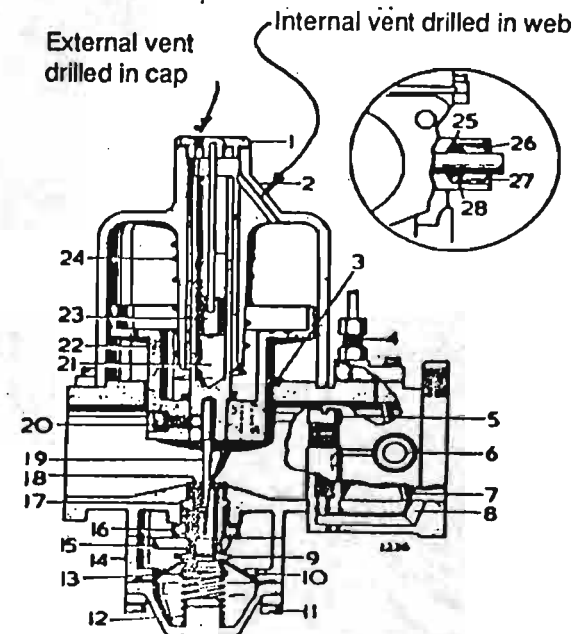
## SU Carburettors

by Jim Taylor

### SU HD Jet Assemblies and Jet Return Springs

The diaphragm jet assembly, item #10 in the diagram below, is a sound design concept. When in good condition it doesn't leak, the jet is free to move without friction in the jet bearing when you pull the choke, and the assembly is protected from external damage. Unfortunately, rubber products deteriorate with age and exposure to fuel. If your jet diaphragm is over 10 years old it quite likely is hard and stiff and doesn't want to flex properly when the choke is pulled. It eventually will crack and leak.

When replacing a jet assembly, it is a good idea to have replacement jet return springs available (item #12). The springs sit down in the lowest part of the carburettor where water collects and will frequently be badly corroded.



Sectional view of the S.U. Carburettor



## CLASSIC SU CARBURETTOR RESTORATION SERVICE

Classic SU carburettors are fully reconditioned in house by a small team of craftpersons.

MGTC - MGTF - MGA - MINOR - XK150  
E TYPE - ALVIS - ASTON - RILEY  
ROLLS ROYCE ETC

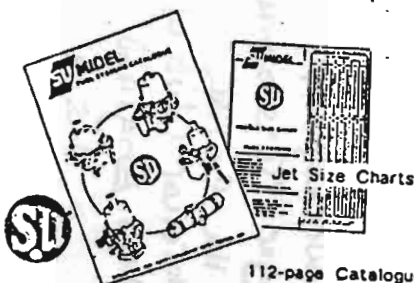


Adam Bressington rebuilding an early SU for vintage application.

Throttle bodies are rebushed using original steel backed bronze bushes. New throttle shafts, throttle butterflies, main jets, needles, needle & seats, gaskets, sealing washers etc. All castings are bead blasted to restore the original casting colour. All brass parts cleaned and suction chambers polished if original.

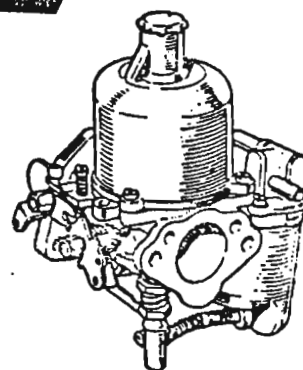


Over the years, Bill has worked closely with top drivers and engine builders such as the late Peter Manton, in the development of twin SU manifolds and conversion parts. His yearly visits to SU England since 1960, and the collating of SU factory specification and tuning data, has put MIDEL at the forefront on product range and knowledge amongst SU distributors worldwide.



112-page Catalogue

# SU MIDEL



SU CARBURETTORS  
SU CARBURETTOR COMPONENTS  
SU ELECTRIC FUEL PUMPS

MIDEL Pty. Ltd.

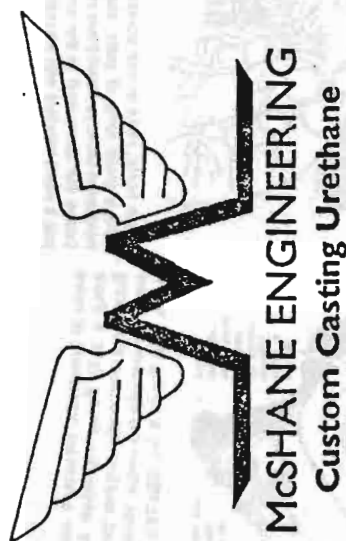
SOLE AUSTRALIAN SU IMPORTERS  
• DETHLEFSEN •

4 Frazer St., Lakemba, NSW Austral

Phone (02) 759 5598

Fax (02) 758 1155

AGENTS FOR SU IN SYDNEY



## AUTOMOTIVE REPRODUCTIONS

Reproducing Rubber Components in High Quality  
Polyurethane.

Reproduction of Lenses in clear, amber, and red.

Plastic Badges, Buttons, etc.

Suspension Bushes, Sway Bar Blocks, Bumpers, etc.  
Made to your sample or drawing.

We rebuild Engine, Gearbox, and Body Mounts.

General Engineering.

For more information phone Dale McShane

(03) 306 1852

# LANDCRAB

Interim

Landcrab Owners Club of Australasia

May 1992 supplement

-No doubt this newsletter will come as a surprise to you all and, judging by some of the letters of appreciation received, will also be a welcome surprise.

The good news is that the club will continue. A fellow club member, Daryl Stephens, has offered to take over the club and will distribute a newsletter every two months. Daryl has had four years previous experience as editor of the AMVC of VIC so he knows what it is all about.

Due to estimated increased costs in producing future newsletters, the annual membership fee has increased to \$25. A revised membership/renewal application is included should you wish to continue your membership.

Hopefully, the technical information will continue at the previous standard and I shall do my best to contribute what I can to future editions. IT IS REQUESTED THAT ANY NEWSLETTER SUBMISSIONS BE TYPED OR CLEARLY PRINTED IN BLACK AND IN AN A4 FORMAT, TOGETHER WITH ANY DRAWINGS, PLANS, ETC.

For those of us in the Canberra region, the first Monday of each month will continue to be a get-together at the Canberra Yacht Club at 7.30pm.

**HAPPY CRABBING.....MICK**

**The new club address:**

**Landcrab Owners Club of Australasia  
22 Davison Street  
Mitcham VIC 3132  
Australia**

**DARYL STEPHENS tel (03) 873-3038**

# LANDCRAB



Number 44

Landcrab Owners Club Of Australasia  
22 Davison Street  
Mitcham Vic., (03) 873 3038

June/July  
1992

As mentioned in the last Newsletter Mick has retired from Editor of the Newsletter and from the position of general Secretary.

From all members of the club, we wish Mick a happy "retirement", and thankyou for getting the club off the ground and into the strong position its in now.

It has been said, which is a tactful way of saying I don't know who said it that there are 3 sorts of people in the world.

Those who make things happen  
Those who watch things happen  
Those who wonder what happened

Mick is always in the first group.

The next meeting of the club for those living in the Canberra region will be at the Canberra Yacht Club at 7.30 p.m. on Monday 1st June Meetings are held on the first Monday of the month i.e. July 6 August 3 etc.,

The next meeting promises to be very important for the club, because a **committee of management** is going to be elected. One of the committees first tasks will of course be to arrange for the club to become **incorporated**.

**Rick Hopkins** of P.O.Box 51 Taralga 2580 N.S.W. (048)406 151 has written to advise that he will be standing for the position of **Parts Availability Officer**. His letter also states the following: "I have been rebuilding and preserving 1800's and wrecking same for some 20 years and you might like to let the members know that I am in possession of **most parts**- at any time. I am in the stages at present of getting together a BMC Museum at Taralga, 45km from Goulburn. Have been lucky enough to procure certain signs and bits and pieces that dealers or should I say ex-dealers have been good enough to donate. N.S.W. has a **British Display day on last Sunday of October** each year, this year to be held again at **Blacktown drive-in**."

The clubs new editor, namely myself, and family recently had a caravaning holiday at Narooma, a sleepy beach resort on the N.S.W. south coast. It was also our first **interstate towing trip** with the 1800, and it behaved beautifully, which is more than can be said for the apprentice humans in the rear seat.

Even with the heavily laden Jay Swan - about a ton all up - trailing behind, we covered the 800 or so kilometres in one go, only stopping for petrol. It took us 9 hours from Melbourne.

Whilst there, we looked up new members **George and Cathy Hulley**. George has a restored ute which can only be described as magnificent.

They are a very hospitable couple and I recommend anybody passing the area to look them up. But be warned - we had a BBQ them and George does not appreciate the difference between **charcoal** and well done !!! George has discovered a crowd at **8 Dandenong st, Dandenong, Vic, (03) 791-7683** who produce both **weathershields** and **venetian blinds** for classic cars.

I am sometimes asked why I like Austins so much. Well, I was raised on them- my parents having owned an Austin 7, an A 40, A 70, A 90, an unmentionable, then an 1800. I suppose it was natural that I follow suite.

My first Austin was an A 90 six. On New-years Eve, 1968, this was traded on a 1967 MK 1.

Being among the last of the early MK 1's it had the solid drive shafts, and that **revolting** electric fuel pump.

Actually the pump was O.K. - it's just that the 'passport to service' had a **serious** omission - that the points on the fuel pump should be cleaned every 12,000 miles. I discovered that at our Church Fete last month. Doesn't everyone discover these things at Church fetes? Somebody was flogging off an 18/85 workshop manual for \$1.00. I bought it and for no logical reason I looked up electric fuel pumps and there it was. **Service the electrical pump every 12,000 miles.**

The MK 1 was traded on a MK 1 Kimberley then a MK 11 Kimberley, then another MK 11 Kimberley.

My current Landcrab, a 1968 MK 1 auto became mine at the end of 1987. Originally it was being sold as a deceased estate, with a noisy automatic.

Asking price was \$2000. I offered \$300. They laughed at my offer, but pocketed my business card. **Six weeks** later, my offer was accepted.

Quotes to fix the noisy auto were absurd. Thus commenced the **auto to manual** conversion. Because I wanted to use the original engine, it did take a little longer.

I could say I fitted a MK 11 transmission because I wanted the taller 2nd gear and quieter 'down gears', but actually it was all I could get.

The car was first registered just before my 21st birthday, which seems a long time ago. I bought it at 55,000 miles (yes I know that's 16'000 a year), and it has now done 129,000 and has had a tweak or two performed.

1. The major 1800 improvement. The 4.1 diff was replaced by a **3.7**. In England, the 4.1 became an option, and the 3.8 standard around 1966, when the 1800 was replaced by the Princess in 1975 - the Princess carried over the 1800 transmission, it came out with a 3.7 diff.

My 3.7 was sourced from **Bill Lanes Gearbox & steering centre, 2/131 Park Road, Miramar, Wellington N.Z. (04) 88-1861.**

Total cost (January 1988) was \$A150.00. All three of you who are still reading will of course say, "why bother, when the 3.8 from the auto will fit?"

Well, regretfully, it does not fit! They are available new from the English club for £22.67 for the crown wheel and £19.50 for the pinnion, plus cartage, which totals about A\$170.00.

This table illustrates the difference.

3.7222 (18/67)	3.882 (17/66)	4.187 (16/67)
13" wheels 18.45	17.69	16.39 MPH per 1000 rev in top
14" wheels 18.98 (mk11 X6)	18.2	16.8

Even without doing a highway trip this ratio felt perfect. As a bonus, acceleration felt stronger - probably because each gear could be held for longer.

2. Decided to add a little more poke. **Twin 1½" S.U.s.** off an S were fitted, together with the standard S air cleaner. The S inlet manifold has a slight kink to allow the jugs to clear the power booster.



4.

Another way is to use the **M.G.B. inlet manifold** ,with twin 1½ S.U.s and fit a **Kimberley** power booster and bracket and booster, but of course the radiator expansion chamber won't fit , but it can go where the windscreen washer bottle was .

At the same time , the English three branch exhaust was fitted . We of course call it extractors . Currently , they can be landed in Australia all up , for \$A173.00 .

When fitting the extractors , they **do not** fit the standard system , because the pipe diameter is larger . Therefore , when importing , it is best to import the section between the muffler and extractors as well.

Then Mr Muffler only has to make up a muffler and tail pipe . (After fitting the twins and extractors , I couldn't wait any longer to fire it up . When it **refused** to fire .long suffering wife was requested to turn the key, while I pushed and prodded underneath and to turn it off if the noise was excessive. The engine caught, the throttles jammed wide open and the "B" series **belloved**. Poked my head out to see why the ignition was not being turned off. Just in time to see LSW run out our drive and down the street.)

When sorted out, the car not LSW a **significant increase** in poke was evident.

3.

I acquired a MK11 head for a gentleman skilled in these matters to give it a **port polish and shave** ( the MK11 heads have a raised O on the back left hand corner) Bolted it on the MK1 block and it made as much difference, as the twin carbs and extractors. Only the MK1 block dosen't have the recess in it for the valves. When problems arose, I only had to ride my push bike **75K's**

4.

While contemplating my situation, I remember something Ian Ingram told me sometime ago.

That for a serious power increase you must have the **straight cut con rods** which appear only in the late MK11's.

Therefore a late MK11 block was acquired. Before installation, the camshaft was ground to **30° 70° 70° 30°**.

At the same time an early type distributing the one with the **venier** adjustment was re graphed to suite the new engine specifications strangely, it now runs timeing at **6°BTD's** .

For a little more gear changing - 3rd gear will not pull under 15 M.P.H. - the 1800 is not a really fast car, but a significantly faster 1800. On the highway it is a deep breathing long striding interstate express.

Highway overtaking is significantly improved, and fuel economy is better to ( a recent trip, sitting on 60 M.P.H. with no overtaking produced 34 M.P. H. but pressing on reduces it **significantly**.

5.

I came across an article which showed the speedo of an Austin 3 litre. Looked the same as an 1800, except that it read to 120mph when it arrived, I then established that it would fit! Could have been an expensive guess. As well as the **120 m.p.h.** scale, it also had a metric scale, like the early 1800. So far so good.

Under both fuel and temperature gauges was a small green warning light, The penny dropped, direction indicator warning lights. The only way these could be made to work was to fit special temperature and fuel gauges, ones with a **tear drop shape**. Fortunately the **Morris 1500** had those gauges, which left a different Blinker stalk to obtain. To utilize the new blinker arrangements, the obvious one was the English one which has our standard stalk arrangements, plus **horn, head light dipper and lane changer** and of course no warning light on the end. Wiring was just a matter of following the colour coding.

Naturally the blinker stalk cover wouldn't fit over the new blinker stalk. So I had to import the English MK 11 cover. "life wasn't meant to be easy".

6.

**sump guard** was now removed, permanently. Obviously made access underneath superior and as a bonus, lighter steering.

7,

Apart from 2 weeks, when the usual happened, the last 70,000 miles have been on the automatic **metal universals**. The only disadvantage is a little bit of noise on the overrun, when traveling fast.

8.

**100/55 qh head lights** installed. The older sealed beam units loose 5% light a year. Add 20 years and the headlights are About 4 candle power. The QH's (\$114,00) turn night into day and take about 20 minutes per side.

9.

Found the original BMC accessory kit containing **stainless steel stripes** along the sides of the MK1 in a friends garage. A touch of class.

10.

The Ken Patience idea for oil filters. Have done 16,000 miles with the Z9, Good one, Ken.

11,

18/85 Overrides fitted. Handy when LSW drives.

12.

**Thermatic fan fitted**, purely as an overload see N.L.Dec. "91 Jan.'92

13.

**Oil cooler fitted** see N.L. Dec ;91 Jan '92

14.

Via a Kimberley gear change switch, an 18/85 **reversing light fitted**. Tells people behind when I am backing into a spot. Appears to be the Morris 1100 number plate light, only reversed.

15.

Intermittent wiper switch fitted, works very well.

16.

Kimberley style under **bonnet light** fitted.

17.

True Blue **upper cylinder lubricant** fitted. Made no **discernable** difference. However when Moreys oil used, claims appear justified.

18.

Since I have never been happy with the 1800 interior lighting arrangements an **additional light** was installed, by the passenger side door, in a similar position to the driving side light. The wires disappeared nicely between where the fibre glass roof lining joins the sides. At the same time, **rear courtesy** light switches were introduced. Didn't appear critical where the switches were installed, except that the higher up, the less wire to run down the inside of the rear door support.

The bottom line with the wiring is that lighting wires are always live. The switches provide an earth, which makes them work.

19.

Early model **tread plates** fitted. Quiet timeing consuming but it does add a bit of class.

20.

Usual Commodore clock fitted, clock from Mazda 323/626 may also fit.

21.

**rear aeons** fitted. A standard accessory, they are a giant rubber spring between the rear trailing arm and the boot floor. Does not effect the ride, but stops rear end drag, when heavily laden i.e. with Ma In Law in the boot. I suspect that the Aeons help give **longer suspension life**, by reduced the fluid pressure under some circumstances (the X6 had a similar but less effective system standard.)

22.

Next, by purchasing 4 Mini seats with head rests, I installed 2 head rests in the back and 2 in the front. Quite effective.

23.

4 rear seat belts. Absolutely necessary when both my apprentice humans want to take a friend with us ( in cases like that I feel like staying home!.)

The immediate future holds the anti sway bar off a really early MK1' Also 2 speed wipers, and globe **mag wheels**. These 14 x 6 rallymasters came off the John Taylor works Tasman,

**WANTED.**

**John Webster** of 13 Murray Cres., Griffith A.C.T 2603 (o6) 295 9060 is desparately seeking a **MK 11 tasman or Kimberley**, in original/good condition i.e. not needing work done. Can either be Auto or Manual Ring John if you can help.

**FOR SALE.**

**Brian Taylor** Box 21 Narooma 2546 (044) 762364 has the following new old stock items for sale.

**Austin 1800** 3 C.V. joints \$95.00 each boots for same \$15.00 each.  
2 left hand front blinker/park light assemblies \$25.00 each.  
Left and right front blinker/park lenses \$12.00 each.  
1 Rubber universal \$45,00.

**Morris 1300/1500** 3 C.V. joints \$95.00 each boots for same \$15.00.,  
2 complete rear lenses \$10.00 each.

Mini 'S' 2 C.V. Joints \$95.00 each ., STD Mini 1 C,V, Joint \$95.00

Ring Brian if you are interested.

**Jason Larkman** of 8 Hasluck Dve., Rankin Park N.S.W. 2287 (049) 526132 has these items for sale,

2 Bonnets 1 V.G.C. 1 Excellent,  
7 doors - mostly good, some Al  
2 boot lids - VG  
5 front mud guards - excellent  
1 complete floor pan, rust free,  
3 bumpers, 2 MK 11 excellent, 1 MK! REAR VGC.  
2 tow bars - O.K.  
1 MK 11 Sump guard.

Various Windscreen , door and butterfly window glas.

Full set of Hydrolastic displacers

2 Steering racks - 1 A 1

Front suspension parts - drive shafts, brake Disc., calipers etc. Also rear drums.

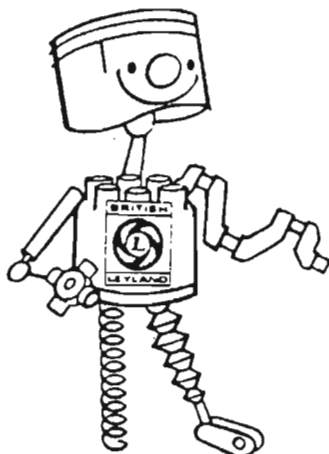
1 Manual gearbox complete.

1 Auto gearbox - complete but dismantled.

Cylinder heads, manifolds ( 1 twin carb)

Various light fittings, lenses etc.,

Jason is more interested in getting rid of these parts, than haggling over money.



# CLASSIC CAR WEEKLY

*Sloppy puppy? Basic criticism of a basic Landcrab. But Ian Ingram's BMC is an altogether different animal, as GEOFF BROWNE discovers . . .*

**M**UCH may be made of a Landcrab if it be caught in time, as Samuel Johnson might have said had he been around in the Sixties.

But by the Sixties the British Motor Corporation and British Leyland Motor Holdings, as it became, hadn't got a lot of idea about how to make much of anything.

The company was still making cars to compete with one another instead of with the opposition; shopfloor anarchy was spreading and the lack of logic at the top was becoming embarrassing.

Technical advancement was not enough to stem the tide of Ford's dominance in the market place. The Mini and 1100 were strong contenders in their own markets but the development of the Isigonis Mini theme into a big car was not one of the corporation's success stories.

To many eyes, the proportions were all wrong, even if the 1800 retained the soppy, friendly pup look that BMC favoured at that time.

But underneath that disjointed exterior and unergonomic interior was a strong, roomy car that handled well and cried out for development.

What BMC was too cumbersome to do with all its financial and technical resources, enthusiasts like Ian Ingram are doing with great success in their backyards.

Ian is editor of the Landcrab Club's newsletter and, not surprisingly, has been hooked on Landcrabs since the Sixties.

It was the mid-Sixties before Ian got his first taste of a Landcrab when, as a student, he thumbed a lift in one. From then on he was struck and has never been without one.

His big project at the moment is preparing one of the Landcrab Club's two entries for the forthcoming London to Cape Town World Cup Rally, an event the car is ideally suited for, with its extremely strong bodyshell, excellent suspension, good ground clearance and vast interior space.

Ian bought his car last June from club chairman Bill Fraser.

Although the car had been cosmetically finished in BMC works colours for a magazine feature, Ian stripped it to the shell as he began its rally preparation.

The shell was in basically good condition but one or two places needed new metal welding in. New front wings were fitted and while the wings were off top mountings for shock absorbers were also fitted.

While the suspension was off, Hydrolastic fluid bottles from a MkII car were fitted. Competition bump stops were fitted at the front and rear bump stops from Australia in the shape of Aeon ride assisters for towing, were added. Wheels are original Sixties Minilites.

The original engine was replaced with an S spec unit, fitted with a Kent 714 cam and matching distributor.

Air horns, an oil cooler and a laminated screen were other modifications.

Round the corner, Ian's fellow club member Pete Woodward is working on the second Cape Town entry, but following a different programme.

While Ian's car is a running rebuild, Pete has concentrated on fitting up the body before doing the mechanical work.

So while Ian still has to fit the roll cage, fire precautions and new fuses, Pete has completed that side of the operation but still has to deal with the engine and running gear.

**the real road experience!**

# Cape crusader

**Ian Ingram prepares his Landcrab for World Cup charge to South Africa**

**R**ALLY looks alone are enough to transform the Landcrab. Without its bumpers it is an altogether meaner, leaner machine. Little things like that would have meant a lot if BMC had made a thorough job of developing the Landcrab.

Inside, the changes, small enough by themselves, make a big difference for someone like me who drove the factory version and left it without being impressed.

For a start the Contour Kendall Minor rally seats of Ian's car give a higher and more upright driving position. Then the small rally steering wheel adds to the comfortable feel.

I felt so much more at home in this rally car than I ever did in the original. Instruments and switches are all reachable.

The S spec high-performance engine has much more power without losing the flexibility and torque for which the BMC B-series engine is renowned.

## Comfort

With Spax adjustable dampers on the front the excellent roadholding of the basic design is enhanced with a flat and comfortable ride.

In fact this rally car, far from being the harsh roadburner you might expect, is a really smooth and sophisticated carriage.

The cable-operated gearchange of the early Landcrabs was much criticised but on Ian's car as precise as you could wish for.

Ian drives this car as though he means business and it can mix it with the worst the M25 and the M40 can offer. So when it was my turn to drive I knew this rally Landcrab would go and handle...

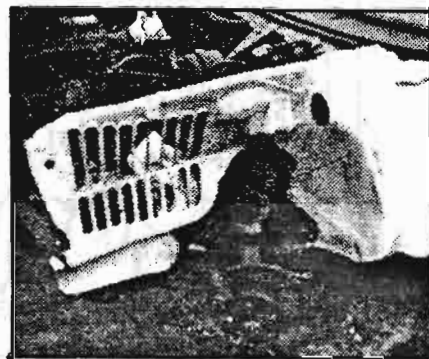
Above everything else it had a fun element that I never discovered with the factory version.

I was easily at home with it straight away and I soon found that it could be

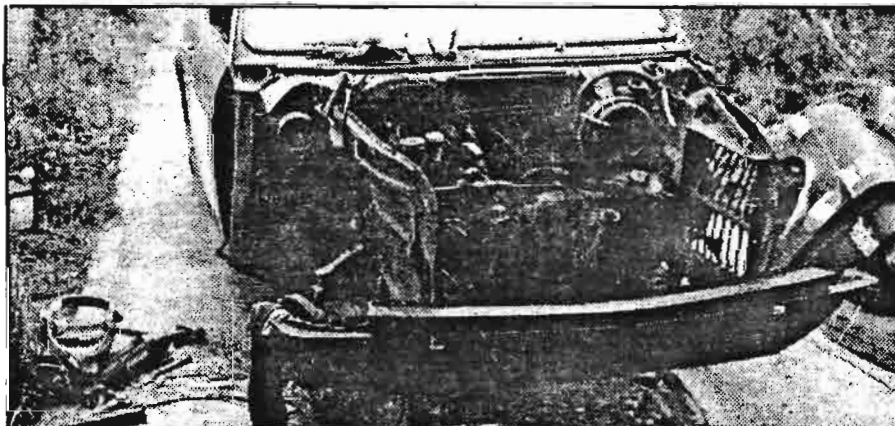
The World Cup Rally for pre-1970 cars will start in November and cover the 12,000 miles from London to Cape Town in 25 days. It is the brainchild of Philip Young, founder of the British Classic Marathon.

The rally effort is a return by Ian and his co-driver Philip Scott to their early days in motorsport.

Philip was a member of the Brunel MC in the Sixties and Ian used to drive a well-known "low flying Landcrab" support barge for rallies around the country.



**Inner wings were refurbished and new outers fitted**



**Backyard rebuild — rally Landcrab was thoroughly stripped in Ian's garden thrown around like a Mini.**

With a nice reserve of power and taut ride and handling this is a long-distance cruiser that would cost you only a fraction of the outlay for a modern hot hatch.

With the popular Colway rally tyres it had plenty of grip on muddy backroads and effortless cruising at the legal limit on the motorway.

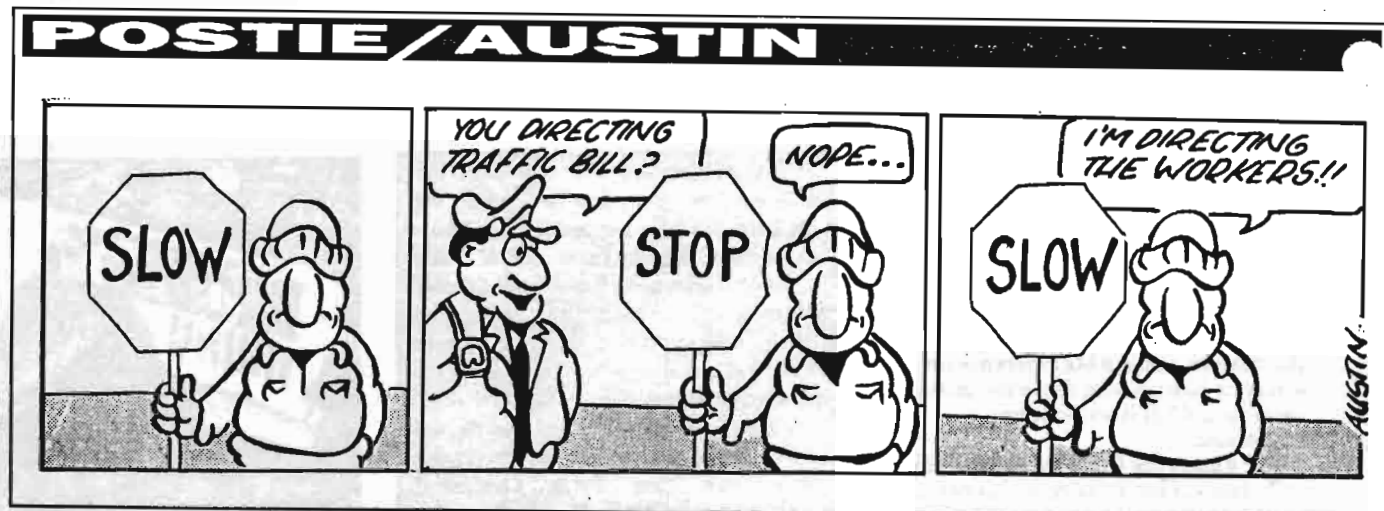
If one man can extract so much potential from the Landcrab, what might BMC have done had it got its act together?



**Shell was sound but some areas needed new metal — note the hole below the pedals**

# SUBSCRIPTIONS

With the exception of those new members who joined our club from March onwards this year, members are reminded that CLUB FEES ARE DUE FOR RENEWAL ON 1 JULY and a renewal form accompanies this newsletter.



## AUSTIN 1800 DRIVE SHAFT AND FLANGE. SPLINE WEAR

By Ken Patience..

A common fault with ageing Landcrabs that are used for Towing Boats, Trailers, and Vans etc., is the rattly Spline Syndrome. An effective repair can be made using LOCTITE products as follows:-

- 1, 680 retaining Compound (for normal - moderate clearance)
2. Quick Metal (for moderate to warm clearances)

Quick metal has been used by myself with great success for a reasonably sloppy Hub/spline drive shaft assembly.

680 Retaining compound has also been used on good assemblies when these areas needed dismantling/reassembly.

Refer to Technical application notes hereto



# DRIVE SHAFT

REF	APPLICATION	PRODUCT
1	Retain Coupling Flanges on Drive Shaft Splines	680 Retaining Compound
2	Lock Drive Shaft Nut	242 Nutlock
3	Lock Screws, Centre Bearing Support	242 Nutlock
4	Lock Centre Bearing Nut	242 Nutlock
5	Lock Thread on Drive Joint	242 Nutlock
6	Lock Drive Shaft Stud	680 Retaining Compound
*	Lock Centre Bearing Studs	262 Studlock
*	Lock Drive Shaft Bolts	242 Nutlock
*	Lock Screws in Drive Joint	242 Nutlock
*	Seal Cup Plugs in Drive Shaft End	680 Retaining Compound
*	Lock Dust Cover in Drive Joint	262 Studlock

## 680

## Retaining Compound



*For maximum strength retaining of cylindrical components. Designed to give high strength for dynamic loaded assemblies, allows larger machining tolerances, seals and prevents leakage and corrosion.*



## Quick Metal Offers

- Fast cure for quick repairs.
- High strength for durable repairs.
- Non-running consistency for ease of application and protection of other parts.
- User controlled strength level.
- Works like a bonding metallizer.

## Typical Applications

- Re-fitting worn shafts.
- Re-fitting worn housings.
- Repair worn keyways.
- Stop bearing spinout.
- Repair loose set screws.
- Mounts bearings without danger of damage to seals or precision components.
- Re-fit worn couplings.
- Protect new parts from wear.
- Mounts parts without danger of locking nearby components.
- Form-in place shims.

## Quick Metal Properties Summary

<b>Uncured State</b> Base Methacrylate Ester	Color Silver	Viscosity — Non-running Gel 900-1,500 kCP Gel (Pa s 900-1,500)	Gap Cure No Activator Up to .020" diametral
Specific Gravity 1.1	Soluble in Chlorinated Solvents	Flashpoint Above 200°F (93°C)	Speed of Cure Fixture 10-30 min. Full Cure 1-2 hrs.
<b>Cured State</b> Tough Polymer with Properties To 300°F (150°C)	Strength — User control- able up to 3,000 psi (20.7 MPa) room temperature cure on steel.	Compressive Strength in Thin Films — 125,000 to 225,000 psi (860 to 1,550 MPa)	Resistant to Oils, Cutting Fluids and Chlorinated Solvents

## Ordering Information

50 ml Tube 66040  
6 ml Tube 66010C

## Storage Conditions

Store materials in original containers. Maintain at 68°F ±20°F storage temperature. When kept under these conditions, a one-year shelf life may be expected. Material removed from containers may be contaminated during use. Do not return this material to original containers.

Quick Metal is a trademark and Loctite is a registered trademark of Loctite Corporation, Newington CT, U.S.A. Loctite Australia Pty. Ltd. are authorised users of the LOCTITE Trade Marks.

**CAUTION:** Contains Methacrylate Ester — if swallowed induce vomiting. May cause dermatitis in sensitive skins — wash hands after contact.

**USE:** Primer N to clean parts and speed cure.

# LOCTITE



**Loctite Australia  
Pty. Ltd.**

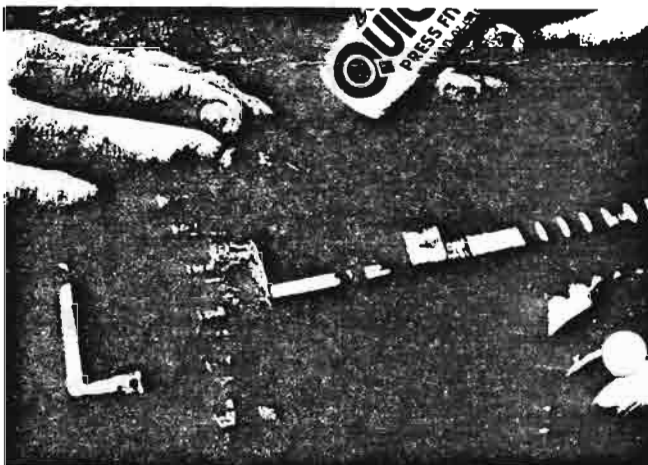
A.C.N. 001 098 791



Refit a worn shaft



Repair of bearing spinout.

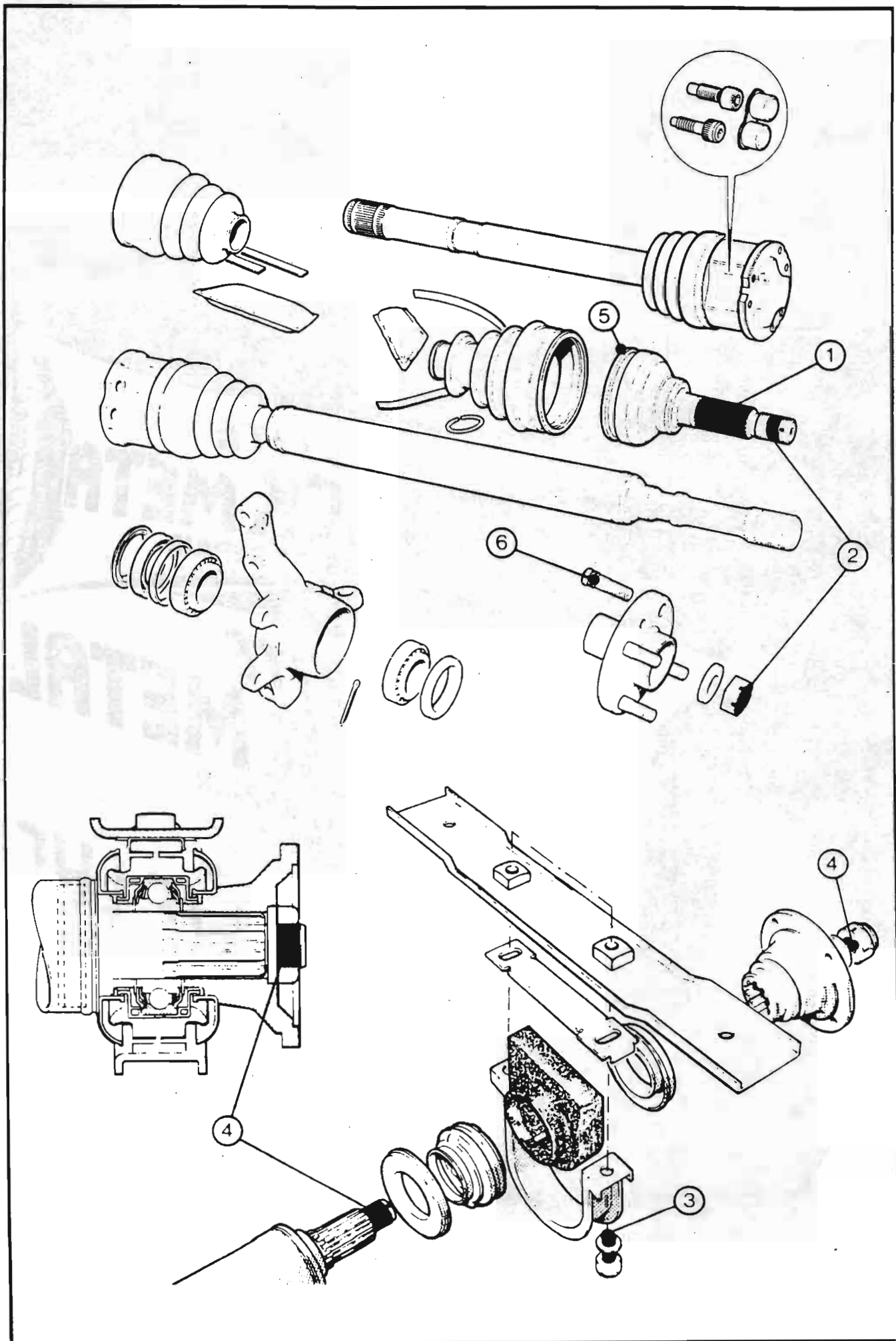


Repair loose set screws

The data contained herein are furnished for information only and are believed to be reliable. We cannot assume responsibility for the results obtained by others over whose methods we have no control. It is the user's responsibility to determine suitability for the user's purpose of any products methods mentioned herein and to adopt such precautions as may be advisable for the protection of property and of persons against any hazards that may be involved in the handling and use thereof. The discussion herein of various processes or compositions is not to be interpreted as a representation that they are free from domination of patents owned by others or as a license under any Loctite Corporation patents which may cover such processes or compositions. We recommend that each prospective user test his proposed application before repetitive use using this data as a guide.

AVAILABLE FROM:

**Loctite Technology...the better way to hold parts together.**





# QUICK METAL

## PRESS FIT REPAIR

Repairs worn shafts and housings  
in one hour.



Loctite's Quick Metal is the fastest way to repair worn machinery parts and keep costly downtime to a minimum. Quick Metal is a creamy non-running gel which is spread onto parts to repair worn areas and to restore correct fit. Once assembled, it hardens to a strength that often doubles that of a press fit. Works like a bonding metallizer. Product outside of the joint does not harden allowing easy clean-up.

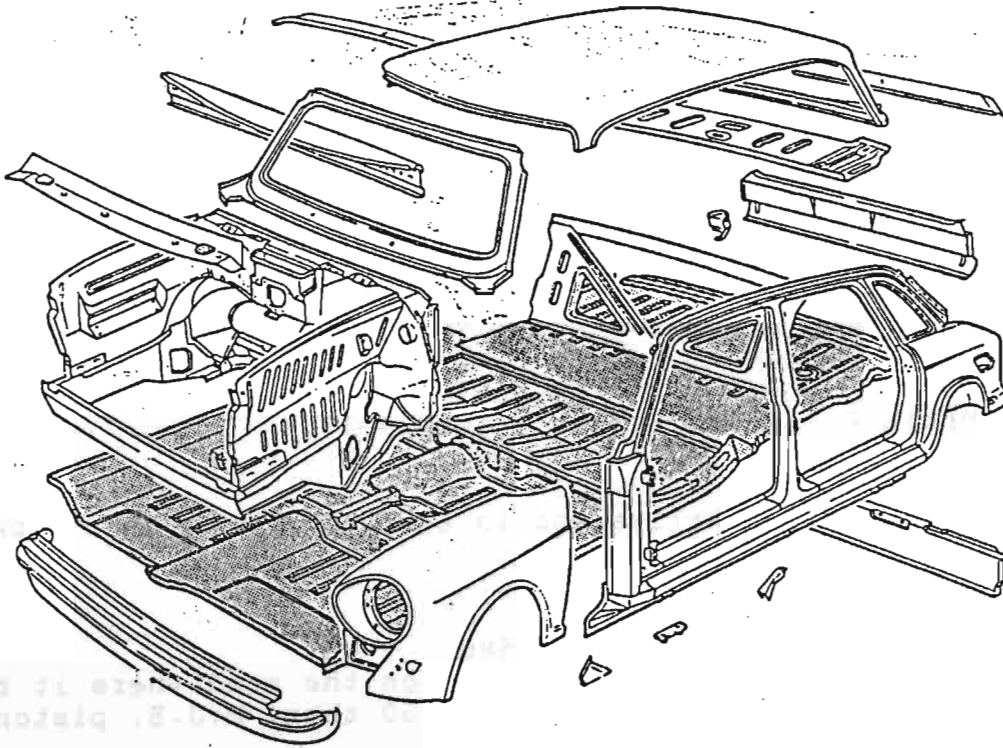
- Salvages worn parts.
- Prevents costly downtime—keeps machinery running until new parts arrive.
- Adds reliability to repairs—use with new parts to prevent future breakdowns.

Refit a worn housing.

Happy Crabbing

Daryl Stephens

# Landcrab



Number 45      Landcrab Owners Club Of Australia      August/September  
22 Davison Street,      1992  
Mitcham Victoria      03 873 3038

The best thing to come out of Melbourne in Winter is the Hume Highway.  
Or it was. The current best thing is the news that a 5 speed gearbox  
may be forthcoming!

Some clever people in England are in the early stages of dropping an  
extra cog into the 1800's 4 speed box and it looks promising. Will those  
members of this club wishing to emulate this feat please form an orderly  
queue ?

A big welcome to the following 8 new members, which must be something of  
a record !

Ian COMFORT      3 Laburnum Street      03 592 5449  
Brighton      Vic. 3136

Ian has 7 Landcrabs.      1969 mk 11 green registered VC 1800  
1966 mk 1 new cedar green for sale  
Mk 1 ute white under resoration  
Mk 11 ute white under restoration  
Mk 11 ute being scrapped  
Mk 1 ute rust bucket being scrapped

To quote from Ian, " Was B.M.C. ute in 1968 London Sydney and is the ute mentioned in Repco to Redex. Was used as the support vehicle for mk 1 rally car in Repco Reliability trial, 1979 "

"Mk 1 Rally car. Blue. Was car 158 in Repco trial. Built by Skinny Mantons ex spanner man , who was heavily involved in the London to Sydney marathon."

"This is an Austin Rally car built to survive."

Ian intends to compete in Rallies etc in the rally car . Good luck Ian

Ian DAVEY 30 Howard Blvd  
Goulbourn N.S.W. 2580

"My Mk 11 1800 should I hope soon be back on the road where it belongs. Its not standard, though. Currently it runs 60 thou. M.G.B. pistons with an M.G.B. cam and an M.G.B. G.T. clutch. The clutch is a bit tricky to fit because you need to have the clutch shaft slightly modified but it can be done.

Currently its pink. ]know it sounds silly but shortly it should be the original dark British Racing Green. colour. Its also got a 12" sports steering wheel, but at the moment only runs standard tyres so the steerings not too bad.

When I get around to it and find the pistons, it should be running 80 thou. forged race pistons, a super sprint cam. a worked head with oversize valves, twin S.U.s etc and should be a real goer then. "

Ian is a former member who has returned to the fold.

Jonathon DAVIDSON Box 324 02 451 6495  
Pymble N.S.W. 2086

Jonathon has both a Mk 11 ute and a Mk 11 sedan both under restoration. He is one of an increasing number of members who have followed B.M.C. (or whatever) upmarket and have added Rovers and/or Range Rovers to their stables (as second cars of course).

Jonathon has discovered the Rover/Range Rover wheels fit the 1800.

Mark GILBERT 101 Blackwood Street 03 314 7978  
Yarraville Vic. 3013

Mark has no 1800 at present. He hopes to obtain either a **Wolsley 18/85** 18/85 S or **six** sometime in the future. (I recently nearly exported a Kimberely Mk 11 to the U.K. Shipping was quoted as A\$1,000 \_00. Presumably shipping would cost the same either way)

Richard LOCKE 31. Sunwaya Ave 002 486 765  
7 Mile Beach  
Tas. 7170

"I am delighted to read in the **Unique Cars** Trader Magazine that you have a club for **Landcrabs**! Having served my automotive apprenticeship in the late 60s on the **B.M.C.** range, I developed a love affair for the 1800 and have owned several since.

I'm presently building a cross between a replica of a London Sydney Marathon car and just an 'ordinary' **rally 1800**. Basically, I'm using the best items from both types (e.g. as you'd realize, the latter Mk 11 P.B.R. brakes are better than the early Girling) and I hope to have a nice car when I'm finished. Through Fabre in Sydney, I've obtained such things as 'works sumpguard, extractors etc, and Roger Collings at **Taylors of Medindie** (who own an ex works London to Sydney car) I'm able to gather quite a lot of information on the London to Sydney cars.

Apart from using the car in local club rallies, I'm hoping to raise sufficient sponsorship to compete in **Targe Tasmania 1993**, although by the look of all the local, mainland and international 'shows' who have indicated their interest, I doubt that mere 'peasants' such as myself will get a look in.

Richard is our first Tasmanian member. If we can land a South Australian member we will be represented in every State and Territory!

Peter McMAHON R.M.B. 1752 06 230 3323  
Ginnenderra Rd Sutton Via Queenbeyan 2620  
N.S.W.

Peter has a 1966 Mk 1



Norm PECK  
127 Ellam Dve  
Seven Hills  
N.S.W.

02 622 0791

2147

Norm has 2 Mk 1s. He purchased his first one new in 1965. At 700 miles he gave it a valve grind because it would not idle properly. The valve grind made no difference.

He latter discovered that the first 1000 Australian cars in which his is included had a warmer cam, which explains the poorer idling. It out performs any other standard 1800 he has been in.

Hans PEDERSON  
37 Thomas St  
Croydon  
Vic.

03 723 4838

3136

Hans has a Mk 11 T.C., with a beautifully restored interior, complete with central rear armrest. It may be the quickest 1800 in the world. It also has the rod gear change off the Mk 111.

Hans is making a whole range of Hi Performance parts ; all of which have been tested on his own car. He also produces a twin pipe high quality (grade 304 ) stainless steel) exhaust for the Rover SD1, Range Rover and, wait for it, a triple carbie manifold for the 6 pot B series, the Austin Freeway/Wolsley 24/80.

He is also a former president of the Austin Motor Vehicle Club of Victoria, Inc (speaking of the A.M.V.C. inc, Garry Smith is their new president. With Garry providing strong leadership, I expect the club to enter a period of strong growth.).

Would those who are going to Perth for the London - Sydney Marathon please liase with Rick Hopkins 048 406 151. P.O. Box 51 Taralga N.S.W. 2580

Stop press; Paula Lylie, wife of Ken Lyle passed away towards the end of July. Ken, please accept the deepest sympathy from all club members.

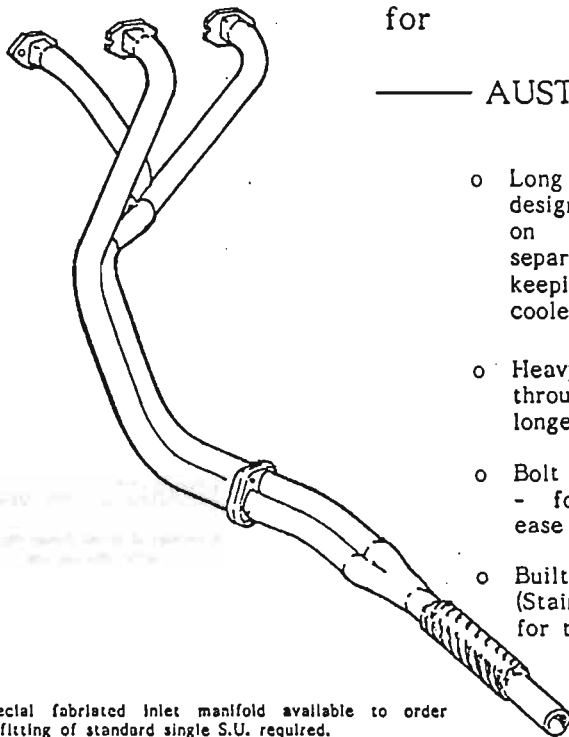
## HISTORIC RALLYING ENTHUSIASTS



### EXHAUST HEADERS

for

— AUSTIN 1800 —



- o Long Centre Branch (LCB) design - proven to give results on 'B' Series engines - separate exhaust pulses keeping centre exhaust valves cooler.
- o Heavy gauge material used throughout - plated for longer life.
- o Bolt together flanged joint - for positive sealing and ease of disassembly.
- o Built in flexible section (Stainless Steel) - essential for the East-West installation.

Special fabricated Inlet manifold available to order  
If fitting of standard single S.U. required.

OUR RANGE IS CONTINUALLY EXPANDING.

Enquire about our special bronze Valve Guides, heavy duty Engine Steadies, Throttle Wheels, Stainless Steel - glass packed - Mufflers and, of course, our very successful Hi-Flow Air Filter assemblies. Available at selected resellers.



HIGH PERFORMANCE  
PRODUCTS (03) 723 4838

A Division of Dansk Design Pty Ltd  
ACN 050 195 009







## Valve Guides



The primary function of a valve guide is to support the valve and ensure it seats squarely on the valve seat. The guide also has the task of transferring heat from the valve to the cylinder head.

Excessively worn valve guides have a reduced capability to transfer this heat (particularly on exhaust valves), hence higher than intended temperature is transferred to the valve springs. This heat is inclined to temper the spring steel resulting in a tendency to 'relax' (ie. become permanently shortened). If valve guide wear is allowed to continue the valve to valve seat fit will become so poor that valves can burn, compression drops dramatically and eventually the engine will fail.

Excessively worn inlet valve guides (and/or poor valve stem seals) allow oil to contaminate the incoming air/fuel charge. The engine lubrication system usually provides a 'splash feed' on to the valve mechanism. This oil is fed onto the valve guide, seeps down and past the valve stem into the port.

By keeping blow-by to a minimum, engine oil will stay cooler and cleaner. The intake charge will not be contaminated, reducing the chance of detonation - induced piston failure in high compression engines.

If you intend fitting 'gapless' piston rings most manufacturers insist on the installation of positive valve stem seals.

THE SOLUTION IS NOW AVAILABLE FOR THE BMC 'B' SERIES ENGINES



Valve guides for the BMC 'B' Series engine are made from Hidural 5 alloy bronze and feature fixed umbrella type valve stem seals.

### MORE EFFICIENT ENGINE OPERATION

The combination of valve guide material and a positive type valve stem seal has been utilized to improve engine efficiency by drastically reducing valve blow-by compared to the original 'B' Series 'O' ring.

Benefits of bronze type valve guides as follows:

- Self lubricating qualities (even at elevated temperatures).
- Low co-efficient of friction.
- High molecular density.
- Superior heat conductivity.
- Fatigue resistance.
- High strength/weight ratio.

### FITTING

- o Exercise care when pressing the valve guides into the cylinder head. Fitted height is to be .765" to .781" (19.4 to 19.8mm) above spring seat.
- o If non-original camshaft is fitted, check for sufficient clearance between valve stem seal and valve cap.
- o Late 'B' Series engines (with round groove valve cotters) require modified valve caps. Available separately on a change-over basis.
- o Replacement seals available from BMC, Leyland, JRA, Rover dealers - Part No. AEG 327.



HIGH PERFORMANCE  
PRODUCTS (03) 723 4838

A Division of Dansk Design Pty Ltd  
ACN 050 195 009



That completes the introductions.

(All new members will soon receive a copy of the club book,  
The B.M.C. 1800.)

## EDITORIAL

As everybody knows, making of elephants (a) is done with a lot of yelling and screaming,

(b) is done at a high level,

(c) takes a long time for results.

Sounds a little like us becoming incorporated!

The basic reason for becoming incorporated is to prevent us all being sued if somebody has an accident, whilst acting on club business. Also, we cannot organise the club plate scheme without incorporation.

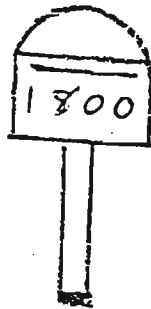
A voting slip is attached to the newsletter. Votes must be received by 22/8/'92.

Hans Pedersen has kindly given the club the constitution of the A.M.V.C. inc. Ken Patience has given us the Macedon Ranges and District Motor Club Inc. constitution.

If/when the sensible "yes" vote is returned by a majority, we can adapt one of the above constitutions to our club.

Pat Farrell has offered himself for President, Mick Street Canberra Affairs, Rick Hopkins as Parts Availability Officer, and myself as editor. Nominations for the committee close 22/8/'92.

## Mailbox



R.M.B. 123 Wickerslack Lane  
Queanbeyan N.S.W.

I too hotted up my Mk 1 many years ago, using a scheme popular with M.G. owners. I fitted a Weber twin choke 45 DCOE carbie to a manifold with extractors provided by Lynx Engineering who were big in engine improvement in those days. Final tuning was done by a Canberra firm Davies Dyno who jetted the carb. and disconnected the vacuum advance for reasons which now escape me. The car was still slow off the mark, but once on the move gave many an owner of more powerful cars quite a shock. However petrol consumption was not good and the car became fussy in Canberra's frosty winters. No problem in starting but when idling in traffic or at lights the idle became progressively slower owing to no manifold heating, and the engine would stall if the delay was too long.

Some years later when the extractors were burned beyond repair I returned the car to normal spec. and reconnected the vacuum advance pipe. Just a few months ago the car broke down and the fault obviously lay somewhere in the distributor. To save time I fitted another distributor provided by and with Mick's help. When I got around to dismantling the original distributor, which had rusted centrifugal parts, I scratched my head as to why the contact-breaker plated was fixed to the base plate by a drop of braising brass. Then

it dawned that David's Dyno had done it to prevent the moving plate taking up any position it liked after the vacuum advance line was disconnected. My poor car had been running for years in its original state without vacuum advance!

Incidentally my car is English and I have the English workshop Manual. It contains data on the S Model 1800 which was produced in England with twin S.U.s and extractors

Finally, there is nothing wrong with an S.U. electric fuel pump ; mine ran for 22 years without any attention whatsoever and has been replaced by a New Zealand copy.

Sorry about the terrible writing paper, but it's all I have at the moment.

Best Wishes  
Bill Wheeler.

Neil Melville  
C/O Cowaramup Post Office  
W.A. 6284

We, as a family of four have two sedans and two utes which we've had since the early '70s as the main transport backup to our contracting interests - plus another four utes and five sedans for spares.

There is no thought of replacing them so your efforts are well appreciated here!

If the club needs Ryco Z 23 filters, I can arrange their supply, cash in advance half list price (currently \$7-75 ) minimum order 50 delivered free anywhere in Australia or New Zealand - but our supplier for obvious reasons does not want the deal over exposed - also Z 9s if needed

We prefer the 'revolting' electric fuel pumps and find them more functional and reliable, with one having run now for 26 years untouched - but there are two types of them.

Also, we avoid front hub - spline wear by greasing them and keeping them tight, after earlier unhappy experiences with Loctite.

We utilised a club members suggestion and diagram in an earlier newsletter to fit a negative-earth radio cassette to a **positive** earth Mk 1 by insulating it to run 'backwards', and while the cassette works perfectly, the radio, while the car is running, is drowned out by **static**. Our radio repair man says this is unavoidable.

What experience have other members had here?

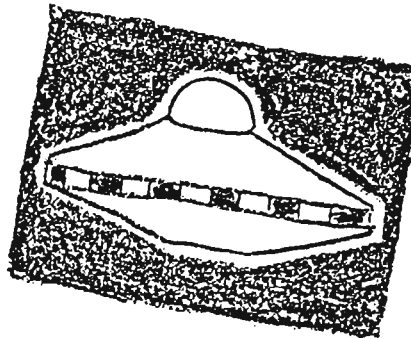
Best wishes from Neil Melville.

(Editors note; Having been suitably chastised for calling the revolting electric fuel pump revolting, I will admit mine was magnificent when an emergency arose.

At 3am one morning, on a country road in the middle of no where , a U.F.O. had the audacity to **land beside the road!** I then pointed the speedo at never less than 95 M.P.H. for the next hour or so.

The electric fuel pump behaved itself-my bladder did not!)

## For Sale



**Ken Patience** 03 337 4661 has an average sized home on an average sized block. He has an A/99, a Mk11, his wife's Mk 11 and his smartest daughters Mk 11 together with his other daughters rice mobile living on the premises. Also his boat is moored in a boat trailer, and a Camper Trailer is squeezed in.

Therefore under his wife's instructions, he is reluctantly offering his Mk 11 **Kimberely Auto** to any body who will part with \$300-00

**Wolsley 18/85 Auto \$800-00.** Available for inspection in Tasmania. Richard Locke 002 486 765 has all the details

Morewood Motors in Canberra will swap \$1,000-00 for their Princess 2200

## LANDCRAB CHRONOLOGY (AUSTRALIA)

- 1964/65 - Work on YD018 prototype
- 22-11-65 - Austin 1800 MKI manual sedan released
- 19-2-68 - Automatic sedan version released
- 19-7-68 - Austin 1800 MKI ute released
- 25-10-68 - Austin 1800 MKII released
- Oct. '68 - Start of work on V8 powered Landcrab,  
using an alloy engine driving the front  
wheels
- Dec. '68 - Paddy Hopkirk drives Austin 1800 to  
second place in first London to Sydney  
Marathon, he lost only 56 points or  
was 56 minutes late
- 1969 - Andrew Cowan drives Austin 1800 to win  
the Southern Cross International Rally
- March '69 - V8 powered Landcrab complete and ready  
for road test
- 24-11-70 Austin 1800 replaced by YD019

PAJ

## **Wanted**

John Webster of 13 Murray Cres., Griffith A.C.T. 2603 (06) 295-9060 is desperately seeking a **MK 11 Tasman or Kimberley**, in original/good condition i.e. not needing work done. Can either be Auto or Manual. Ring John if you can help.

There were four Taylors of Medindie Speed Tasmans built. Pat Farrell is willing to swap wife, children, and/or house for one Also any X6 **speed equipment** is welcome. Phone Pat on 03 762 4457

Peter Jones 075 748- 041 needs a Mk 11 Parts list book.

Ken Patience 03 337 4661 wants a source for the self parking wiper points.

# FROM THE DESK OF AUSTINS OVER AUSTRALIA

Dear fellow Austineers,

the 1993 'AUSTINS OVER AUSTRALIA' rally is now well down the track as far as the organization is concerned. What we, the conveners of the event need from you is your enthusiasm and support in making this a success.

The venue for the Rally is YASS, NEW SOUTH WALES. This town and its environs will provide us with a series of ideal runs and places of interest to give all comers a well-earned rest, along with PRICELESS company and extremely enjoyable fellowship. Without a doubt, Tamworth '91 left all participants on a high- we hope that Yass will be even bigger and better for these reasons.

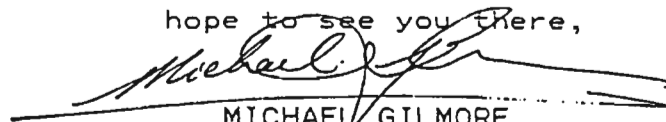
As the fine details of the Rally are still being 'nuttet out' we cannot give a full programme of events. Nevertheless, it is possible to say that the Rally will be held over the Easter weekend of 1993 (10-11 April). Also, for those who have the time Monday will also be available for an activity.

Some of the activities planned include a run to a local sheep station (with associated shearing demonstrations etc.), a visit to the local Motor Museum (that makes you think that Bugattis are as common as your Falcon!), plenty of sight seeing, a fellowship dinner and a barbecue to name but a few. Naturally more information will be passed on to you as it becomes available.

The registration cost at the moment looks like being about \$20.00. This will cover the Rally Plaque and Rally Pack. As before more details on this will be passed on as they are finalized.

In the mean time, cancel all else planned for Easter next year as this will well and truly be bigger than 'BEN HUR' - with your support! As well, could we also ask that clubs pass on to us your clubs intentions as to your support.

hope to see you there,

  
MICHAEL GILMORE  
for the committee

Editors note; I am looking forward to meeting all club members there. with the possible exceptions of Richard Locke from Tasmania, Neil Melville and Ken Lyle in Perth, and Michael Bartsch in Darwin. (If West Coast win the A.F.L. Grand Final, I bet Ken and Neil do come!)



Many thanks to Albert English, Robert Leslie, Peter Jones, Ken Patience, Mick Street, Pat Farrell and others for technical articles. They will all be published in due course. Keep up the good work .

The Mk1 that I am restoring at present was obtained from a local wrecking yard about 2 to 3 years ago, The body appeared to be in excellent condition, with only one spot of rust showing. Some time after when the car was more closely inspected I found that it had been extensively patched up with fibre glass and body filler, this has all been cut out and replaced with metal.

Listed below are some of the things that have been carried out on this complete ground up restoration.

~~The~~ Motor had been recently rebored to +40 thou, replacing the original crankshaft untouched, which was quite ridiculous as it was some 0.028" under the maximum regrind. This was replaced with a good standard size crankshaft.

The Head was gas flowed by an experienced engineer in this work. 0.040" was shaved off the head at the same time. The camshaft was also reground to give a good low down torque and idling.

The Carburettor was replaced with a 2" HS8.

The Distributor was modified to bring it up to an S series spec.

An Alternator was fitted from a Mk11.

A PBR Booster from a Mk11 was used along with the tandem master cylinder, otherwise the brakes are standard.

New CV s were used and 4 new displacers were fitted along with any other parts that showed the slightest trace of wear. Rubber couplers were used in the drive shafts. I wonder if the Kimberly type of universal joint will fit as there is little doubt that this is the best type.

The Steering rack was overhauled.

From memory a 9" Repco clutch plate was fitted in place of the standard 8" component. The gearbox was overhauled having all the bearings replaced, everything else being in excellent condition. The Diff was replaced with a 3.72 from an Austin Princess.

By using the speedo out of a late Mk11 I found that this was out 41 feet in every 1/10 of a mile , which is 7.7% out. (too ~~fast~~ slow) I measured 1 mile up the road with a 100 foot tape to arrive at this figure. Possibly a late Mk11 auto would be very close to being right for the Mk1 with the 13" tyres.

An electric windscreen washer <sup>WAS</sup> fitted, above <sup>THE</sup> horns.

A Moreys Power Booster has been fitted , where the original windscreen washer was.

The 3.7 crown wheel & pinion was purchased from BMC Auto Spares of 19 Raycroft Street in NZ for a cost of \$80.00 plus freight which I do not know the cost of as it was delivered *IN PERSON.*

The seat tops have been recovered in a red cloth as used in aircraft. A new hood lining is to go in. The original door trim material has been used, although new backing material has been used, mainly because the originals were buckled. We are unsure about what to do with the arm rests, as they have pulled away from the edges, in the usual manner. A new carpet was bought from a dealer in Sydney, which doesn't even look like fitting, which is another \$100 down the shute.

A full rebuild like this is said to take 2800 to 3000 hours, it seems to have taken double that to me as every available second over the last 20 months has been spent on it. The cost will be in the vicinity of \$12,000 add all of that is in materials with the exception of the following paid labour.

Overhauling the electrics.  
Rebuilding the steering rack.  
Upholstery work.  
Work on cylinder head.

I hope that you find this of interest, as a Landcrab enthusiast.

Please find enclosed \$46, being payment for the freight on the grille and my subscription renewal.

This rebuild would not have been possible without the enormous help from Tony Wood of the Landcrab Owners Club in the UK.

With thanks and my very best wishes to you and yours. ALBERT ENGLISH



# **Spare a Thought**

Light lenses on the end of the blinker stalk \$2-00 Link Automotive  
03 873 3874 Or 03 874 8048

Lorimer Parts are closing down their Australian operations and have the following parts cheap. But Hurry! Phone 03 336 2311 Fax 03 336 2171  
Points L19 \$1-02, Temperature sender units T.S.3075 \$1-62  
Condensor B.C.103 \$1-20. They believe they also have distributor caps, oil pressure switches, and rotor buttons for the 1800.

Tony Wood  
31 All Hallows Road.  
Bisham  
Blackpool FY2 OAS  
England

has advised the following parts for sale. Tony is the very energetic spare parts man for the English club. (For the new members-the Landcrab Club International has no formal links with the Landcrab club of A/Sia-only bonds of friendship and mutual co- operation.)

Rubber couplings £8-00 (Bulk orders are more economical)  
Mk1 & 11 Front or rear lamps £12-00 each  
New door seal £7-50 per door  
New screen rubbers £17-00  
New filler strip £4-00  
Con rod bearings £10-00  
Sun visor clips(plastic) £0-50  
c.v. joints £15-00 (bulk orders are more economical)  
Indicator stalks-will be getting some more of these £10-00, I hope  
Wheel nuts(front) £1-00  
Wheel cone £3-00  
Mud flaps £4-00 a set  
Wheel cylinders £9-00  
Front brake hoses £7-00  
lenses £2-00  
Oil pump £25-00  
Rear wheel bearings £10-00  
stocks on inserted items are limited.

Nylon couplings £6-00 each.

Weathershields single £23-22(one door) pair £43-12 (both doors)

Top hoses £2-00

Repeater lamps £6-00

Front wheel bearings £10-00

Mk 1 Near side front wings £50-00

Water pumps £15-00

Front and rear mudflaps £4-00 a set

18/85 overriders(with rubber insert) £5-00 each

Rod change gearbox £70-00

Extractors (from the S) landed here \$170-00(approx.) However, the ones produced by H.P.products are a much more durable.

3.7. crown wheel and pinnion \$173-00(approx) landed.

The procedure is simple; write to Tony for current price of required part(s), stipulate whether delivery is to be airmail(a few days), economy airmail(a week or so) or sea mail(8 weeks or so). He then replies with a total amount payable. £ by 2½ = A\$ approx. Then one goes to the bank and obtains a draft in Great British Pounds. A.N.Z. charge \$A8-00 for this)

## **Re Manufactured Parts**

**Classic Reproductions** of 991 Wolverhampton, Oldbury, West Midlands B69 4RJ  
England re manufacture most transfers found on our cars.

Fax. 0015 44021 544 4340. The Australian agent is Frank Twigg  
14 Olympic St, Bundoora Vic. 03 467 2587. Catalogues are available.

**Ken Patience (03) 337-4661** has full details of the re-manufacturing in polyurethane of the following items:

\*Radiator anti vibration mounts

\*Lower fulcrum bushes both Mk 1 and Mk 11

\*The top seals on the rocker cover and engine stabilizer bar bushes.

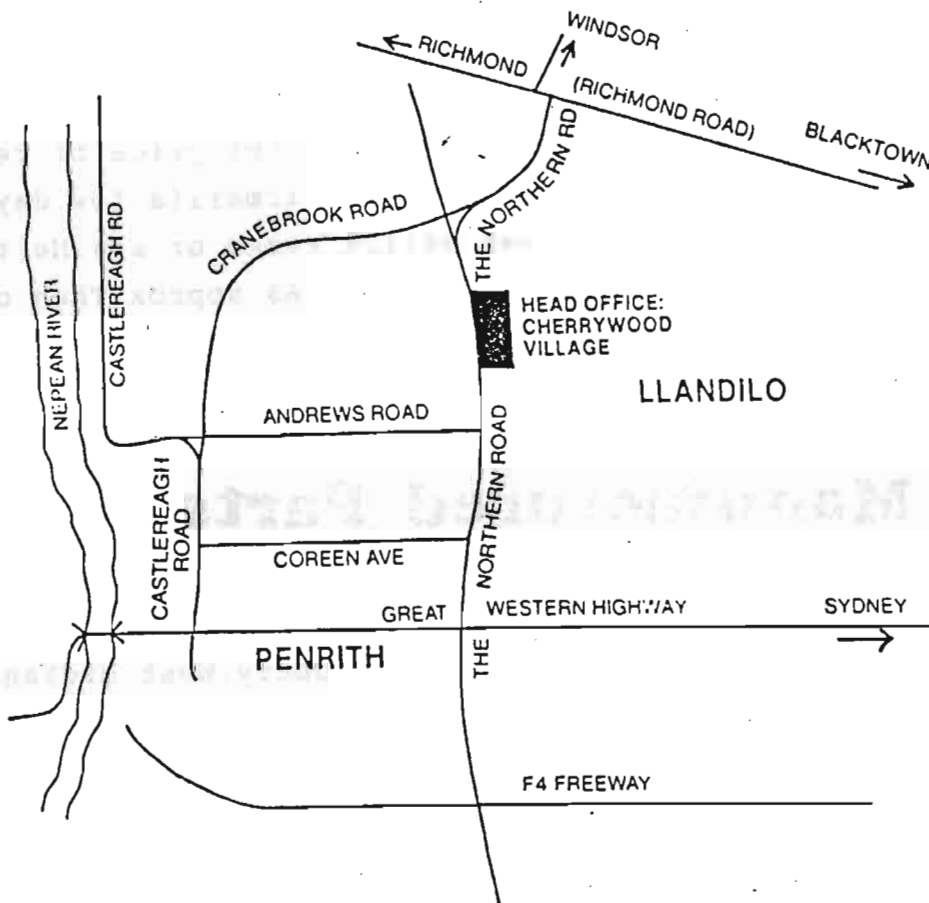
**Pat Farrell (03) 762-4457** has full details of the Mini Light Mag.

wheel imitations which are available for \$110-00 each.

# Club Calendar

The Club meets at the Canberra Yacht Club at 7-30 on the first Monday of the month. ie 3rd August, 1st September, 5th October, 2nd November, 7th December. We have also been invited to meet with the Austin Car club in Melbourne.. They meet on the 3rd Wednesday of the month. ie 19th August, 16th September, 21 October, 18th November, 16th December. Those planning to attend the Melbourne meeting should call me on 03 873 3038 for directions.

**Swap meet and Fete** Sunday 16th August. Site enquiries 047 774 250  
Gates open at 6-30 am. Admission \$2-00.



*Come  
join in the  
festivities*

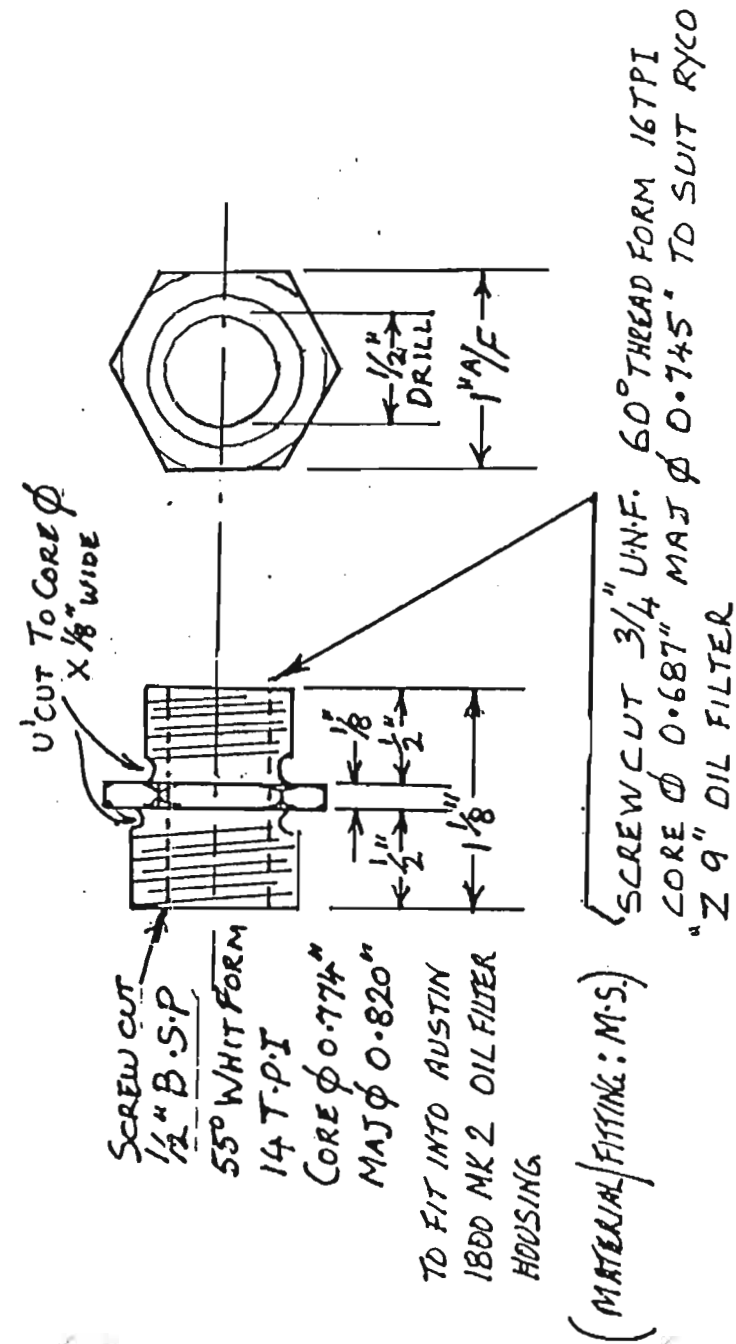
Oil Filter Modification : Replace expensive RYCO Z23 Type with Easy to obtain and much cheaper RYCO Z9 (as fitted to Ford + Toyota and many others).

Simply unscrew existing filter screw-on fitting and replace with the new fitting as detailed within machining detail drawing

Investigation revealed that the original Austin filter had  $\frac{1}{2}$ " BSP Threads and the Z9 filter has  $\frac{3}{4}$ " UNF Threads. ie: won't fit! But upon examining the internals of both filters it was evident that the components within are the same. Also Toyota's run at same oil pressures as Austin 1800. It is suggested that if the conversion is performed on members vehicles that a name plate be fitted to notify of the conversion and filter type required. Mount the plate on nearest point to filter. ie next to bonnet catch/release mechanism.

There are many machine Shops around that can make-up the fitting and at reasonable prices.

IE: ED LENNY 51 PRINCE ST GOULBURN 2580  
Nameplate - make it yourself materials can be obtained from Dick Smith (3M and Letras) KGP.



MACHINING DETAIL FOR ADAPTOR - CONVERTER FOR RYCO Z9 FILTER.

KP.1989.

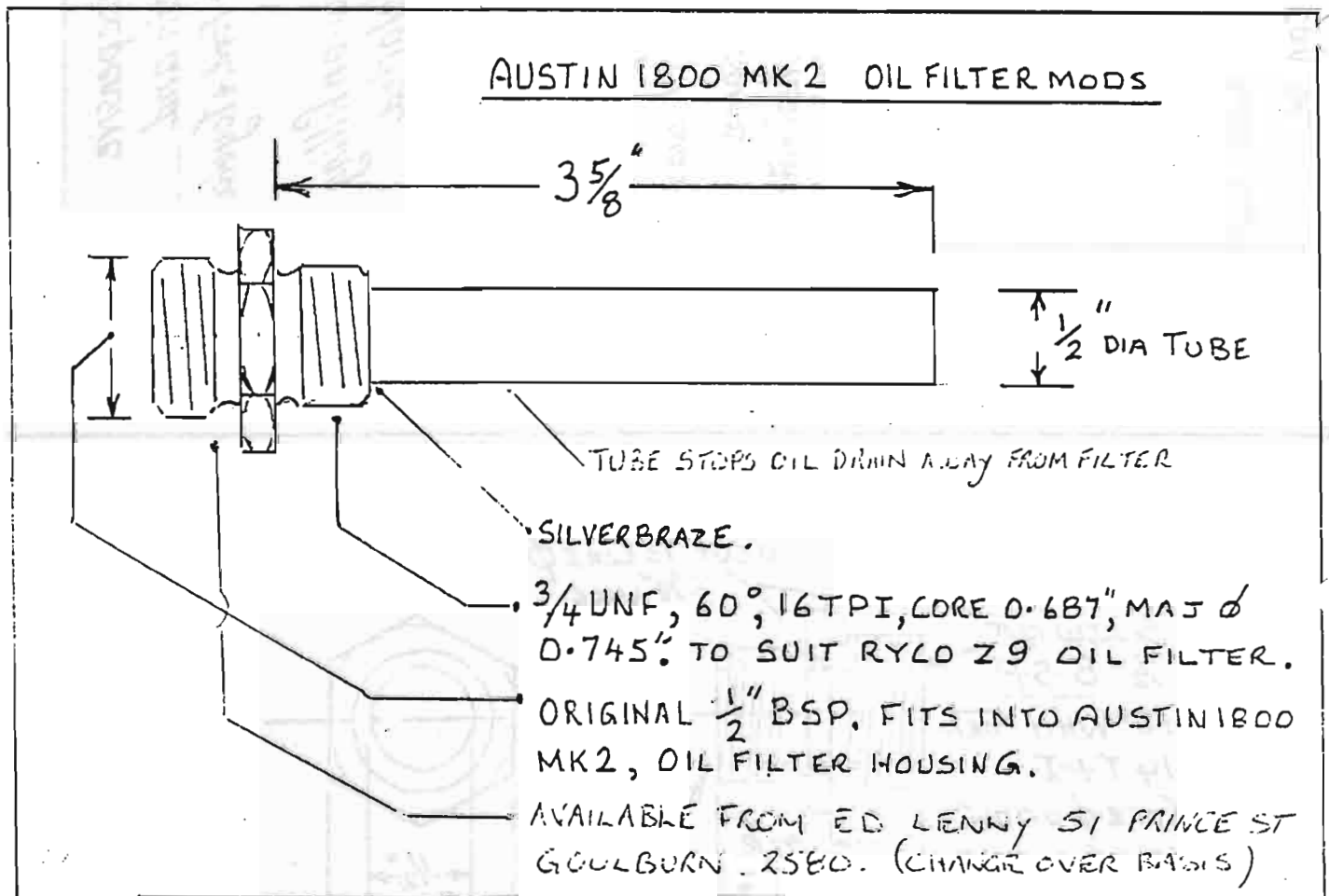


# The Good Oil

The purpose of this modification is to stop oil draining from the filter to the sump. My experience is that around town, the rubber one-way valve works well, but after a country run, the oil runs from the filter to the sump. Switching from Z 23 to Z 9 made no difference.

I found it disturbing for the oil light to take 10 seconds or so to disappear when the motor is newt started. ( No, my bearings are **not** shot)

This modification prevents this problem and can be used with either Z9 or Z23 oil filter.



OH LORD, please help me to keep my big mouth shut ,until I know what I am talking about !!

Happy 'Crabbing  
Daryl Stephens

# LANDCRAB



Number 46

Landcrab Club of Australia

August/September

22 Davison Street

1992

Mitcham Vic, (03 873 3038)

One Melbourne newspaper, after congratulating our 7 Olympic gold medalists made the following observation: that we won 6 gold medals sitting down and one lying down!

Not so this club as we welcome in another 9 new members.

Graeme Anderson

02 816 3389

Kimberley Mk 1

3 Buffalo Road

Gladsville N.S.W. 2111

"I **almost** bought an 1800 in 1965, but delivery was slow where I lived at Orange, so I settled for a Valiant which had immediate delivery, and proved a good car for the 8 eight years I owned it.

I became interested in **Austins** again in 1980, when I lived in England for 18 months to undertake post graduate studies in cancer nursing. While there, I bought an **Austin Maxi 1750** - 1972 model. This proved a **great** car.

We travelled 28,000 miles in the time we were there, spent 6 months touring Europe and drove through Europe to Greece, via Yugoslavia. There roads make Australian bush tracks look like a super highway.

On return to Australia, I decided to sell my Alfasud and buy an **Austin Tasman**. Unfortunately, this was wrecked in a freak accident when parked outside our home. So I bought a **Kimberley** and completely rebuilt it with parts from the Tasman. This included a **repaint** job which I prepared myself, and had finished in a local spray booth.

The problems I have had mainly involve suspension. The rear end sits too low-spacers on the rear action rods seem the initial way to go. I also have-hpoeefully had- a problem with the nut on the final drive gear coming undone and chewing through the flywheel housing. I can also see merit in changing the diff. ratio to **3.7**.

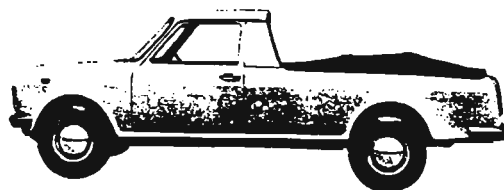
Since speaking to you , I have acquired ananother Kimberley automatic which I have stripped for spares and now have 2 motors and gearboxes sitting in the garage. My wife thinks I should be at the funny farm! (Editors wife's /typisst note-my husband belongs at the funny farm, too)

Stuart Donetta	097 318 297
R.M.B. 738	Mk 1 1800
Donnybrook W.A. 6239	Mk 11 Ute

Bruce Evanson	051 277 041
8 Guy Street	Mk 1 Ute
Newborough Vic. 3825	

"I feel I am being a little fraudulent in joining a club for people who have a particular make of vehicle, when I myself qualify by the barest of margins. Let me explain.

I have a mk 1½ ute, otherwise known as a **flintstones** car. The reason being that the drivers and passengers floors are rusted away. (a common fault in utes due to rubber floor mats) Also the rest of the vehicle is in poor condition, with only a couple of panels and bumpers in good order.



he reason I call the ute a mk 1½ is that it comes with Lucas electrics, but PBR brakes. But enough of this. Up till the time that the **Morwell bread man** pulled out in front of me and wrote off my 1970 mk 11 ute, I was an avid enthusiast, I ended up with 2 utes for spares and a mk 1 sedan that I was going to restore for a mate from the U.K. to tour Australia.

I built up the expertise to do a clutch in **9 hours** wot to go, as well as finding a supply of ball joints at \$20 each. Sadly, when the accident occurred, I must have **hit my head**, and enthusiasm for the Marque wained. The insurance company paid up for the ute and the vast array of Landcrab spares either went to the tip or to **Rob Leneord**, who trades as Northern Jag. (03 459 9285) for \$65 per trailer load.

So from a somewhat inoffensive anecdote sent to an address in the U.K. about my past experiences with 'Landcrabs in Australia', I now find myself in 2 clubs 12,000 miles apart for owners of a type of vehicle I **used** to own. (Incidentally, back in the Olde country as a boy my Old Man nearly bought a Morris 1800 Mk 1 new, but he thought it was **too powerful** and ended up with a Morris 1100 instead.

I have a friend who is driving an M.G.B. in the London to Sydney next year, and no amount of cajolling has persuaded him to burn the B. collect the insurance, and set up a **Landcrab** to do the rally-foolish man.

Anyway, since the demise of the aforementioned ute, I have owned a Subaru Brumby (not enough load space) and now have a V.W. passat (very cheap, not particularly cheerful, and very poor fuel economy compared to the 1800) Mum drives the XF Falcon

But now I have a desire, no matter how foolish it may be to friends etc, to own another Landcrab ute! "

Graeme Halloran  
43 Mona Vale Road  
Pymble N.S.W. 2073

02 443 696  
2 x Mk 11 Kimberley Manuals



"I would like to mention the **June** issue of the British magazine '**Thoroughbred and Classic Cars**', just gone on sale in Sydney (Editors note I've never heard of Sydney), may be worth a look for club members with a surprise feature and colour photos on **Aussie Austin**. Another magazine recently come to Australia called **New Zealand Classic Cars** has photo ads of cars for sale in that country and could be of interest to anyone looking for one of the **British** Landcrabs never imported here, but sold new in the Shaky Isles."

Herman Pedersen  
14 Vernon Street  
Forest Hill Vic. 3131

Mk 1 1800  
no phone



Herman Pederses, Father of Hans Pedersen (the proprietor of **High Performance** products) sold his motor cycle business in the mid '50's, and migrated to Australia. When leaving Denmark on a ferry, the storm did not bother them. Until the crew started **welding** together the ferry, where it was **disintergrating**. They have not been on water since!

In Australia, he owned an immaculate **Morris Minor**, and received an offer "to good to refuse". The next week was spent purchased beside a highway deciding which vehicle had the best road holding capabilities. This of course was a **Landcrab**

The maroon/white Mk 1 was purchased new in 1967. Although the **S** was not released as a Mk 1, and not at all in Australia, **Downtons** did make a few roe B.M.C. By a stroke of luck, he scored one. He was astonished to discover twin S.U.s and extractors, when the bonnet was raised for the first time! **Very** soon after, the dealer made an unsucessful attempt to get the car back.

The vehicle currently has these modifications; twin HIF SUs, sitting on an MGB inlet manifold, H.P. extractors air cleaners and muffler; the increasingly popular 3.7. diff ratio; warmer camshaft; stage 4 head with light weight valve gear; light weight pushrods; high compression pistons; rear Aeon bump stops; electronic ignition **silicone brake and clutch fluid**; etc.

This car has won every concours its competed in, until the last where an M.G.B. piped it at the post (Corruption and bribery of the judges was never suggested!)

Herman is willing to **exchange** his car for a new Range Rover-if accompanied by \$20,000 and a 20 year old blond.

David Rudman  
85 Valparaiso Avenue  
Toongabbie N.S.W, 2146

02 631 4854  
Mk 11 1800  
Tasman Mk 1



David is a former member, who has rejoined. Since last in the club David has inherited a Mk 1 **Tasman**

David's 1800 has an interesting history. He bought it in 1972, and thinks it was unloaded because of an unusual electrical fault. Whenever the windscreen wipers were turned off, the ignition warning light flashed **on**, and the engine stopped firing-also for a second or so.

Although simple to fix, it drove the first owner **Mad**.

Bill Stevenson  
93 Callager Street  
Mt Druitt N.S.W. 2770

02 625 8225

Hopes to build a Rally Car

Bill does not have an 1800 at present, but has a long association in motor sport. having raced Minis and rallied an 1800 in club events, as well as the "79 **Repco reliability trial**. This rally car had the rare **aluminium cross flow head**, which must have helped. I guess Bill will be in contact with **Ian Comport, Pat Farrell, and Ian Ingram** who have rally cars and **Richard Locke** who has nearly finished his.

John Watson  
10 Eastcote Lane  
Welling  
Kent England D A 16 2 Sx

Morris 1800 Mk 11



John Webster  
13 Murray Crescent  
Griffith  
Canberra a.c.t. 2603

06 295 9060

No car but desperately looking!



John wants anything but an 1800. Full details are under wanted.

## Things Coming Up

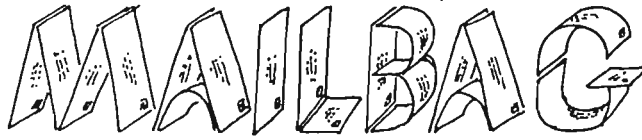
Austins over Australia at **Yass next Easter**

The Club meets at the Canberra Yacht Club at 7-30 p.m. on the first Monday of the month. 5th October, 2nd November, 7th December etc.

Also, there is a **British Display** on Sunday, 25th October, at **Blacktown Drive In**. Rick Hopkins 048 406 151 would love to hear from all those who are going .







Thankyou for the glowing introduction to the Landcrab club in the last newsletter. It is good to know that there are so many enthusiasts who recognize the practical enjoyment to be had with 1800 ownership.

However, I feel that the label "quickest 1800 in the world" may be doing an injustice to the many other **quick 1800's** around. (Editors note: last newsletter, I was chastised for being uncomplementary about the revolting electric fuel pump - now this happens. I must learn to keep the type writer out of my mouth!) When questioned on power output, I prefer to use the term "adequate" for a comfortable cruising road car. But I will gladly list the specifications and modifications.

Items believed to be standard **T.C.** issue.

Twin HS6 SU's (now stored in a glass display case), with **KS** needles and light blue springs. Number AUD 385

Warneford type inlet manifold ( both carburetors in between carbies). Air cleaners missing on purchase of vehicle: have not been able to ascertain what type was fitted originally.

Extractors ( type unknown)

5" x 14" drilled wheels behind original hubcaps ( Ute hubcaps now fitted )

Headlight surrounds black with polished rim.

Rubber faced bumper overriders

1 piece boot bagge **Austin 1800 Mk 11 T.C.**

#### **Current specifications Engine**

Hepolite Hi compression pistons

Fully balanced and blue printed from balancer to clutch

Special tuning stage 3 camshaft

Ultra light weight cam followers

Chrome Molydenum tubular pushrods

Lightened and optimized rockers

Adjustable rocker spacers

Modified cylinder head - ported and mirror finish chamber

Custom made alloy rocker cover

Custom made oversize stainless valves (anti reversion shape ) Inlet 1.69" exhaust 1.44"

Hidufal bronze guides ( bullet nosed )

Upated and equalized valve springs

High tensile head studs and disc washers

Fully ported and flowed inlet manifold

Custom made emulsion blocks

Custom made alloy rocker cover - slant top type

Modified twin HIF6 S.U.'s

Hi flow sports air cleaners

Hi volume S.U. electric fuel pump

Full stainless steel L.C.B. headers with extra long secondaries (join at gear lever)

Stainless steel resonator and big turbo louve straight thro' muffler ( entire exhaust custom made )

High efficiency oil pump

16 row oil cooler running thro' thermostat and stainless and braided oil lines

Auxilliary alloy coolant radiator - fitted thermostat and running thro' stainless and braided lines

Davies Craig electric cooling fan

Specially fabricated radiator expansion tank

High efficiency alloy water pump

Modified ( cut down ) Mini fan and spacer

Light weight battery tray, engine mounting bridge, bonnet stay, catch etc

**Gearbox** Princess rod change with 3.722 diff. ratio

Heavy duty clutch

Multi spark discharge electronic ignition

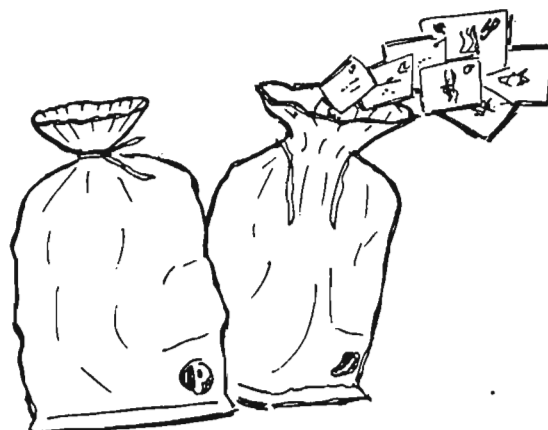
M.S.D. blaster coil, magnecor 8 mm leads

Custom built Bosch distributor **with vacuum advance**

Cold V groove spark plugs gap .065'

Dash controlled electronic advance and retard (14c)

55 amp custom built alternator in lucas housing



Brake booster relocated to X6 position

All brake lines and hoses renewed

**Silicone brake and clutch fluid**

Mk 1 suspension arms fitted, replacing **Slipflex** bearings.

Special tuning bump stops

Fiamm twin air horns - in built compressor

### **Interior**

Fully re - trimmed, including headlining.

seats re upholstered in an ochre colour with matching carpets, seat belts.

Central armrest in rear

Matching ochre boots on handbrake and gearstick, Commodore clock

Four spoke small leather bound steering wheel with original Austin horn push

Although a list of specifications is usually rather boring without accompanying photos, I hope some members will find the above of interest. All modifications have been home made by myself or family, except the seats, the distributor and alternator

## CURRENT MEMBERSHIP

As at 7/9/92

ANDERSON, Graeme	3 Buffalo Rd., Gladesville. NSW 2111	(02) 816 3389	Kimberley
BARTSCH, Michael (M/A)	19 Mary Street, Stuart Park. NT 0820	(089) 530 269	No Car
BRICE, Michael (A)	26 Fitzharding Cres., Evatt. ACT 2617	(06) 258 2285	MkII Sedan (manual)
COMFORT, Ian (M/A)	3 Laburnum Street, Brighton. Vic 3187	(03) 592 5449	Rally Car MkII Manual MkI Manual MkI Ute MkII Ute
DAVEY, Ian (M/A)	30 Howard Blvd., Goulburn. NSW 2580		MkII Sedan MkII Sedan
DAVIDSON, Jonathon	Box 324, Pymble. NSW 2073	(02) 451 6495	MkII Sedan MkII Ute
DONETTA, Stuart A	R.M.B. 738 Donnybrook WA 6239	097 318 297	Mk 1 Sed Mk 11 Ute
DOWNING, Andrew	12 Tomerong Street, Huskisson. NSW 2540	(044) 214 344	MkIII Eng.
ELLINGTON, Anthony (B)	C/- Research Institute, Rutherglen. Vic. 3685	(060) 329 857	MkI Manual MkI Manual MkII Manual MkII Manual
ENGLISH, Albert (B)	M/S 299 Quarry Road, Bundaberg. Qld. 4680	(071) 578 191	MkI Sedan MkII Sedan
EVANSON, Bruce (M/A)	8 Guy Street, Newborough. Vic. 3825	(051) 277 041	MkI Ute
FARRELL, Pat (M/A)	4 Wayne Avenue, Boronia. Vic. 3155	(03) 762 4457 fax (03)5438675	MkII Manual MkII Manual Morris 1800 Sedan Kimberley MkI MkII Ute MkII Ute
FRASER, Bill	PO Box 218, Cardiff CF3 9HZ, United Kingdom	0011 44 (222) 770 015	Wolseley 6 Sedan MkII Austin
FRY, Garry (M/A)	6/84 Wellington Street, Bondi. NSW 2026	(02) 306 591	MkI Sedan MkII Sedan
GEARY, Richard (M/A)	PO Box 1786, Tamworth NSW 2340	(067) 621 404	MkI Sedan
GILBERT, Mark	101 Blackwood Street, Yarraville. Vic. 3013	(03) 314 7978	No Car

HALLORAN, Graeme (M/A)	43 Mona Vale Road, Pymble. NSW 2073	(02) 443 696	MkII Kimberley MkII Kimberley
HARDING, Peter	12 Stieglitz Circuit, Kambah. ACT 2902	(06) 231 0167	MkI Sedan
HERBERT, Chris	4 Tamarind Road, Singapore 2880	0011 65 265 2258	English MkII
HINDHAUGH, Nairn (B)	5 Rossmore Avenue, Coorparoo. Qld. 4151	(07) 397 6845	MkII Sedan MkII Ute Austin Maxi Kimberley Austin 3 Litre
HOLMES, Geoffrey	14 Brukner Close, Gowrie. ACT 2904	(06) 291 7196	MkI Sedan
HOPKINS, Rick	PO Box 51, Taralga. NSW 2580	(048) 406 151	MkI Sedan
HULLEY, George (B)	46 McMillan Road, Narooma. NSW 2456	(044) 762 114	MkII Ute
INGRAM, Ian	51 Granville Road, Hillingdon Middlesex UB10 9AE United Kingdom	0011 44 895 37496	Rally Car Austin Maxi Wolseley 18/85 MkI & MkII etc.
JARRETT, Patricia (B)	8 Gundary Street, Goulburn NSW 2580	(048) 218 547	MkII Sedan
JONES, Peter (B)	4 Yarandin Court, Worongary. Qld. 4213	(075) 748 041	MkII Sedan
KEMP, Paul (M/A)	9 Dobson Crescent, Ryde NSW 2112	(02) 802 545	MkII Sedan
KING, Dave	75 Greenwood Road, Kellyville. NSW 253	(02) 629 2794	MkII Sedan
LENNY, Ed	51 Prince Street, Goulburn. NSW 2580	(048) 212 015	MkII Sedan MkII Sedan
LESLIE, Robert	6 Celia Street, Burwood. Vic. 3125	(03) 889 2418	MkI
LOCKE, Richard (M/A)	31 Sunways Avenue, 7 Mile Beach. Tax. 7170	(002) 486 765	Rally Car MkI MkII
LYLE, Ken (M/A)	10 Morrison Street, Maylands. Perth 6051	(09) 271 3737	Austin Princess 1800 MkI Sedan MkII Ute MkII Sedan
McFARLANE, Bruce	'Herber', Kings Highway, Braidwood. NSW 2622	(048) 427 123	MkI Sedan

McFARLANE, Reg (M/A)	9 Carroll Road, East Corrimal. NSW 2518	(042) 847 191	MkI Ute
McINTYRE, Ian	18 Yondell Avenue, Springwood. NSW 2777	(047) 514 338	MkI Sedan MkI Sedan
McMAHON, Peter (M/A)	RMB 1750, Ginnenderra Road, Sutton via Queenbeyan, NSW. 2620	(06) 230 3323	MkI Manual
MELVILLE, Neil	C/- Cowaramup P.O., WA. 6284	(097) 555 332	MkI Sedan MkI Sedan MkII Ute MkII Ute
PATIENCE, Ken (B)	149 Brees Road, East Keilor. Vic. 3033	(03) 337 4661	MkII Sedan MkII Sedan Westminster A99
PATTEN, Norman	65 Goldsmith Street, Goulburn. NSW 2580	(048) 213 194	MkI
PECK, Norm (B)	127 Ellam Drive, Seven Hills. NSW 2147	(02) 622 0791	MkI x 2
PEDERSEN, Hans	37 Thomas Street, Croydon. Vic. 3136	(03) 723 4838	MkII
PEDERSEN, Herman	14 Vernon Street Forest Hill 3131 Vic.		Mk 1
RUDMAN, David (M/A)	85 Valparaiso Avenue Toongabbie NSW 2146	02 631 4854	Mk 2 Tasman Mk 1
STEPHENS, Daryl (M/A)	22 Davison Street, Mitcham. Vic. 3132	(03) 873 3038	MkI x 2
STEVENSON, Bill	93 Callagher Street, Mt. Druitt. NSW 2770	(02) 625 8225	No Car
STREET, Michael (B)	197 Namitjira Drive, Fisher. ACT 2611	(06) 288 7389	MkII x 2 MkI Maxi Wolseley 18/85
WARREN, Max	13 Hawkins Road, Montrose. Vic. 3765	(03) 736 3529 fax (03)6907608	MkI Sedan MkI Sedan MkI Ute MkII Sedan
WATSON, John	10 Eastcote Lane, Welling. Kent. England DA16 2X		Morris 1800 MkII
WEBSTER, John	13 Murray Crescent, Griffith Canberra 2603 A.C.T.	06 295 9060	No Car

WHEELER, Bill (B)	RMB 123, Wickerslack Lane, Queanbeyan. NSW 2620	(06) 297 4936	MkI Manual English Model
WOOD, Tony	31 All Hallows Road, Bisham. Blackpool FY2 OAS. United Kingdom		Wolseley 6
WOODBRIDGE, Ray	73 Morgan Crescent, Curtin. ACT 2605	(06) 282 3504	MkI Sedan
WYERS, Bob	36 Tanumbirini Street, Hawker. ACT 2614	(06) 254 2425	MkII Sedan

M/A is willing to offer mechanical assistance A is acomidation B is both

## EDITORIAL

**At last**, we have somebody in the club who is prepared to fix gearboxes. Both manual and **Auto** ! (1800 and X6). Richard Locke 31 Sunways Avenue, 7 Mile Beach, Tasmania. 002 486 765.

When Richard fixes an auto, it stays fixed because he puts in 3 extra clutches. Richard has also advised that autos should have an **oil cooler** for anything but short trips. Overheating is the main reason why they snuff it. If repairing an auto yourself, bands, clutches and diaphram overhaul kits are available from Repco, identified as **21028 WXA Borg Warner 35**. The kits are for a Ford and you will be left with some spares. The govenor and pan gaskets will need to be bought separately. **\$170** if your lucky !

On the incorporation scene, everyone who voted, voted yes to incorporation. Therefore it will proceed. Since we cannot have an A.G.M., our committee vote must be by mail.

The constitution in finished, and about to be sent to the Appropriate Authorities. We probably cannot hope for for official incorporation before Christmas.

Could those who have not filled out there statistical information, please do so, and send the sheets to Peter Jones 4 Yarandin Court, Worongary, QLD. Thankyou.

With much pleasure, I can advise that the **H.P. Extractors** made by Hans Pedersen are **magic**. 03 723 4838

I was happy with the 1800 S extractors, now in the for sale section, until I fitted the H.P. system. On a hill near here, I normally hit the bottom at 40 Ks. With the S extractors, 2nd gear became necessary  $\frac{1}{2}$  way up. Now I romp up in 3rd.  
Good one, Hans.

Thankyou to everyone who has supplied a technical article. All will be published asap



# PLUMBING PROBLEMS

By Robert Leslie 8 Celia Street, Burwood Vic. 03 889 2418

Years ago I bought a metre length of 40 mm bore zinc coated steel flexible pipe. This was obtained I believe from Radcoflex Melb. (Seven Hills in Sydney) It is a snug fit over the exhaust pipe which requires a few strokes of emery cloth to permit the flexible to slide onto the rigid pipe. I clamp the flexible with u-bolts. I believe it is gas tight. To install replacements it is necessary to drop the whole exhaust system from manifold to tail pipe in order to cut out worn flexible and dress up the rigid pipe ends.

Last December I had to replace the front left hand displacer unit as the hose was seeping with consequential pressure loss. I was told they were not repairable so I reluctantly bought a s/h unit and to my horror I only got 1200 miles out of the replacement. The hose failed as before.



I pondered the problem and determined that each time I go to the wreckers I could end up with hose failure as all units must be getting to the end of their fatigue life. I decided to see if I could replace the hose. I spent many hours thinking and talking to interested parties. I sought a positive mechanical attachment to the stub which projects from the rubber spring.

A colleague of mine had made up a hose with Pirtek supplied fittings but his solution was to have a standard nipple bored out to clear the stub. He then bonded the nipple to the stub with epoxy. It has held for a year.

I eventually ended up at Pirtek in Bayswater Melb and discovered an interested technician who suggested a compression fitting which he believed would deform the inner thimble over the stub. The compression fitting no. GE-14S is the key to the solution. It is said to be a 6000 lb rated fitting.

I agreed to proceed with his recommended assembly but decided to get the displacer plus hose tested. I knocked up a rudimentary restraint to contain the diaphragm concentric with the displacer and a test pressure of 20 bar (294 psi) was applied. There was no evidence of failure but the test was curtailed as the restraint was becoming unstable.

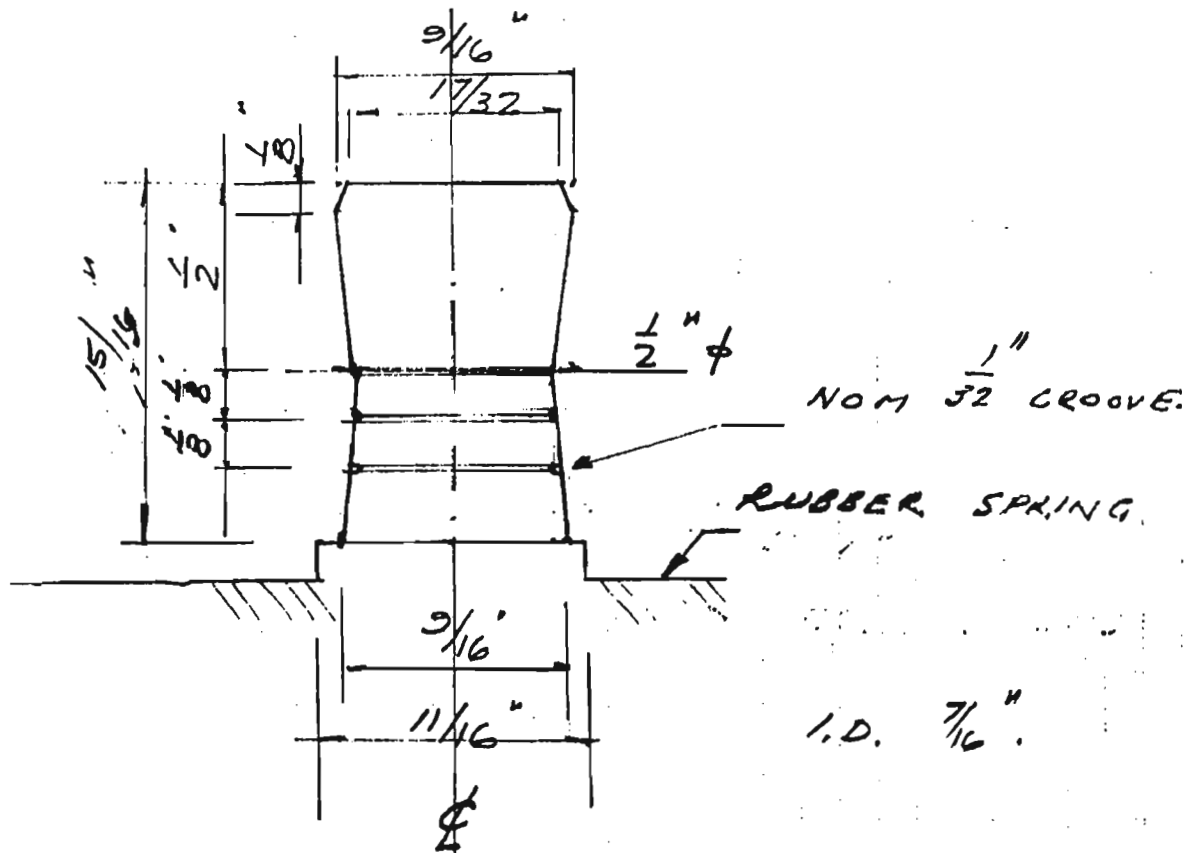
This morning 10th April I had the suspension pumped up and will advise if this fix is a long term solution. I am now more confident.

I attach a copy of Pirtek's invoice and a dimensioned sketch of the stub which is bonded to the rubber spring on this particular displacer.

Pirtek advise they have franchises in Cardiff. Would Bill Fraser be interested?

PROJECT A1800 DISPLACER  
 SUBJECT AS BUILT OF HOSE STUB  
 PREP. BY R. LESLIE CKD. BY \_\_\_\_\_  
 DATE 7.4.92 DATE \_\_\_\_\_

REF. DRG. No. SKETCH - 1  
 ITEM \_\_\_\_\_  
 PROJECT No. \_\_\_\_\_  
 SHEET 1 OF 1



TWICE FULL SIZE  
 INCH UNITS  
 HOSE STUB

A1800 DISPLACER UNIT

NOTE: WAISTING OF STUB IS SAID TO BE  
 DUE TO THE METHOD OF SWAGING  
 HOSE RETAINING THIMBLE,  
 DIMENSIONS DETERMINED WITH  
 CALIPERS AND STEEL RULE.

I have been doing some more investigating and thinking about the hose replacement to the front suspension displacer.

A word of CAUTION. I made the new hose assembly the same length as the existing and as a consequence the rubber section is shorter so the bend is tighter but Pirtek considered this acceptable. As there are now a number of fittings co-axially with the stub the bend in the rubber hose commences further towards the centre of the car.

The new hose now just contacts the existing original opposite hose when the suspension is static. I assume under heavy suspension loads the rubber spring deflects inwards and so the flexible hose moves frequently. As a trial, I have inserted pieces of "Laminex" (Formica) between the hoses and the rectangular aperture hoping the hose will rub against these and therefore not lose any section.

The fix as detailed in the earlier letter would not work if both front opposing displacers were fitted with the substitute hose as they would contact each other. My first thoughts to overcome this problem would be to see if shorter swaged thimbles were available so lengthening flexible section, fit a sort length of offset rigid steel pipe and then a rubber hose, fit longer pipe assemblies and so lengthen the flexible bend or get the "gas axe" out rework and reinforce the outer and inner apertures to permit the hoses to clear each other. All this would require experimentation and development and COST.

I will keep a watchful eye on this potential rubbing problem. Rubbing problems exist in other areas of the engine compartment and gear change area as I have many pieces of split plastic on other pipework.

I fired off the first letter after the first flush of success and immediately realised in all quick fixes there is always a negative and in this case the hoses contact each other and fixing both opposite front displacers in this manner would not work. The teflon coated laminex slides came from the scrap box but I have arranged to have these replaced with teflon coated stainless steel. The latter will be more ductile than the laminex scrap.

The stub bonded to the rubber spring was exposed by carefully removing the swaged aluminium ferrule from it. Two diametrical saw cuts were made along the ferrule.

Should you require any assistance in re-writing any of the attached I may be contacted on 889 2418.



# Austins over Australia

## THE PROGRAMME LOOKS SET....

We are pleased to say that the programme of events for the Austins over Australia Rally is now pretty well in place. Since our last contact with you we have been able to survey the treats offered by Yass and make contact with a number of locals who can help us in having a good time.

To begin with, Saturday will be the registration day coupled with a display - similar to the first rally. At this time we are

negotiating with the local SES group and the Rotary Club to supply us with morning tea and lunch - if required. This will be followed by a run out into the surrounding countryside to take in the atmosphere of this picturesque part of

Australia. As part of this tour we will be calling into the Binalong Motoring Museum - the one mentioned in our previous correspondence. This is a great place and is giving the Rally very generous support, so hopefully you will also support them. Binalong has many other attractions as well and there will be time to take these in.

**READY**

**SET**

**GO**

## WHAT WILL IT ALL COST?

As you can no doubt realise, any Rally like this is going to cost. Given the difficult times we are all under at the moment, the organising committee have made the weekend as cost effective as possible. To this end we have restricted the

registration fee to \$25 - to cover the Rally plaque and Rally pack that will be issued to each entrant. The full schedule of costs are as follows:

1) REGISTRATION.....  
\$25.00/CAR

2) LUNCH, SATURDAY.....\$7.00/hd

3) DINNER.....\$25.00/hd

4) SUNDAY SPITROAST.....\$16.00/hd

5) WINE TASTING.....\$ 4.00/hd

Lot 57 Remembrance Drive  
Tahmoor N.S.W. 2573

Saturday night has been arranged for our fellowship dinner. This will be at Murrumbateman. This will be a Smorgesboard affair; with the food being most generous and delicious. Murrumbateman is about 12 minutes out of Yass by X6 Kimberley - so its probably 10, I mean 20 minutes by '7. Nevertheless, do not fear ... the local bus company will give us a good rate to run a pick-up and delivery service if we have enough takers. Entertainment will be of our own making - there won't be a band to drown out our conversation and conviviality.

Sunday will see a respectable start time as some of us may be nursing slightly sore heads at that stage. This will find us travelling (1st class) through some very nice back roads that will be both quiet and scenic. Our destination will be Canberra, lunching on the shores of the Lake. After taking in what the Capital has to offer, we will make an impressive return to Yass, visiting one or three Cool Climate Vineyards along the way. At one of these, a Spit-roast will be provided to all those interested. A wine tasting will also be available.

An as yet undecided 'mystery' run will be arranged if there is enough takers for the Monday - if you're interested, let us know!

## YASS ACCOMODATION

Yass has laid on the Red Carpet treatment for us. To this end, those with a taste for adventure may wish to avail themselves of the accomadition at the Showgrounds. Here there are some old Army Drill Halls and the like which can be used to camp in Basic, YES, but at \$7.50 per night...an alternative.

We well and truly understand that most of us could not afford to pay for this in one go. Therefore we give you the option of firstly Registering, then paying for your nominated activities step-at-a-time. So, if you wish to go to the dinner on Saturday night, you drop us in a cheque for the correct amount and tell us the details. As a result, you have the payments spread between now and March next year...so there goes that excuse. SEE YOU THERE!!!!!!

# FOR SALE

**Tasman mk 11** 90,000 miles since new Engine and **Auto** rebuilt Good condition  
Greg Sanders \$2,200. 03 466 2275

1700cc O.H.C 'O' series engine alloy 8 port head brand new (not a rebuild )  
complete with fitting to bolt onto 1800 gearbox. Easily converts to 2 litre  
will also accept **M16 16 valve head** Clutch, dizzey etc there \$600  
Hans Pedersen 03 723 4838

**Wolsley 18/85** mk 1? 1969 P.A.S. Auto 116,000 miles Executive grey/grey inside  
engine and transmission good. Overall good condition \$2,990.  
David Elley 03 737 9235 19 Henherson hill road Silvan Vic.

**Mk 11** Manual 1800 Grey/green. One family since new (grandmothers car) 68,000 miles  
excellent condition \$4,000.  
Ruth Aveyard 06 254 8786

**1800 S extractors** done 50,000 miles (replaced by H.P. extractors ) \$40.  
Daryl Stephens 03 873 3038

**Garage Sale** at 27 Belleview Road, Faulconbridge N.S.W. All the car parts, mainly  
1800 bits, of the late Colin McFarlane. On the weekend comencing October 31. Also  
an 1800 is to go.  
Bruce McFarlane can provide more details 048 427 123

1966 - 1991 **Car Magazines**, hundreds of issues of Motor Manual, Wheels, Car Australia,  
Motor(U.K.), Modern Motor, and Sports Car World .The Lot for **\$250**.  
John Webster 13 Murray Cresent, Griffith, A.C.T. 06 295 9060

J.R.A. Dealer **Layco** 3 Macquarie Street, Boronia, Vic 03 729 3066 have an  
**1800 Ute** for sale. Geoff White is the man to speak to. P.O.A.

**1970 Cooper S Mk 11**. Jet Red/Crystal White Roof. Black interior. One careful owner  
since new; Stored under cover since 1975, hasn't been started since. Registered till  
March 1993 on original plates; Used for development of Davies Craig Thematic Mini  
Fan Kit. Fitted with every practical and desirable modification. Spares included.  
Hans Pedersen 03 723 4838.

# Wish List



**Richard Locke** 31 Sunways Ave, 7 Mile Beach, Tas. 002 486 765 wants a rear stabilizer bar for his nearly completed Rally car

**Daryl Stephens** 22 Davison street, Mitcham, Vic. wants a **new mk 1 grill** (the reason for needing one is a sore point!), and a **12½ gallon petrol tank** of either an Austin 2200, a Morris 2200, or a Wolsley six 03 873 3038

**John Webster** 13 Murray Crescent, Griffith, Canberra, A.C.T. 06 295 9060 wants an Austin Tasman Mk 11 Auto or Manual  
Austin Kimberly Mk 11 " " " **or**  
Austin Allegro Austin Princess, or Austin Metro  
Willing to pay up to \$1500

**Bruce Evanson** 8 Guy Street, Newborough 3825 051 277 041 wants a **ute**. Willing to accept a non runner, but **not a basket case**. "Been there, done that"! )

**Graeme Anderson** 3 Buffulo Road, Gladsville 2111 N.S.W. 02 816 3389 wants a set of rear **Aeons/bump stops**.

**Albert English** has advised that he has installed quarter inch spacers in his front hydro units, and eighth inch spacers in the rear. This has the effect of making the car sit firmer, and flatter, and at the standard ride height of 15", should aid suspension durability because of reduced pressures.

**Congratulations** to George Hulley. George has bought the magnificent Red **Princess 2200** advertised in our last newsletter.

The **Good Lord** has only made a certain number of perfect heads,  
the rest He covered **with Hair!**

## Spare a Thought

**Tony Wood**, spares secretary of the Landcrab Owners Club **International**, whose mailing address is in the club directory, has advised the following items for sale **Post paid** (These items are just a sample)

Rear Wheel Cylinders	£13	Petrol Flaps	£8
Front Brake Hoses	£10	Lock for flaps	£4
Master Cylinders	£30	Schrader Valves	£2
Slave Cylinders	£14	Oil Pumps	£30
Rack Gaiters	£ 8		

A letter just received from Tony has this to say;

Windscreen Rubbers are now £13 (filler strips £4). Individually, with a new filler the carriage would be £16. Economies of scale become obvious from the following. 2 Rubbers and 2 fillers £26; 3 Rubbers and 3 fillers £36, and so on.

Again, I can repeat the price of blinker stalks £10. 1 stalk sent airmail £5 2 stalks carriage £10; 3 stalks carriage £12; 4 stalks £14 etc

I hope this is of interest to members of your club. (Editors note - It is of great interest. Thankyou Tony.) **Beware of falling exchange rates !**

## Re Manufactured Parts

**Smith and Deakin**, Dept 3, 292 Tolladine Road, Warndon, Worcester WR4 9BA, England have **Austin 1800 Mk 1 and Mk 11 Fibre glass** front wings at £29-80 each.

**Motor Book Shop** 03 813 2127 have both 1800 and X6 **Workshop Manuals** \$30.

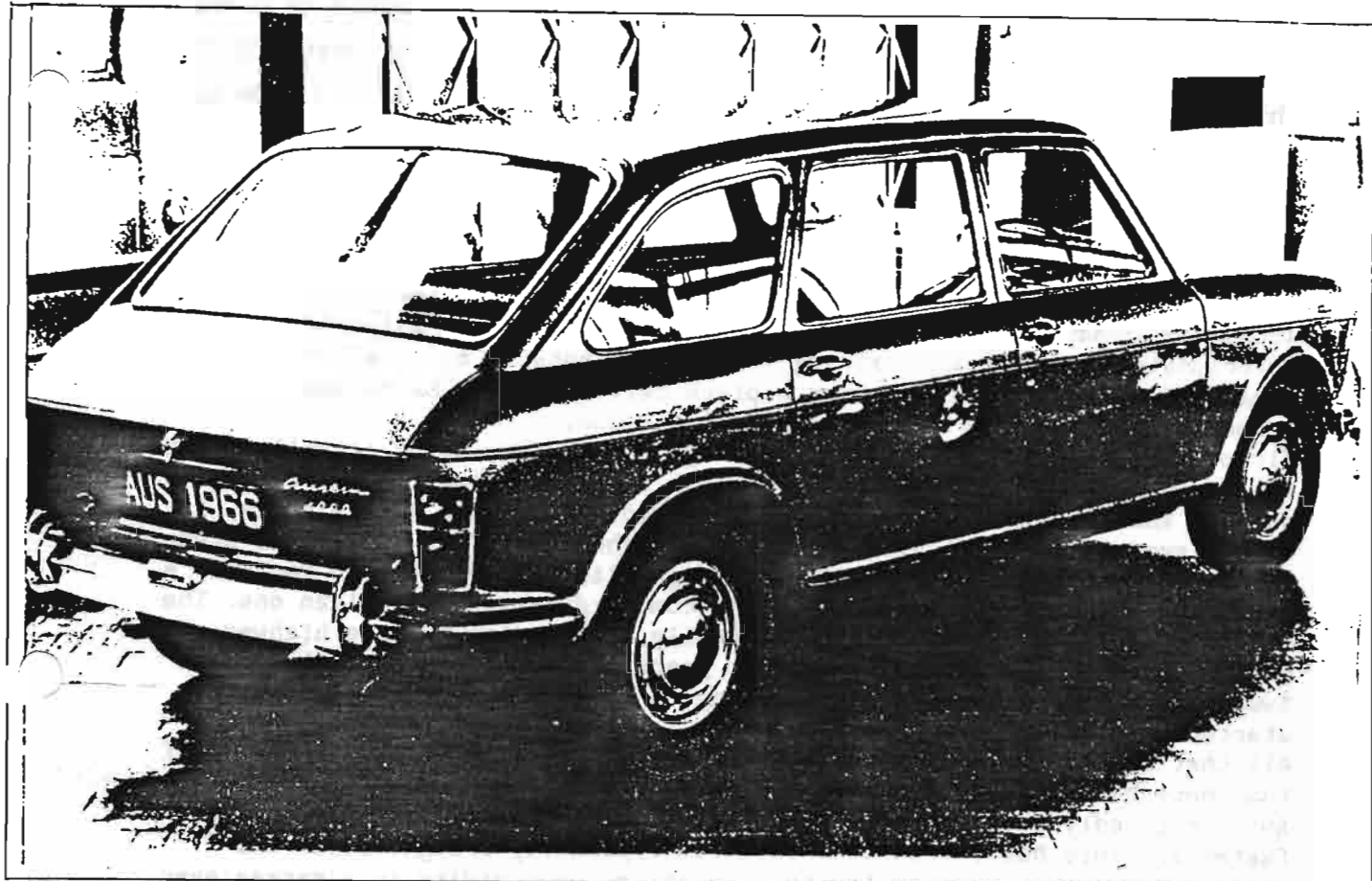
**Lynx** in Sydney have the twin carb inlet manifold for the 1800 for \$126.

New **Laminated windscreens** front windscreens to suit 1800/X6 are available from **Paul Davies** 03 726 5288. **\$105.**

Opinions expressed within are not necessarily shared by the Editor or Officers of the club. Whilst great care is taken to ensure that the information and advice offered in these pages is correct, the Editor and Officers of the Club cannot be held responsible for any problems that may ensue from acting on such advice or information.

**Happy 'Crabbing**





Number 47

December 1992, January 1993

The Austin is my transport, I shall not walk.

It makes me lie down on dirty roads. It sometimes breaks down.

It takes me to work, for my jobs sake.

Even though I drive through the city and up the Hume highway, I fear no breakdown, for the Austin is still purring. The heater and demister-they comfort me.

I prepare a toolbox before it, in the presence of my neighbours. I anoint its duco with polish. My carbie overflows.

Surely oil smoke and tow trucks shall follow me all the days of my life, and I shall drive in the seat of the Austin for ever

Having read that bit of nonsense, the 9 new members who have joined the club since last newsletter undoubtedly wish they had not! They are

Rudy Bourdairé

063 733 633

Mk 11 1800

Lot 12 Maitland Bar Road

Mudgee

2850

N.S.W.

Joe Barling  
125 The Ridgeway  
Chingford E4 6QU  
London  
England

081 529 6089

3 Wolseley Sixes  
1 Wolseley 18/85  
1 Austin 1800 Mk 11



Joe Barling Esq was a founder member of the Chingford Landcrab club, (commonly known as the Essex Wobblehead Society). Having suffered the unfortunate consequence of making the acquaintance of a certain William Fraser, (a dark individual from a place called Wales), he became a founder member of the Landcrab Owners Club International.

Vicious rumour abounded that this strange person from Essex actually owned 5 Landcrabs. His particular preference is for the larger 2200 variety, but only in the snobbish, up market Wolseley cloth. Of these he has three, it is believed. A midnight blue one, (a shade chosen for its ability to elude the eyes of lily-law during nefarious night-time activity) Auto variant; a green one (this shade reminiscent of a common duck), and a golden one. The first two are, on good authority, actually used on the Queen's highway. The golden one, it is suggested, is under preparation for concours stardom in Swedish export spec. (He's been looking for a gold star ever since he started school).

All that is known of the other two is that one is a 1970 Austin 1800 MkII that once belonged to an ancient relative; the other a Wolseley 18/85 Mk1 Auto, reputedly a breather of fire, (or is that breathed on - to make it faster?). This heavy breathing exercise apparently brought about the demise of the Auto box and the poor thing has been hiding in a garage ever since.

As reported before, this for a long time was all rumour, but a sighting was made at the Spring Rally and again at the Annual Rally in September, of this person, out on release for the day, behind the wheel of a Wolseley Six, green in colour. Very few people have been privileged to witness this phenomema.

Another rumour is going about that the notorious Editor of the British Landcrab News is in possession of and might even be using the aforementioned Blue example.

Keith Douglas  
50 - 66 Mackelroy Road  
Plenty 3090  
Vic.

03 432 2820

Man Mk 11 1800  
Auto Mk 11 1800



Keith is presently preparing an article on how to replace the clutch thrust bearing with the more usual X6 ball bearing type.

Glenda, Michael and Elizabeth Gilmore  
Lot 57 Remembrance Drive 046 81 8887  
Tahmoor 2573  
N.S.W.

2 MK 1 Kimberleys  
(1 under restoration)



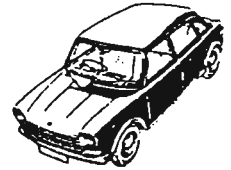
One of their Kimberley's has an interesting number plate YD 019

Jeff Hayden  
5 McEvoy Avenue  
Umina 2257  
N.S.W.

043 414 506

Auto MK 11 1800

Wolseley 24/80



Gerry Hiles  
51 South Coast Highway  
Albany 6330  
W.A.

098 415 184

MK 11 1800

Thanks for my club card and all the info - I was more than pleased with it all.  
The 1800 I purchased in September is very sound, internally almost 'mint' and with very little rust, except adjacent to the welded seam to the front and rear of the driver's side cill - but nothing dramatic, so I've merely patched it and flooded everything with Fishoilene (the whole car in fact, or at least all the interior body sections!).

I gutted the inside (just in case), removed and resealed the rear window (which was leaking, stripped enough out the engine compartment to repaint it (not all that fussily in matt black Rustguard Epoxy) and generally attended to minor details of hard-to-get-at nature.

I overhauled and/or inspected the running gear, e.g. brake linings, cylinders, CV boots, universals, etc., spending about \$500 I think (I paid \$1800 for the vehicle).

The paintwork looked as though it would compound-back satisfactorily, but I've just decided to respray it because of some patchy areas.

All-up the work will have taken about six weeks, but I've been running around for about a week and, as far as I can tell, there are no problems apart from noisy valve gear (the tip on shimming will probably fix this) and 'hydraulic shift' (now that I know what to look for).

I improvised some repairs and it might be worth passing on what I did.

#### Air Cleaner Securing Bolt (stripped thread)

Saw-off the square head neat behind the flange. Retain head. Drill and tap the sawn end of 'tube' to suit carby stud (5/16 UNC or Whit OK I think from memory, but check). Drill and tap worn end of 'tube' to convenient size. Drill retained head to accept selected size and bolt it to 'tube' using Loctite or similar. Back in business.

#### Breather Diaphragm (perished and cracked)

Thoroughly clean (petrol, metho and acetone). Evenly and fairly liberally coat upper face of diaphragm with silicon roof and gutter sealant. Sit diaphragm in valve body, fully assembled except for cover, and allow at least 48 to cure. Cut a piece of black polythene to fit within the flat area of diaphragm (inside rib) - this is to avoid the chance of adhesion when the cover is secured. As far as I can tell the repair works satisfactorily.

#### Brake Vacuum Unit

Liberal use of silicon gasket compound seems to have restored full working, seeing that I couldn't get hold of grommets etc..

#### Swivel Joint Balls

I found that I could recycle these by selectively swapping around. I installed grease nipples by drilling and tapping through the sides of the knuckles. This was for three reasons: i) I wasn't too sure about possible damage to the main load-bearing area; ii) it minimized the chance of swarf entering the joint; iii) it enables easy lubrication without removing the road wheels. A bit of a disadvantage is that if and when the joints need adjusting, the hole through the threaded portion will not line up; but I guess it's easy enough to just redrill at least a few times.

#### Wanted please

An Austin bonnet emblem in good condition, mine is badly crazed.

I have a sump guard going free if anyone wants one and will pay freight.

Leonard Morgan  
80 Sussex Street  
Coburg 3058  
Vic.

03 354 2642

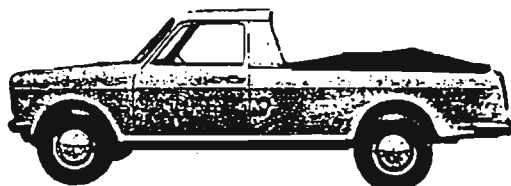
Man MK 11 1800



Len has finally given up on his Honda, which has not had **Legendary** reliability and gone for something without planned obsolescence

Brian and Elaine Smith 0011 64 318 2700  
Charles Street  
Glentunnel  
Canterbury  
New Zealand

Freeway/MK 11 1800  
Morris 1800 Ute MK 11  
Austin 3 Lit.



Brian and Elaine are former members who overlooked this year's subscription.

"The 1800 was very popular in New Zealand and there are a lot alive and well, but mainly manual models, as the autos were not successful, as the boxes gave a lot of trouble.

I have been involved with 1800's for over 20 years as a mechanic and have sold a great number to local owners.

My wife drives a 1970 1800 as everyday transport and I use a Morris 1800 utility as a breakdown truck at our Country garage. These are both of Australian build, the Ute is a factory vehicle not a cut down, and has a heavy frame to carry the rear together with two torsion bars to assist the rear displacers

We are fortunate in New Zealand specially in Canterbury as there is no salt on the roads and therefore little rust. The general rugged body and power plant are almost indestructable with a little maintenance. The main problems being the odd valve grind and inner u/joints. The C.V. are usually alright for over 100,000 miles so long as the boots are looked after.

The Australian models are a little different to the UK models mainly in the brake area - P.B.R. against Girling/Lockheed. The inside door handles being the older type, not the flat with the lock catch on them, and slightly different trim.

being fairly tall - 6' 2", I find that there is ample head and leg room ( something that is definitely not in the current Jap and some UK models of today ) and also still has an excellent road holding.

The Utility being a bit lighter has a good performance and is faster off the mark than the saloon. I can tow and carry up to 2.5 tonnes with little trouble.

You may have heard of Ralph Nader in the U.S.A. He wrote a book in the late 60's called "Unsafe at any speed " a damning report on the then current U.S.car production. I see some of these cars and agree with him. In his book, he states that the Morris 1800 built in the U.K. was the safest car of the time with its suspension, brakes and body construction. He stresses the fact that if the 1800 was involved in a head on collision, the whole power unit goes under the car and not into the occupants. In the course of my work, I have witnessed this on numerous occasions.

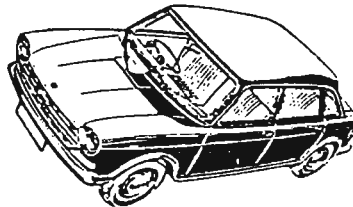
Just to put you in the picture, my fleet consists of the following;

A 1926 Rugby Sedan(U.S.A.), A 1938 Austin 7 Ruby, A 1939 Triumph Dolomite Royal Saloon  
A 1951 Austin A40 Sports built by Jensen Brothers, A 1971 Austin 3 Litre Saloon at  
the moment having heart work ( fitting a 3.5. Litre Rover V8) and finally the 1800's

Robert Tucker  
14 King Edward Street  
Penguin 7316  
Tas.

004 372 673

Mk 11 1800 Man.



Robert has discovered a novel way to prevent his rear wheels (with tired slipflex bearings) hitting the inside of the rear wheel arches. The idea is to take to the inner guards with a **hammer**.

---

## COMMITTEE

President: Pat Farrell  
4. Wayne Avenue,  
Boronia, 3155  
Victoria.  
03 762 4457 Fax 03 543 8675

Spares Guru: Rick Hopkins  
Box 51 Taralga, 2580  
New South Wales.  
048 406 151

Data Base: Peter Jones  
4 Yarandin Court,  
Worongary, 4213  
Queensland.  
075 748 041

Editor: Daryl Stephens  
22 Davison Street  
Mitcham 3132  
Victoria  
03 873 3038

Wanted; A sucker oops I mean volunteer to become the clubs  
**Publicity Officer!**

# MAILBAG

An Uncle worked with B.M.C. Australia as an engineer from the mid 60's, until the early 70's. In 1966 he purchased a grey mk 1 from B.M.C which he kept as the family car for 9 years. **OXE 485** was the third 1800 to roll off the Australian production line, travelling 19,000 miles as a test car before being rebuilt and sold to my Uncle.

He sold the car in 1975, unfortunately a couple of years before I was old enough to drive - otherwise I would have bought it. I contacted the new owner who said that he would let me know when he was ready to sell the car, but I have never heard from him again. I doubt whether the car exists today, but it would be nice to think that it is awaiting **restoration** in someones back yard!

I have owned 7 1800's over the last **14 years**, most of them fairly average with the exception of the last two which deserve a mention.

In 1981, I bought a camino gold mk 11 with black interior from a **Leyland executive**. He told me that he walked the car down the assembly line to supervise its assembly. The car left the factory with **5 minilite wheels, twin 1½ S.U.'s, tow bar and Smiths rear window demister**.

A black stripe was painted on the bonnet, the width of the heater intake, and on the rear end a **black** section from the vertical part of the bootlid downwards. The black and caminp gold is separated by a chrome strip. The back of the car looks very smart. The cars automatic transmission was about to **explode**, and was converted to a manual.

The car handles superbly; a combination of minilites, michelins, and **non standard displacers**. ] do not know if they are Kimberley displacers or modified via the competition department, but the ride is firmer and flatter than standard, handling more like a big Cooper S.

Unfortunately, the car is in a poor state awaiting **restoration**, or more likely to be used as a donor car when I find a **good mk 11 body** for the changeover as I would like to enter a competitive, well presented 1800 in the classic and veteran car events that are springing up around the country.

My **current road car** is a 1967 white mk 1, with a blue interior. The car has done 94,000 miles, and over all is in very good, original condition.

It came with a complete service history. The original owner was quite meticulous until he sold the car in 1986. The car was owned by someone else for about 1 year before I got my hands on it.

From the service record the **original rubber universal** joints lasted 23 years, travelling 84,000 miles before I needed to replace them. Aware of the benefits of the 'steal unis', but wanting to keep the car as original as possible, I fitted a new set of rubber unis purchased from a Sydney Mini dealer. These lasted just over twelve months and travelled **6,000 miles** before falling apart.

Again, I purchased another set of rubber unis, Repco brand and have had the same dismal performance, lasting less than twelve months.

In the interim, I ordered a set of **Quinton - hazell** rubber unis from **Rob Leneord (Northern Jag )**. Even though I was assured of the **English** quality, I was not game enough to fit them, and changed to the steel unis.

The exercise demonstrates the reliability and quality of the original components and no doubt many 1800 owners would have experienced similar problems with other **non original** parts which may have attracted criticism from others about the 1800's reliability.

I am glad that there are a few people in the club interested in the **performance** side of the cars, and it would be great to have some of them entered in **rallies**.

A secretary with a word processor would have made this a lot easier !



Gary Fry  
6/84 Wellington Street  
Bondi 2026

Dear Daryl,

Just a short note to tell you that things have certainly been looking up in my pursuit of the immortal Landcrab ownership saga, I now own 5 of them.viz;

1 1968 mk 1 manual ute in good condition and registered (advertised in trading post 25/9/92) original bench seat and floor mat in top condition but with some rust at the edges of the tray floor and inner sides

1 1968 mk 1 manual ute in 'flintstones' condition very rusty but with reasonable running gear and an arthritic motor.

1 1969 mk 2 manual ute in 'double flintstones' condition, must have been used by a fisherman (as a boat!?) from Port Albert with more rust in it than a 180B, but with a very low mileage original motor and aluminium canopy in top condition.(because of the canopy the tray floor is in top condition.)



2 1968 mk 1 automatic sedans (that I tracked down in the depths of the Kooweerup Swamp after missing out on very tired 1970 sedan) complete with original expanded mesh sun visor and weathershields. Both with good radials and no rust but minor abrasions and haemoraging auto transmissions.

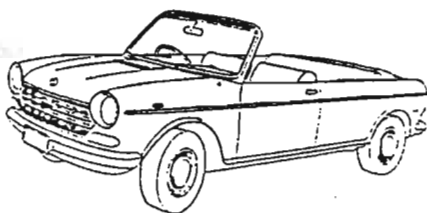
So as you can see, I can now call myself a Landcrab Owner, I'm still not sure whether I'm really getting bargains but with change out of \$800 for the lot it seems reasonable. The fact that my eldest daughter says to her friends "Dads bought another 'Ozzie the Austin' ute, we wont see him for days..." doesn't faze me, I fell in love with pommie cars at an early age and even the cruelest of jibes do not affect me any more.

My Labrador dog (Turdus Maximus) however is positively enraptured, if David Attenborough were to study the habits of the aforementioned dog he would find it's natural habitat being in the back of an 1800 ute. When I had my last ute she (the dog) would find any excuse to climb into the back, the funniest experiences I had were when the tonneau cover was on but with the press-studs next to the back window undone. Upon stopping to fill with petrol the attendants would be greeted by a dog emerging from under the cover and were presented with a big lick as they bent down to remove the petrol cap.

I have enclosed the voting slip, thank you for including my last missive in the newsletter.

Yours,

Bruce Evanson



8 Guy Street,  
Newborough,  
Vic. 3825.

---

#### TECHNICAL TOPICS

Submitted by Mick Street

I recently fitted a replacement engine to my landcrab and upon starting the engine was distressed when the oil light failed to go out after 10 seconds or so. An engine oil pressure gauge is also fitted and this too failed to register. No worries (I thought) and removed all the spark plugs, whereupon I cranked the engine over on the starter motor for several minutes hoping that the oil would circulate. Still no joy. What have (or haven't) I done, I thought. Did I fit the engine bearings the wrong way around? No, it's impossible with the B-series motor. Seeking advice from the mechanics at work, it appears that, following an engine rebuilt and especially when the oil pump has been serviced and therefore drained of oil, a vacuum can occur within the system. Back to the engine. I removed the oil pressure switch and the spin-on oil filter; using a small length of plastic tubing fitted to a syringe pump, injected some oil down into the galleries until it began to appear in the base of the filter housing. I next filled the oil filter and very quickly refitted it. Upon starting the engine a second time, PRESTO, the oil pressure came up almost immediately. PHEW!

The cold weather has arrived — at least for those of us in Canberra. This is the time of year when you discover just how good your battery really is. One of mine wasn't too healthy and I was considering buying a new one but, in one of the local flyers a hardware store was advertising a product call BATTERY BOOSTA. It is basically a solution which includes cadmium sulphate and comes in a 90 ml container. It is made by the company YUK OFF and costs \$4.95. Yes, it works and revitalises the battery, but I don't know for how long.

George Hulley advises that plastic windshields and tinted steel rear venetians are available from a company at: 8 Dandenong Street, Victoria. However, he can't remember their name.

For those members living in the Canberra region, Morwood Motors in Fyshwick is currently selling a quartz-halogen headlamp conversion kit for \$19.50 per light, including the globe. The change is quite phenomenal and it is not a bad price to pay for doubling the headlight brilliance.

## INTRODUCING AEONS

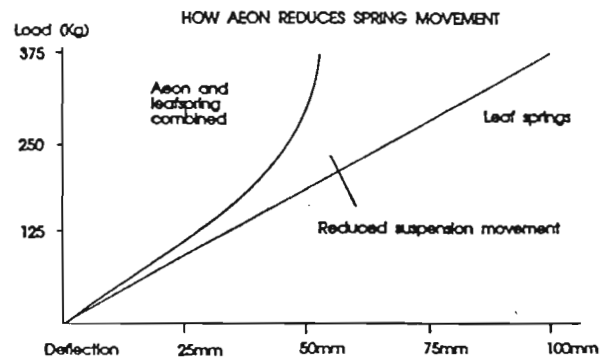
Aeon rubber springs, made from natural, non-corrosive rubber, are used throughout the world as an effective, reliable system of supplementary and sole suspension.

The Aeon rubber spring is a special patented design, with its overall height being reduced under maximum bump load to one third of its original height. With the Aeon's special shape and design, it is impossible for the Aeon to tilt over, hence it remains vertical under all conditions.

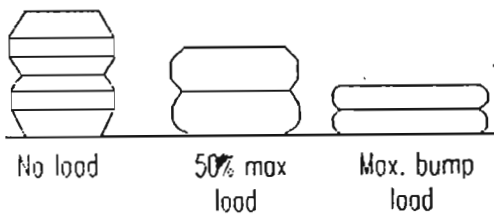
As a simple spring it meets the widest possible series of applications and the current range of Aeon springs has a load carrying capacity of between 90 Kgs and 25 Tonnes at maximum bump load. Aeon rubber springs are not only used as spring assisters but can also be used for a sole means of suspension. Trailer manufacturers use Aeon springs with great success. The main advantage is naturally that of weight saving.

### HOW AEONS WORK

When fitted as a kit (with brackets) on a vehicle, they allow the standard steel spring i.e. leaf, coil or torsion bar, to work unhindered under normal driving conditions e.g. highway driving. However, when the vehicle is required to work under more arduous conditions e.g. off-road, heavily laden or towing, the AEON springs provide progressive resistance as the load increases. The take up of the load is very smooth and the rate of resistance offered from this point is progressive, resulting in a greatly improved ride, much longer spring life and increased stability.



How Aeon Springs deflect under load



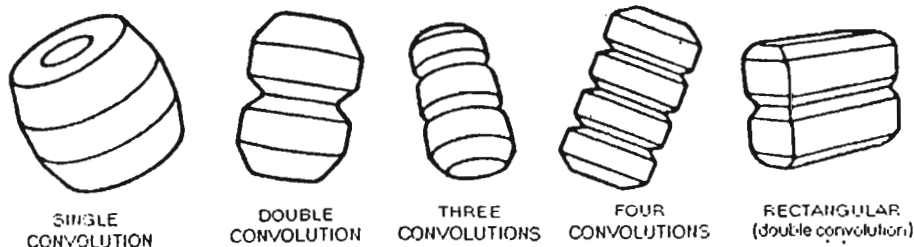
### *Other benefits include:-*

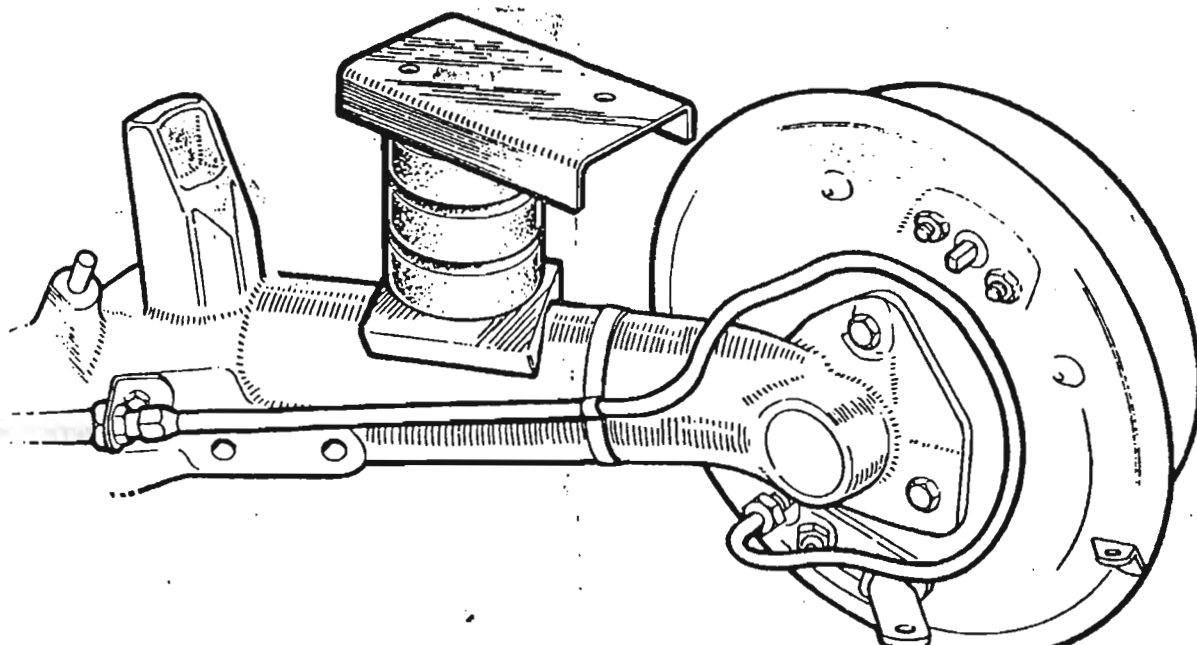
- *Easy installation*
- *Long maintenance free life*
- *Virtually eliminates bottoming out*
- *Improved cornering*
- *Reduced roll and pitch*

Many off-road enthusiasts have found that leaf-spring breakages and coil spring sag have been reduced to a minimum by fitting AEON kits.

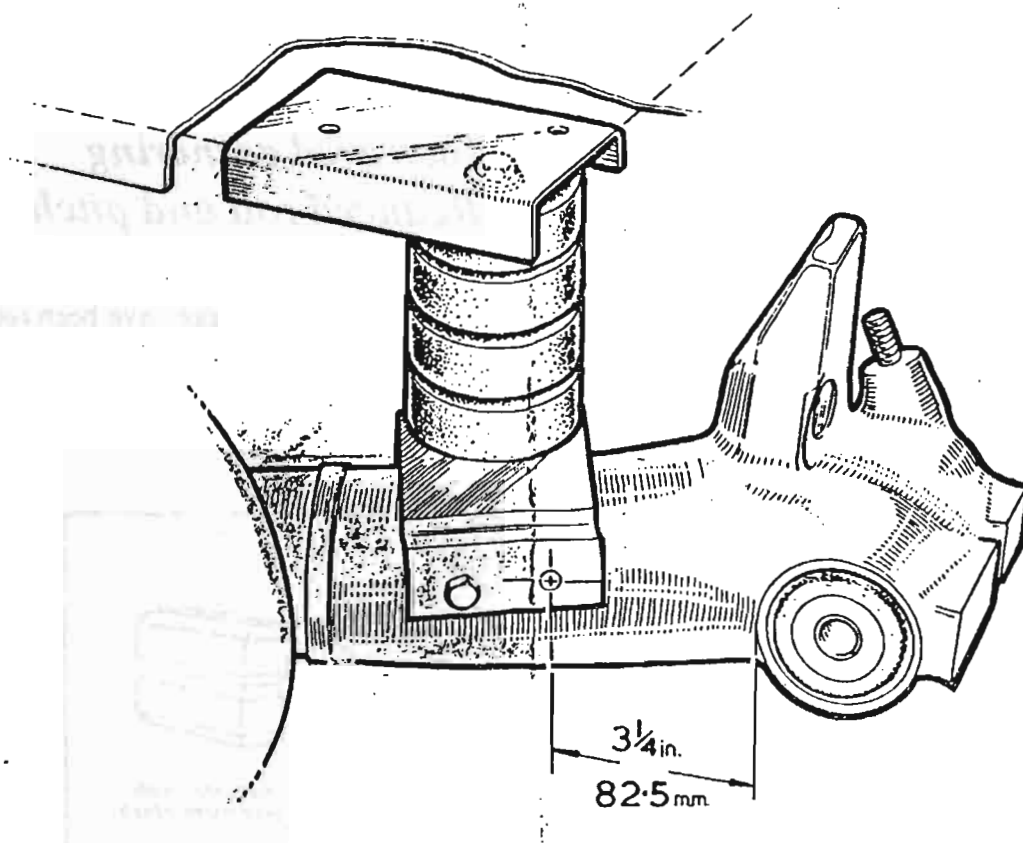
A range of easily installed fitting kits are available for most 4WD vehicles. Both government and private fleet operators who have used AEONS on their 4WD and van fleets for a considerable period of time confirm that spring replacement costs are greatly reduced.

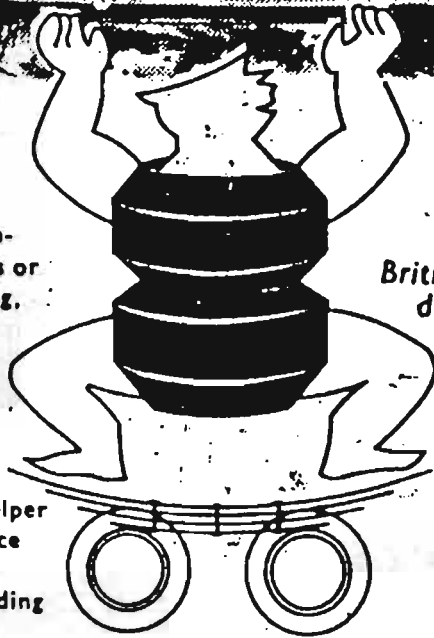
### Aeon configurations





Richard Locke of 31 Sunways Avenue, 7 Mile Beach, Tasmania 7170,  
002 486 765 can remanufacture these brackets for \$42 a pair. including  
freight.





For Rallying, Competitions, holidays or everyday motoring, **AEON Hollow Rubber Springs** are today's ideal progressive suspension.

When fitted as helper springs they reduce roll and pitch—improve road holding and cornering—avoid 'tail-down' with full load or towing—prolong life of steel springs—increase car comfort—easily installed—require no maintenance. Approved by British Leyland and other leading manufacturers.

On sale at British Leyland distributors/dealers, Halfords, etc.

fit

**aeon**

**HOLLOW RUBBER SPRINGS**

**the positive answer to abnormal suspension stresses**

79 G 3

Tracy Dandeney

\$82.96

a pair

**Aeons** are available from **Hardy-spicer** 45 McNaughton Road, Clayton Vic 03 542 4100 fax 03 544 8117. The Hardy-spicer part number is **9185h** For extremely heavy duty part **720m** may be better. Both part numbers are the same physical size, and therefore will fit on the same bracket. **\$140** gives a pair of Aeons-brackets then have to be fabricated. Or the complete kit is available from

Ian Ingram

51 Granville Road,

Hillingdon, Middlesex UB 10 9AE

U.K.

0011 44 895 37496. Reverse charges **not welcome**

The cost is £30 plus freight. (Front kits are available for £20.) (Editors note; I will do an article on the fronts when mine arrive)

6 owners will of course be aware that their vehicles had an auxiliary rear rubber spring as standard. However, the **Aeons** do a far superior job.

**FOR  
SERIOUS  
TUNERS**

## ARE YOU GETTING THE MOST FROM YOUR S.U.'s ?

Your 1 1/4" S.U.'s may only be flowing like 1 1/8" S.U.'s

The full airflow potential of your carburettor(s) may be limited by the contraction effect in the inlet airstream caused by an abrupt entry into the carburettor mouth.

Flow bench tests have proven that a suitably shaped entry to the carburettor can result in a gain of almost 6% in air flow over a straight carburettor entry (see Fig 1.) and almost 12% gain over a straight "ram" tube (see Fig. 2).

Why not gain the most benefit from  
your carburettor investment ?

Fit the NEW



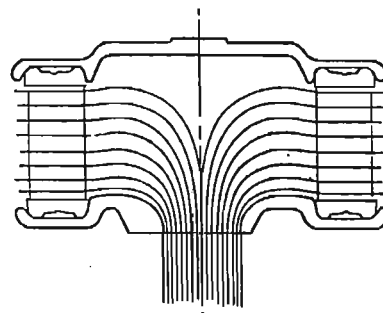
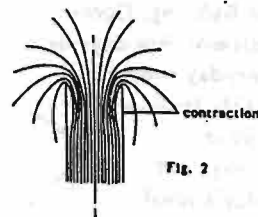
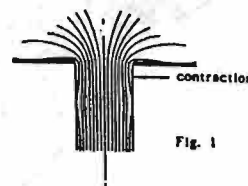
**HI-FLOW** \*  
SPORTS AIR FILTER

Manufactured in high quality cast aluminium alloy for added quietness and durability. All units are hand finished. Featuring replaceable paper element filter to meet the increasing demand for a sports air filter having a high efficiency in filtering out harmful particles plus reducing the intake noise level.

#### Available from:

Link Automotive	874 8848
Pistons Auto	729 9522
Northern Mini Parts	458 2111
Gillspeed	568 0688
Autosport	890 3991
Layco	729 3066
K G Engineering	720 6699
Mini Bits	547 5055

\*A Product of Dansk Design Pty.Ltd. A.C.N. 050 195 009



#### Filter Element Notes:

The replacement paper element filter is Ryco A109 (or equivalent).

For applications requiring a lower profile Ryco A222 (or equivalent) may be utilized. This lowers the profile by approx. 20mm. Appropriately shorter screws will also be required.

#### Fitting Notes:

Some S.U. carburettor bodies have 5/16" dia. (untapped) mounting holes, requiring extra care during fitting. With screws finger tight - centralise the inlet diameters of the filter base, gasket and carburettor throat - then tighten mounting screws.

- Some engines may require a change in metering needle to maintain optimum mixture.

(Editors note; it seems strange to see my Christmas present here!)(Mrs editors note; forget it - remember the dinning room setting we are giving each other ? )

# EDITORIAL

This months bad luck award was just won by Richard Locke over George Hulley and myself. George had the misfortune to hit a Kangaroo, in his brilliantly restored ute. He was travelling to the recent All British Day, and says his ute would have won the concours **IF**....

My Mk 1 1800, the driver (the term is used loosely) of which wishes no remain nameless departed the road at 70 Ks, went through a fence, dropped into a ditch, bounced out of there, through a mound of earth, and ascended the bank of an irrigation channel. It ground to a halt on top of the channel bank. The farmer, with a tractor who removed said vehicle, remarked what a marvelous **Paint stripper** barbed wire is!

Richard Locke recently acquired 2 more 1800 s and ah forgot to tell his wife. She of course went into orbit.. One was removed to his mothers carport, where it resided for 3 days. Then it went exploring, and cleaned up Richard's mothers 1800. The preceeding day, he discovered that 2 of his Minilite copies (called superlites and featured in this newsletter) had the stud holes drilled in the wrong place!

**Congratulations** on your award, Richard!

Those going to **Perth** with Rick Hopkins early May, '93 for the London to Sydney rerun may be advised to keep well posted over the event. The reason? Ian Ingram (who was originally number 64 on the waiting list), Paddy Hobkirk, and Roger Clarke are the latest in a long list of withdrawals. There is a chance it may be cancelled.

Following some advice received from **Albert English** and featured in the last newsletter, I have added quarter inch spacers to the front hydro units, and eighth inch spacers to the rear. Ride is now **firmer** and **Flatter**, and at a suspension height of 15", the gauge was showing 220 lb. On the same suspension pump a standard Mk 1 1800, at the 15" height showed 240 lb.

## CALENDAR

The Club meets at the Canberra Yacht Club at 7-30 p.m. on the first Monday of the month.

### **Picnic day and convoy**

Sunday 6/12; Sydney - Wollongong; meet on the beach at **Ramsgate** at the end of Emmaline st. Car park off The Grand Parade; Gregorys **212 H9**; meet at 9-30, convoy leaves at 10 am; enquiries to Bill Stevenson 02 625 8225 018 860 113

Those planning on **Yass at Easter**, with Austins over Australia, had better book quick. Yass caravan park is almost full, already!

# EXPERIMENTAL DEPARTMENT

## VEHICLE NUMBER 506

(Supplied by Peter Jones)

This vehicle was produced by BMC Australia during late 1968 and early 1969, using a basic Austin 1800 body shell.

The preliminary draughting layout for the power unit began in February 1968, with the body layout starting the following April. Component manufacture for this vehicle started in May of the same year. Major components were manufactured between October 1968, and January 1969, with the vehicle having its first run on 10th March 1969.

The vehicle was assembled using a newly trimmed MkII

ADO 17, body being removed from the production line, and having the entire front end of its body from the 'A' posts including the dash removed. New panels manufactured and fitted included Valances, Dash Panel, Upper and Lower Longitudinals, Torsion Member, Foot ramps and Seat Mounting Console. The existing front crossmember and grille was retained although extra air slots were added above the bumper bar. Both front fenders and the bonnet were lengthened by 4 9/16". No alterations were made to the vehicle rearward of the 'BC' post.

The engine used was a basic Rover 3.5 litre V8 unit having its capacity increased to 4.2 litres by the fitment of a Repco single plane crankshaft, with its stroke increased from 2.8" to 3.57", during testing before installation this engine produced 154 bhp at 4000rpm.

The drive was taken through a standard Rover torque converter via a front pump into a gear train

which transmitted the drive into a Borg Warner 35 automatic gear train.

Due to the width and length of the V8 Engine it was necessary to change the position of the hydrolastic displacer units. These were placed vertically in the new 'A' frame suspension carrier which was rubber mounted to the body. The weight was supported at the top by a Triumph 2000 upper suspension mounting and at the bottom by 2 smaller rubber bushes, one on each leg of the 'A'. The forward leg retained the lower suspension arm and the rear leg the tie bar, both being rubber mounted to the 'A' frame carrier.

The vehicle was also fitted with a Ford Falcon column gear change and spring loaded accelerator pedal as well as an A60 handbrake mounted between the drivers seat and door.

A LHD ADO 17 steering rack was modified, inverted and placed forward of the axle. This was mounted to a 'Bolt on' crossmember, which also carried the front engine mounting. A Ford Falcon steering wheel and column assembly was coupled to the rack by a Torrington Universal Joint.

According to all those who drove the car, it was very quick, and showed up all of the locally produced V8's, but the project was cancelled because a conventional drive car was favoured and this prototype was scrapped.

P.A.J.

### NOTE

TOTAL COST OF CAR \$45772

Opinions expressed within are not necessarily shared by the Editor or Officers of the Club. Whilst great care is taken to ensure that the information and advice offered in these pages is correct, the Editor and Officers of the Club cannot be held responsible for any problems that may ensue from acting on such advice or information



## SILICONE BRAKE FLUIDS - BEWARE

( Sent by Peter Jones Via the U.K. A30/A35 Club)

Our technical service department is receiving an alarming number of calls from motorists reporting problems with silicone fluids.

AP LOCKHEED NEITHER MARKETS SUCH FLUIDS NOR RECOMMENDS THEIR USE WITH OUR OWN OR ANY OTHER BRAKING SYSTEM.

Virtually all of the problems relate to:-

- Long/spongy pedal
- Sudden loss of brakes
- Hanging on of brakes

They reflect certain properties of silicone fluids identified by us over many years and recently ratified in SAE publications, namely:-

- high ambient viscosity
- high air absorption
- high compressibility
- low lubricity
- immiscibility with water

Research has shown that the relationships between problems reported and properties identified may be expressed as follows:-

Long/spongy pedal

- a) compressibility, up to three times that of glycol based fluids.
- b) high viscosity, twice that of glycol based fluids, leading to slow rates of fill and retention of free air entrapped during filling, and hence bleeding difficulties.

Sudden loss of brakes

- a) Air absorption. Gasification of absorbed air at relatively low temperature produces vapour lock effect.
- b) Immiscibility (failure to mix) with water. Whilst the presence of dissolved water will reduce the boiling point of glycol based fluids any free water entrapped in silicone-filled systems will boil and produce vapour lock at much lower temperatures (100°C or thereabouts).

Hanging on of brakes

- a) Low lubricity. In disc brake systems the sole mechanism for normalisation of system pressure upon release of pedal pressure is a designed-in tendency of seals to recover to their 'at rest' attitude. Low lubricity works against this tendency.
- b) High viscosity, exacerbating the effect of a) above.

It should not be assumed, therefore, that the high price of silicone fluids implies higher performance in hard driving or even normal road use.

AP Lockheed glycol based fluids do not contain the adverse properties described above. The recently introduced Supreme DOT 5.1, which exceeds the performance criteria of DOT 5, is suitable for all conditions likely to be encountered in modern driving conditions.

AP Lockheed, PO Box 12, Tachbrook Road, Leamington Spa, Warwickshire, CV31 3RL



Peter Jones is in need of a Mk 11 1800 Parts book 075 748041  
4 Yarandin Court, Worongary, Q.L.D.

# Spare a Thought

Ken Lyle

Austin 1800 Repairs

3/11 Foundry St.

Maylands W.A. 6051

B/H 09 370 4599

A/H 09 271 3737

Fax. 09 271 1549

! x Kimberley Motor Dipped & Bored +80

Crank ground, Camm lobes ground standard,

Lifters faced, Mains + 20, Big ends + 10

Valve springs - new, pistons + 30, Still unassembled

**\$500 the lot plus freight**

2 x Kimberley Tasman inner C.V.s New **\$50 each**

1 Pair front indicator Park Lights Kimberley Tasman New **\$25 each**

1 New drive flange - suit X6 & 1800 **\$80**

Bonnet pull cables for 1800 new **\$15**

2 x Brake discs New 1800 **\$45**

2 x P.B.R. caliper kits plus 4 new cyclinders **\$30 each**

2 x Lock washer with thread for steering rack ends new **\$4 each**

1 Tie rod end new **\$15**

1 1 1/4 HS6 Aud 9 Carby with sports filter new **\$225**

Front tie bar rubbers new **\$3**; 4 x small drive shaft boots **\$8**

Hot run tested stickers **\$2**; new Man. brake pedal rubbers 12 @ **\$7**

4 DBI Brake pads new **\$25 per set**; X6 new fuel guage **\$15**

2 X sets piston rings 1800 + 40 **\$90**

1 X " " " " + 20 **\$75**

2 X Timing chains X6 new **\$10**; 2 x 18/85 Light switches new **\$35**

3 Mk 1 Grills new **\$150**; 1 X6 new engine pulley **\$35**

13 x 1800 indicator assemblies new **\$60**; 5 x new 1800 ring gears **\$48**

1 Large Thrust bearing X6 **\$25 new**

2 x wheel bearing kits front new **\$60 each**; 100 new door glass channels **\$10 each**

The following parts are also new;

1800 Water pumps **\$45**; 1800 Top overhaul kits **\$35**; X6 Top overhaul kits **\$40**

Interior light cover **\$8**; Lens green cover (1800) **\$3**; new interior lamp **\$25**

PVC Diaphragm **\$5**; rubber universals **\$50**

**Quinton Hazel** style universal excellent reproduction; looks exactly the same as original, but comes with a grease nipple. This is the white nylon cup universal **Special to club**. Please grab them now as I am moving to **Ireland** after my trip across Australia **\$90 a pair**

1800 Piston and ring sets + 60 \$200; Timing chain 1800 \$15  
Timing chain tensioner \$20; 1800 valve guides inlet \$20 exhaust \$20  
C.V. joints \$90

**Second hand;**

Morris 1800 grill \$40, Guards both sides \$50 each

3 pot calipers and discs to suit 1800 S wiring loom; dash - speedo with indicators in gauge; S badge for boot; Steering wheel centre different and also available \$200 this lot.

Al Drive flanges \$30 each; C.V. joints, marked for appropriate side \$40 each

Reconditioned Clutch kits - new thrusts - \$175 No exchange required

Almost **anything** at reasonable prices

**Credit cards** not welcome; allow 10 days for a personal cheque to clear

## Re Manufactured Parts



Minilite look a likes

### PERFORMANCE WHEEL DISTRIBUTORS

**SA/NT:** (Head Office)

60 Kinkaid Ave., Nth. Plympton, SA 5037.

Phone: (08) 294 9455 Fax: (08) 294 1926

**NSW:** Speedy Wheels,

Garema Circuit, Kingsgrove, NSW 2208.

Phone: (02) 750 7111 Fax: (02) 759 6080

**VIC:** Speedy/Performance Wheels,

6 Stephens Road,

Dandenong, VIC. 3175.

Toll Free, Phone: (008) 032 611

Phone: (03) 794 7555 Fax: (03) 706 7740

**TAS:** Executive Tyres,

220 York St., Launceston, TAS 7250.

Phone: (003) 34 0511 Fax (003) 311061

**QLD:** Mr. Wheel,

Corner Compton and Logan Roads,

Springwood, QLD 4127

Phone: (07) 841 2211 Fax: (07) 841 2244

**WA:** Ensign Wholesale,

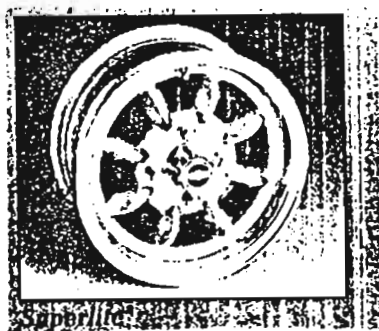
16 Reggio Road, Kewdale, WA 6105.

Phone: (09) 353 1755 Fax: (09) 353 2124

**Z:** Performance Wheels,

70 Maleme St., Tauranga, NZ.

Phone: (7) 541 0470 Fax: (7) 541 0412



### Superlite

(8 spoke)

13 x 6

13 x 7

13 x 8

14 x 6

(10 spoke)

15 x 6

15 x 7

15 x 8

Designed and  
manufactured to  
exacting standards  
of quality to add that  
essential ingredient  
to your driving -  
PERFORMANCE.

With a set of  
Performance wheels  
on your car -  
you'll simply have  
a better set of wheels.

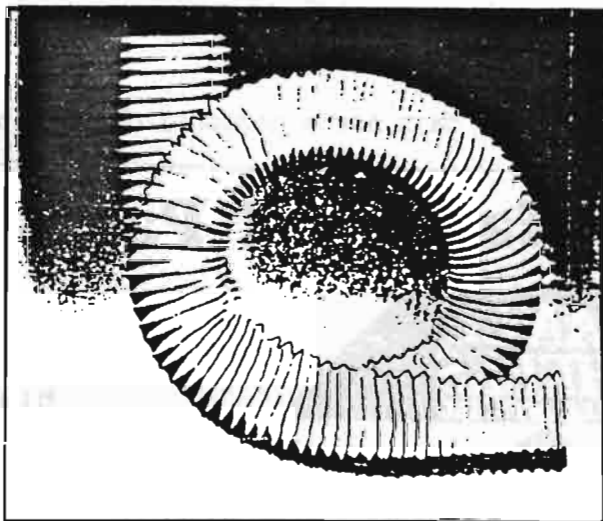
**MADE IN  
AUSTRALIA BY  
PERFORMANCE  
INDUSTRIES**

**PLEASE NOTE:  
SPECIALISED  
FITMENTS  
FOR EXOTIC,  
OLDER AND  
ODD STUD  
PATTERNS ARE  
AVAILABLE  
UPON REQUEST**

# Blackwoods

WHERE LOOKING FORWARD IS A TRADITION

## PLASTICOAT Plastiflex



THIS PRODUCT WILL MAKE IDEAL REPLACEMENT: UNDER MUDGUARD DUCT FOR LANDCRAB AIR VENT.

Plastiflex is a P.V.C. light flexible and easy to install ducting, easily our most popular product.

### Specifications:

Sizes: 50mm (2") to 600mm (24")

Colour: Grey exterior, black interior,

Temperature range: 0°C to 50°C

Lengths: Up to 300mm - 10 metres

Over 300mm - 5 metres

Minimum bend radius:

Equal to half the nominal bore of the ducting

Fixing method: By zinc plated or stainless steel banding clips.

Sept 92

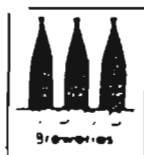
\$16-45

Per Metre

Available at

BLACKWOODS  
NETWORKS  
THROUGHOUT  
AUSTRALIA

Supplied by  
Ken Patience



Happy Crabbing

Daryl Stephens