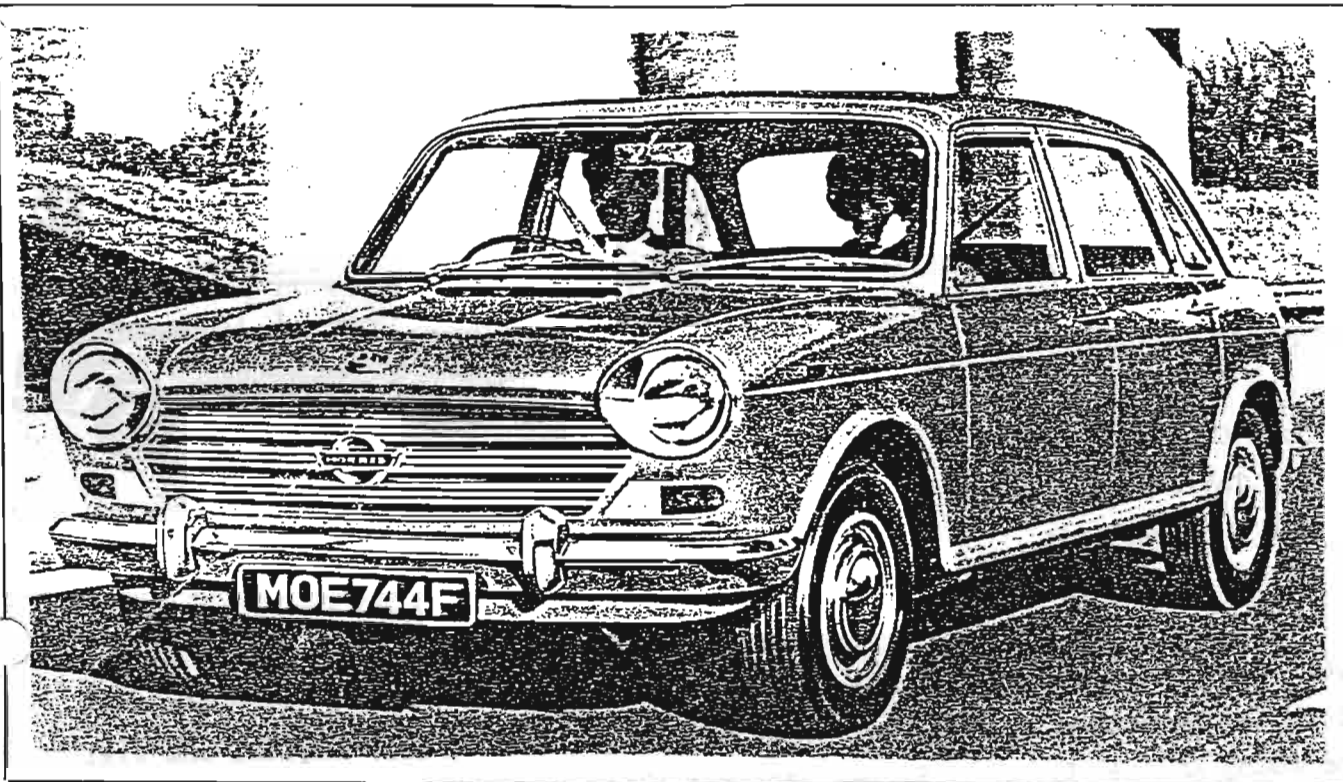


LANDCRAB



Number 48

February, March 1993

With 1993 just started, I have great pleasure in announcing that I have broken my new years resolution. Or more correctly, **eaten it.** (And enjoyed every mouthful)

Have you ever noticed how things come in threes ? ie

One becomes **ill**, has a **pill**, and receives a **bill**.

Or one is **hatched**(born), **matched**(married) and **dispatched**.

There are also 3 ways of becoming a millionaire - earn it , inherit it, or sue for it!

Four new members are introduced this newsletter (ie 3 plus 1);



Ron Phillips

049 521 816

Mk 11 1800 Man.

16 Kingsway Avenue

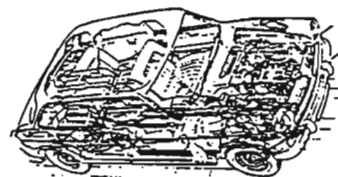
Rankin Park 2287

N.S.W.

Ron was given his mothers Mk11, which she owned from new, when she retired from driving. It is in showroom condition, and has only covered 70,000 miles.

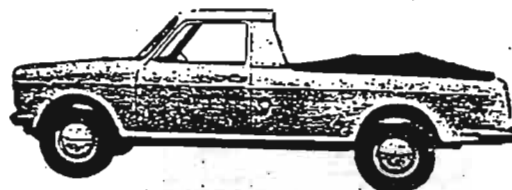
Keith Hackett
2 4/10 The Boulevard
Brighton Le Sands 2216
...N.S.W.

02 556 1776 '68 1800



Graham Elliot
7 Yalkarra Court
Wurdong Heights 4680
Q.L.D.

079 750 192 Mk 1 1800



John Collings
C/- Taylors of Medinde
Box 6 Walkerville
S.A.

08 261 5889 Mk 11 1800 ute
(former automatic)

5081

John is the man who has rebuilt Car 61 (Altonen/ Liddon/ Easter) which finished 5th in the London - Sydney marathon. Now it is owned by John Taylor, and will be doing another London - Sydney marathon this year.

John is very willing to share his extensive knowledge, and has already helped several club members.

A simple solution to a universal problem

By Ian McIntyre

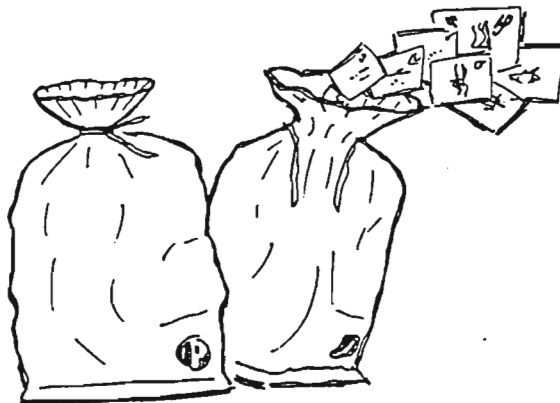
I have found it very tricky to fit the type of inner universal joint containing nylon cups and needle bearings which can be used to replace the original rubber couplings on cars with manual transmission. The problem is to prevent the thing **falling apart** while the 2 U bolts connecting the joint to the driveshaft are fitted. It is very difficult finding the little needles on the garage floor!

I have found it very useful to use a **large rubber band** made from 1½" wide section of an old inner tube to prevent the coupling flying apart until fitted securely.

Simply cut the rubber band afterwards.



MAILBAG



P.O.Box 1130
Albany 6330
30 Nov 92

Dear Daryl,

Just as a matter of interest: I've acquired another 1800 Mk 11, '71 or '72 I think, YMS 6 8455, eng. no. 18 YE RC H 9279, originally automatic, but converted to manual at some stage.

It's quite badly pranged front and rear, but nearly everything else is fair to good on it - including the tyres which alone are worth the \$300 I paid for the whole thing.

I'm now in a position to make my Mk 1½ a full Mk 11, as and when this is warranted by running repairs.

My immediate project is to rebuild the spare engine I now have - which actually seems to run well - and do a change-over not too far hence; because my present motor burns a bit of oil and the clutch release bearing is a bit noisy.

Having gone as far as I have with my pride and joy, I might as well get it as near A1 as possible.

I'm rather pleased with the way it's turned out after the respray ... in Ford Regal Red, which is almost identical to the original Burgundy, but metallic and, of course, easier to obtain if I need to.

I'm working on two ideas at the moment: one is to mount the later servo unit direct on the fire wall, so as simplify the change-over plumbing and make the filter easier to service. This will require discarding the over-flow tank and probably fitting a Flo-Kleen unit instead.

The other idea is that of making a suspension pump out of spare clutch and brake levers, together with the master cylinders and odds and ends of brake line. Also I'm chasing up on the possibility of using Armor All as a fluid additive - which should recondition the rubber in theory; but I've written to Selleys for advice and will keep you informed on this and how the other projects work out.

Thought I'd enclose a 'photo of my Landcrab. All the best and good crabbing.

Yours sincerely,

P.S.

Gerry Hiles.

I've seen Ken Lyle's new universals and they're very good. Should solve a lot of problems.

9/11/92.

Hi Daryl,

Thought I'd give you a bit of a run down on the All British Display Day at Sydney on 25th October, 1992. Tom & Rhonda Bray of Canberra turned up on the Saturday evening and spent the night with us. We then met in Goulburn (35 K's away) at 6.15am and left in convoy at 6.30am. Unfortunately I expected other A.C.T. Austins, however that was not to be the case. We consisted of a 1954 Wolseley 4/44, 1962 Wolseley 24/80 (mine), 1950 Vauxhall Caltech convertible, 1968 Austin 1800 sedan (Trishia & Bert Jarrett) and Tom and Rhonda in their 1968 1800 utility. Enroute we saw many and varied other British Marque cars, most were overtaking us. Upon arrival at the Blacktown Drive-in theatre we were met by literally hundreds of British vehicles. We placed the cars on display and set up my information board and then the work began, there were many people who showed a very keen interest in our Landcrab Club, and I personally handed out many application forms. You will no doubt be receiving monies from some or all of these interested people. One prospective member, a Frenchman, an 1800 MK11 owner from Mudgee in N.S.W. western area placed his car with ours, then a Tasman which belonged to a lovely couple who resided locally also joined the line, followed by a very nice ex-Englishman in his MK1 which I used to own and he and his wife spent the day with us also. It was very pleasing all round and was nice to catch up with last years signer-upper, Norm Peck who has car No. 616! The oldest 1800 in our Club, followed I'm told (by Peter Jones) by my very own 689 and also 886! The weather was very warm, perhaps even hot, but a perfect day was enjoyed by all and a lovely afternoon tea stop on the way home at Picton. Seems a lot of 1800/Tasman/Kimberley owners are still not aware of this Club, therefore they enjoy the outings of other Austin Car Clubs. I think that after 25th Oct that may change! As yet I have not got the photo's back that I took but will forward some when able. Had a call tonight from Sydney member, Garry Fry, stating the Sydney based owners would like to have a run together on Sunday 6th December 1992. I'm told that you will include the itinerary in the next Mag, lets hope we can get a few of the cars from A.C.T. and others in N.S.W. who can manage the trip. I for one would not miss it, and told Garry I will give all assistance that I can in making it a successful day. For the info. of those wishing to head north, we intend to leave Goulburn no later than 6.30am for

an expected arrival time at Ramsgate at 9.30am. Perhaps those further south, instead of the early rush to Goulburn, could be billeted out with local members. I agree with Garry, it would certainly be a great sight to see 15 - 20 1800's heading towards Wollongong from Sydney. The only previous get-together for this Club was back in April, 1991 when I staged a Mystery Rally in the Goulburn area and we got a pretty good turnout of Crabs, both locally and from Canberra.

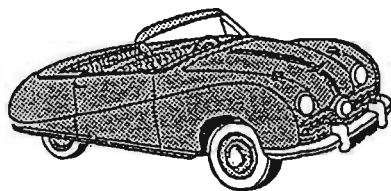
Trishia Jarrett (Goulburn Member) happened to be shopping in Canberra recently and inquired re the cost of a Matchbox 1800 Model. Trishia I'm told had to find a chair to sit on when told the 2½ inch long 1800 was listed at \$180! Which works out at 10% of the C.C.'s.

I purchased a MK1 from Sydney Council last year and drove it home, cost, \$27, sure it had a crook head gasket, but the model does not even have that.

Is anyone aware of reasonable priced transportation of an 1800 from Goulburn to Queensland? A MK1 I have been carrying out some work on for the old owners. If anyone can help with any ideas please I would appreciate it. This car is also one of the early releases, No.89

Daryl, I have just come into possession of a 1954 Standard Eight, and would appreciate it if in the Mag. you might put a wanted ad for me, I require three 13 inch Standard or Triumph Herald wheels.

Well mate, I guess I better get this away to you, hope all is well in Mitcham.



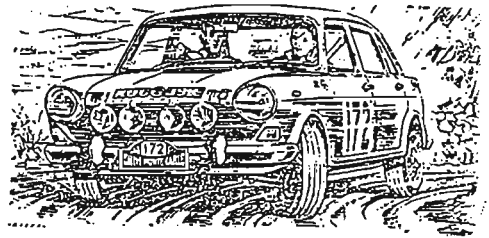
Regards Rick Hopkins.

Thankyou for welcoming me to the Landcrab club. In the list of members, I am listed as having **no car**. This is in fact not true and I thought that I should perhaps write a note explaining my motoring history a little more accurately.

Firstly, I currently own a 1990 Suzuki Swift GTI, a 1969 Mini Panel Van, a 1964 Morris 850, and a Mini Sports Sedan with **8 port Arden Head**, and about **145 B.H.P.** (It weighs 520 Kgs). Also, for the past few months I have had Garry Fry's Mk 1 1800 staying at my place, and before that I had his (Garry's) Mk 11 1800 here for a

John Webster of 13 Murray Crescent, Griffith Canberra 2603 is desperately seeking an **X6** to **\$1,500** 06 295 9060

about 4 years.



I purchased in 1974 a 1970 model 1800 in near perfect condition and in 1976 did a trip through the **Outback and Northern Territory** in the car and became terminally hooked on the incredible abilities of the landcrab. In 1977 I Started to **Rally** the car and in 1978 I purchased the ex works Rallycross (**Evan Green**) Crossflow Derrington 7 port head, complete with 2 x 45mm Webers. manifold and extractors for the princely sum of **\$500**.

In 1979 I stripped the car to a bare shell and rebuilt it for the round Australia **Repco Reliability Trial**. The car was very modified throughout and in ready to rally codition did over 100 M.P.H. **easily** with 3 crew and equipment, The total weight was 1630 Kg. In 1980 I lightened the car and changed the car a lot to make it more suitable for sprint rallies. In one **state championship rally** on one stage , i got equal **fastest time** with Wayne Bell in a Holden Commodore.

In 1981 I crashed the car, and subsequently wrecked it, selling off most of the parts. I have since owned about 10 sedans and 2 utes, but I am currently without an Austin of my own.

I have sufficient expertise to build an **1800 Rally** car using the cast iron head today that I believe would be al least as quick as the old one, and I think it is about time I did so !

(Editors note; Bills next epistle, published below, indicates incredible progress in the 3 weeks between them!)

Further to our phone conversation and your subsequent letter, I will put on paper some information about the supply and manufacture of **high performance** componentry for **Austin 1800s**

Using modern engineering now available and technology learned through motor sport, it is feasible to make almost **any piece** of high performance equipment that anyone could desire. I am currently making a set of adjustable **front caster and camber bars** that I should be able to supply for about **\$320. a set**.

] am also trying to organize to have **competition brake pads and linings** made up. These can be done quite cheaply - about \$65.

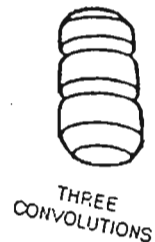
Suggested Componentry; Front and rear sway bars-rubber, teflon or rose jointed. Hydraulic handbrake, brake balance bar, **four spot** front calipers, front and rear shock absorber mounting kits, adjustable light bar, to adjust the driving lights while driving. Also **aluminium** fuel tanks-the list is virtually endless given sufficient desire and money.

For X6 owners, another item is interesting. It is now possible to modify the 2600 engine from the rear drive P76, to fit the 2200 X6. (Basically, the 2600 is a long stroke 2200) I have a contact who can modify the 2600 crankshaft to fit the X6.

If anyone wants these or other items, I am happy to assist them in obtaining whatever they want

Bill Stevenson 02 625 8225 93 Callager Street
Mt Druitt 2770 N.S.W.

EDITORIAL



Some of you may have heard of Moses. He is widely accredited with the first tennis match in history, as he served in the court of the Pharaoh! He also 'rode in Triumph' which, whilst not as good as a Landcrab, is a step in the right direction .

According to usually well informed sources, he was ' 120 years old when he died, and his **eyesight was not diminished**'. In more recent times, Nathan Pritikin had **20/20** vision when he was 70 years old. (He started the idea that the nicer something tastes, the worse it is for you)

Both these men had good eyesight in their old age. Some club members do not. I have therefore included an **eye program**, which may improve deteriorating vision. (The program was given to me by my long departed Grandmother - where she obtained it, I know not)

The water treatment

Get two large face washers. One is used in water as hot as you can stand it, and the other in ice water... from ice cubes. Cool water is not enough... its the ice cold water that does the work.

Dip the first cloth in hot water. Wring out and apply to the eyes, pressed closely for two minutes. Follow immediately with the ice cold cloth for one minute. Do this three times, then dry the eyes.

The exercises

- 1/ Look up at the ceiling without moving the head or body, then look straight down to the floor
- 2/ Shift the eyes from side to side, looking as far each way as possible.
- 3/ Shift the eyes from the upper left extreme, to the lower right extreme. Then do diagonals the other way.
- 4/ Now roll the eyes in big circles one way - then the other
- 5/ Now close the eyes as tightly as possible - then open them as far as possible
- 6/ Now blink as fast as you can.
- 7/ All exercises should be done 10 times, but start off **slowly**.

Never being one to leave well enough alone, I have just **attacked** the Mk 1 1800 again. (Mrs Editors note; you forgot to mention what you did to our bank balance, or didn't you think I noticed?) To wit the original 13" wheels have been replaced by 14" X 6" **Globe Rally Master** mags. (They originally came off the John Taylor Rally Kimberely)

Being mindfull that an X6 has the extra 2" of wheel base in the front mudguards, I thought clearance may be a problem, but its not.

Did I forget to mention the tyres? 175/13 or 185/75/13 s as they seem to be called these days have a rolling diameter of 608 mm. **195/65/14** s have a rolling diameter of 610 mm. In other words, the tyres do not alter the speedo.

The bottom line is much reduced understeer, much lighter steering, slightly firmer ride, less roll on corners, higher cornering speeds, and reduced braking distances.

And yes, I do like them!

FOR SALE

Rudy Bourdairé has a **Mk 1 1800 2.Door Convertible** for sale. The car is garaged in Sydney. Rudy can be found at Lot 12 Maitland Bar Road, Mudgee 2850; 063 733 633

Ken Lyle 10 Morrison Street, Maylands 6051(Perth) 09 271 3737 or b/h 09 4599 fax 09 271 1549 is selling his **Mk 11 Ute** . \$4,500.



IS YOUR BRAKE FLUID SAFE?

How often is your brake fluid changed?

Vehicle makers recommend that you change brake fluid regularly because old fluid could lead to brake failure and serious injury. Regular brake fluid changes also increase the life of brake cylinders and pistons due to lower corrosion and less wear.

What can you do?

- You'll find a list of popular vehicle makes and their recommended brake fluid replacement times in this brochure.
- Your participating Castrol dealer will check your brake fluid FREE in only a few moments — so you can be sure your brakes are safe.

MOST VEHICLES UNSAFE

A study in the UK found that 70% of vehicles on the road had dangerous brake fluid and were unsafe. Similar results have been found in Australia.

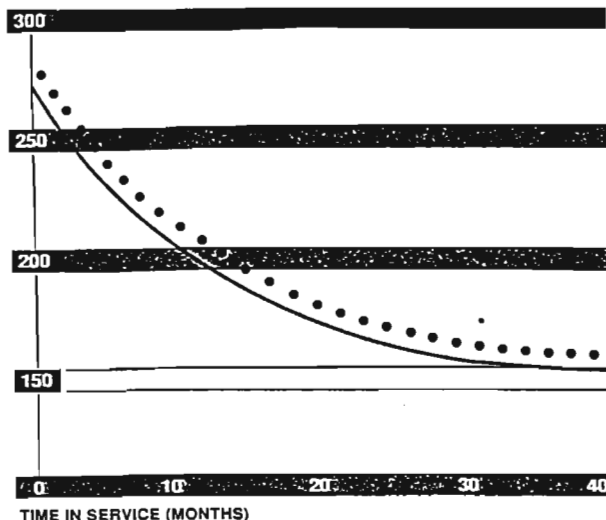
WHY AGEING BRAKE FLUID IS UNSAFE

Old brake fluid can fail catastrophically if the temperature of the brake fluid reaches its boiling point. The increase in temperature is created by friction resulting from brake use.

The critical issue here is that brake fluid absorbs moisture and this process lowers the boiling point of the fluid significantly. The older the fluid, generally, the lower the boiling point.

(A good quality fluid might start with a boiling point of 250°C — but two years later it could drop to 160°C, simply because of water being absorbed.)

TEMP (deg. C)



Vapour Lock Point

Boiling Point

Vapour lock point and boiling point v time in service for a typical dot 4 brake fluid

Once water is taken in, the heat from friction of the brake system can turn some of the fluid into vapour. **Vapour can be compressed.**

In extreme circumstances, foot pressure on the pedal does not activate the brakes. This is a catastrophic brake failure.

You and your passengers are at a risk.

How to tell if your fluid is dangerous.

Every vehicle manufacturer specifies minimum brake fluid performance for safe vehicle operation. Each manufacturer usually specifies a DOT number or equivalent.

Each DOT number has a minimum boiling point:

Specified Fluid	Minimum 'wet' boiling point
DOT 3	140°C
DOT 4	155°C

Your brake fluid should be changed when it is within a 10% safety margin of its minimum boiling point.

EG. $155^{\circ}\text{C} + 10\% = 171^{\circ}\text{C}$ for DOT 4.

Your participating Castrol dealer can test your brake fluid's boiling point in a few moments and tell you whether your fluid is unsafe and should be changed.

Free brake fluid test.

Ask your participating Castrol dealer for a FREE brake fluid condition test.

He will tell you if your brake fluid needs to be replaced and will recommend the correct fluid for your vehicle.

Remember: always use a good quality brake fluid.

The brake boosters (Girling) fitted to early 1800s are now almost impossible to maintain. The replacement kits are **very** expensive if one can obtain them and even when repaired are not as reliable as the **P.B.R. V.H. 40**. So the obvious choice is to fit the P.B.R. unit in place of the Girling booster.

The parts needed for the conversion are;

- (a) Reconditioned P.B.R. V.H. 40
- (b) Mk 11 Brake Booster mounting bracket
- (c) 2 short brake pipes from a Mk 11 caliper
- (d) Mk 11 radiator expansion tank
- (e) Bleed screw from a Girling caliper
- (f) Manifold connection from a Mk 11 vacuum hose

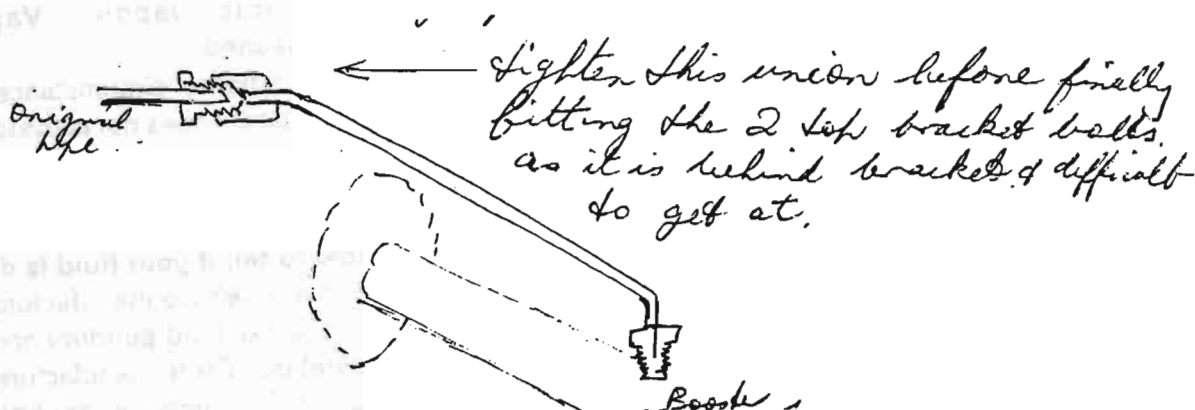
(Nota Bena; a heading would not fit on this page!)

Remove the Girling booster and bracket and position the Mk11 one.

Bend the booster inlet line so that the nipple is pointing downwards just outside the bracket.

Loosen the clip on the heater air intake to work the pipe over.

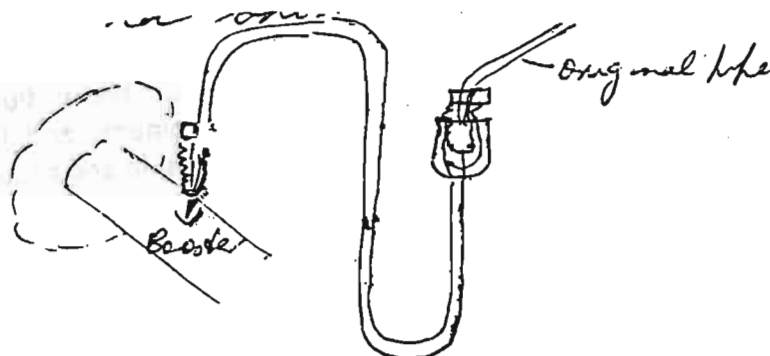
Bend the booster outlet line so that the nipple is pointing horizontally and attach one of the short caliper pipes after shaping it as below.



Run this pipe behind the bracket. Tighten the bracket bolts.

Install the Mk 11 expansion tank. (This has the hose inlet on the outer side of the tank, near the windscreen wiper motor and gives better clearance for the booster pipe above)

Bend the second short caliper pipe as shown below;



Install Girling bleed screw in the end connection of the booster, and fit the booster to the bracket.

Couple up the two connections.

Install the Mk11 manifold connection on the manifold, and connect up the vacuum hose from the booster

Initially bleed the system via the screw on the booster.

While there are other pipe arrangements using Mk 11 pipes entirely, this method is probably simpler for most people.

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WISH LIST

Gary Fry of 6/84 Wellington Street, Bondi 2026 N.S.W. 02 306 591 would like to hear from all the club members who have installed **central locking, power windows** or **cruise control**. (The Editor would welcome an article on these items, to.)

All technical articles are welcome. Especially from anybody who has **air conditioned** their landcrab. (I guess this is not done by Tasmanians or Sydney siders)

AUSTIN 1800 MK 2 BRAKE MASTER CYLINDER

REFURBISHMENT - PBR SYSTEM

If repairs are needed, i.e. to replace seals, it will be discovered that most brake replacement sources only stock either "complete unit" or "seals complete with piston/spring assemblies" and at a high price, also not generally in stock - must order-in.

Investigations reveal that the seals are common use items, used with many other components such as brake slave cylinders and clutch master cylinders - common to most makes with 13/16" bore.

To assist members in saving hard earned cash, the attached extract from Workshop manual is provided, together with the necessary part numbers to achieve "seals only purchase".

It is to be noted that seal item (1) may be hard to find in stock, but listed is an alternative which is a little thicker but easily obtainable, however, the piston groove will need to be machined out 1/32" wider to accommodate the alternative item.

Many thanks go to Hood Street Brake and Clutch for the research and assistance for this project.

Hood Street Brake and Clutch offer a Postal Order service (C.O.D.) to members if these seals are needed for those residing Interstate or a long distance away.

They can be contacted as follows:

Hood Street Brake Clutch & Mechanical Service
14A Hood Street
AIRPORT WEST, VICTORIA

PHONE: 330 3575

K. Patience

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

BRAKING SYSTEM **AUSTIN 1800 MK II**

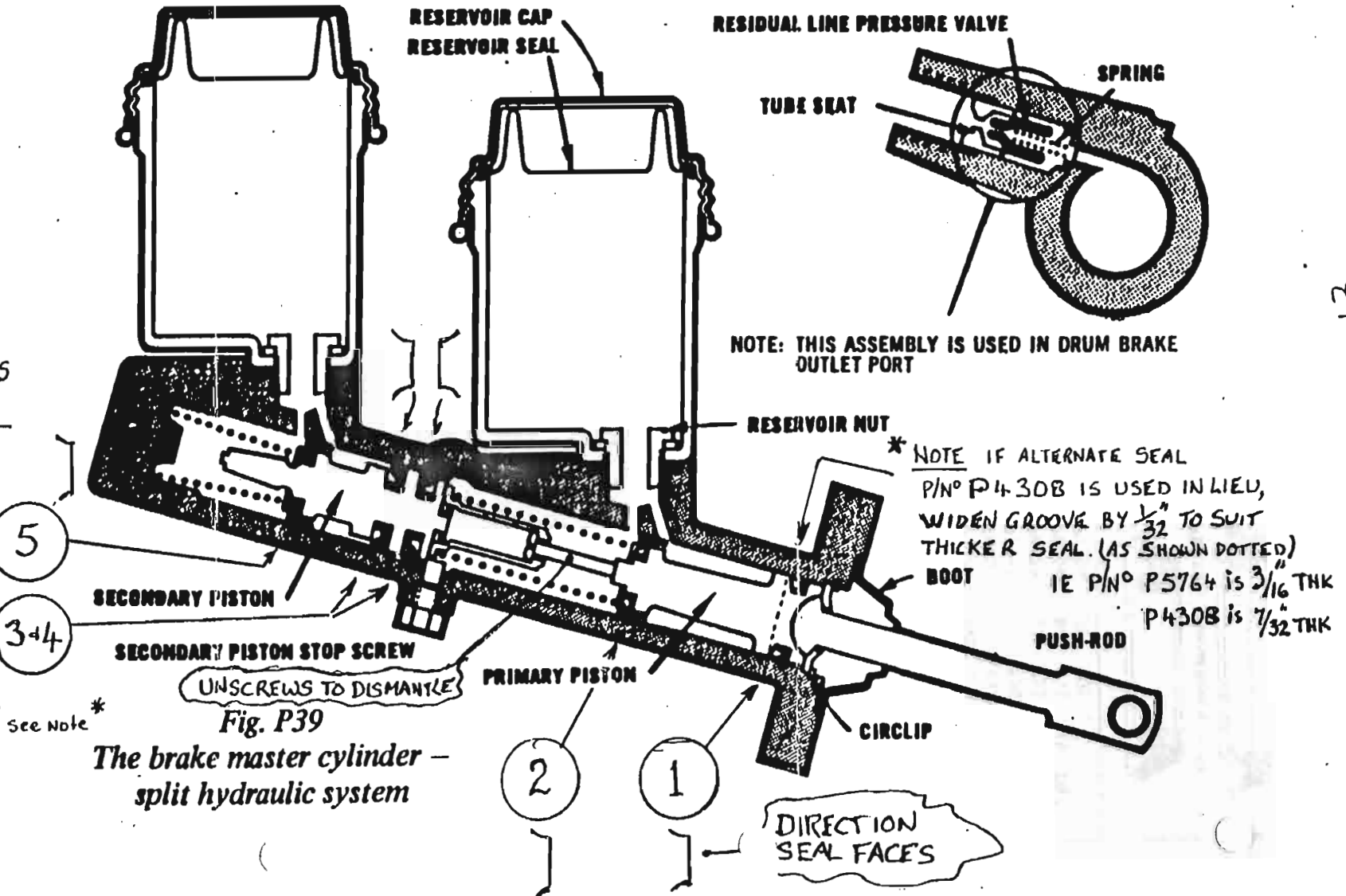
SEAL N°	DIM'S I/D	
	inch	mm
1	$\frac{1}{2}$ "	12.8
2	$\frac{11}{32}$ "	8.8
3	$\frac{3}{8}$ "	10.

$\frac{13}{16}$ " BORE

NOTE: Saloon master cylinder bore is .8 in. (20.320 mm).
Utility master cylinder bore is .875 in. (22.225 mm).

ORIGINAL PART N°'s	
SEAL N°	PBR N°
1	P5764
2	P5649
3 & 4	P5651
5	P5649

REVISED PART N°'s	
SEAL N°	PART N°
1	P4308
2 & 5	P5806
3 & 4	P5723

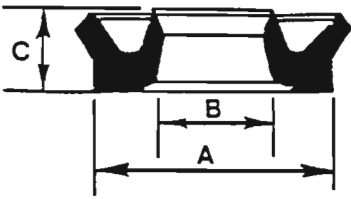


* See note

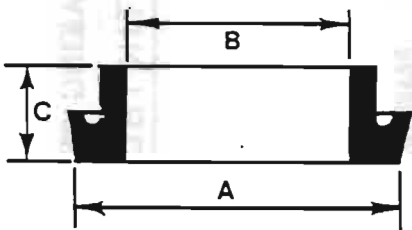
BRAKE MASTER
CYLINDER
AUSTIN 1800
MK 2.

SEALS

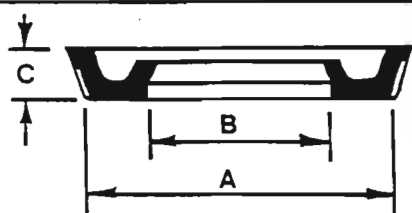
PBIR



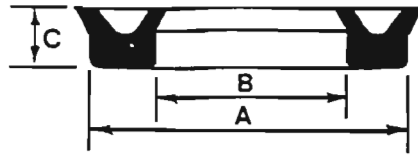
Part No.	A	B	C	Nominal Bore Size
P7325	.76	.41	.29	13/16"
P6474	.83	.40	.30	7/8"
* P5806	.69	.35	.265	3/4"
P6643	.77	.315	.28	13/16"
P7893	.65	.24	.275	11/16"
P5805	.655	.235	.26	11/16"
P7074	.615	.35	.245	11/16"
P7855	.56	.255	.245	15 mm
P6889	.65	.35	.245	11/16"



Part No.	A	B	C	Nominal Bore Size
P4637	.908	.582	.20	7/8"
P4553	.972	.568	.225	15/16"
P5388	1.025	.58	.22	1"
* P4538	.715	.396	.195	11/16"
P4308	.836	.475	.22	.80"
P4526	.778	.457	.195	3/4"
P5895A	.935	.605	.33	1"
P4863A	1.436	1.100	.332	1-1/2"
P4877A	1.698	1.360	.275	1-3/4"

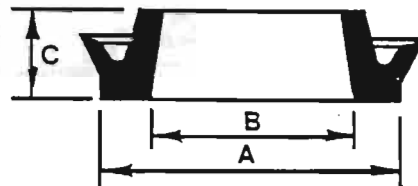


Part No.	A	B	C	Nominal Bore Size
P7916	.87	.50	.165	13/16"
P6065	1.07	.625	.16	19 mm
P5794	.945	.505	.157	13/16"
P5461	1.21	.595	.165	1"
P5395	.948	.305	.145	1"
P7367	.745	.27	.145	13/16"
P6592	.762	.31	.154	13/16"
P5517	.825	.336	.154	7/8"
* P5649	.75	.31	.154	.80"

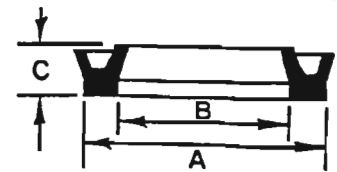


Part No.	A	B	C	Nominal Bore Size
P7483A	.59	.38	.195	5/8"

Part No.	A	B	C	Nominal Bore Size
P4297	.615	.327	.220	—
P5244	1.345	.935	.27	1-3/8"
P7767	.855	.545	.15	7/8"
P7080	.785	.49	.15	13/16"
P6622	.73	.405	.16	3/4"
P6593	.782	.512	.18	13/16"
P5126	.55	.39	.145	15 mm
P4562	1.240	.325	.235	1-1/4"
P4474	1.740	1.385	.255	1-3/4"
P4390	1.140	.480	.315	1-3/16"
P4312	1.998	1.526	.195	2"
P4287	.73	.385	.215	3/4"
* P5764	.77	.512	.18	.80"
P8107A	.845	.581	.18	7/8"
P7913	.675	.365	.155	.70"



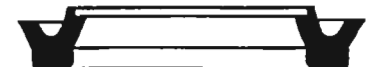
Part No.	A	B	C	Nominal Bore Size
P7567	.55	.285	.21	9/16"
P7496	.71	.415	.195	3/4"
P7489	.77	.475	.20	13/16"
P7474	.65	.36	.265	11/16"
P5838	.825	.49	.26	7/8"
P7087	.66	.36	.24	11/16"
P7073	.815	.535	.20	7/8"
P6994	.765	.435	.26	13/16"
P6895	.84	.405	.29	7/8"
P6159	.815	.477	.295	7/8"
P5804	1.675	1.22	.435	44 mm
P5802	1.45	.95	.395	38 mm
* P5723	.775	.435	.20	13/16"
P5251	.90	.50	.30	15/16"
P5151	.815	.45	.28	7/8"
P5149	.69	.37	.23	3/4"
P5081	1.205	.785	.35	1-1/4"
P5092	.965	.565	.33	1"
P5063	.70	.355	.265	3/4"
P490A	1.082	.72	.327	1-1/8"
P7895	.645	.415	.195	11/16"
P8143	.75	.495	.195	13/16"
P8203	1.07	.63	.34	1-1/8"



Part No.	A	B	C	Nominal Bore Size
P4178	1.72	.95	.415	—
P4698	1.655	1.283	.36	1-11/16"
P5057	.60	.396	.226	5/8"
P5067	.59	.31	.225	5/8"
P5068	.73	.40	.26	3/4"
P5193	1.720	1.380	.28	1-3/4"
P5312	1.462	1.14	.215	1-1/2"
P5473	.95	.605	.185	1"
P5503	1.20	.855	.20	1-1/4"
P5524	.825	.480	.185	7/8"
P5552	1.095	.812	.285	1-1/8"
P5582	1.09	.627	.355	1-1/8"
* P5651	.75	.405	.185	.80"
P5791	.646	.345	.195	11/16"
P5839	.765	.465	.195	13/16"
P5859	.82	.535	.19	7/8"
P5858	.70	.405	.195	3/4"
P5980	1.435	1.13	.33	1-1/2"
P6126	.875	.60	.195	15/16"
P6127	.727	.50	.235	3/4"
P6130	.73	.415	.195	3/4"
P6131	1.045	.70	.225	3/4"
P6223	1.069	.72	.185	1-1/8"
P6285	.835	.475	.285	7/8"
P6507	.66	.355	.20	11/16"
P6589	.762	.405	.158	13/16"
P6624	.71	.345	.145	3/4"
P6691	.64	.35	.145	11/16"
P6692	.755	.47	.145	13/16"
P6898	.635	.36	.20	11/16"
P7171	1.595	1.245	.33	1-5/8"
P7356	.887	.543	.158	15/16"
P7481	.79	.50	.21	13/16"
P7532	.89	.605	.155	15/16"
P7531	.905	.605	.16	15/16"
P7551	.71	.48	.17	3/4"
P7728	.91	.68	.225	15/16"
P7730	.937	—	—	15/16"
P8228	1.325	.980	.20	—
P7765	.83	.475	.155	7/8"
P7750	.67	.475	.18	.70"
P7866	.84	.54	.16	7/8"
P7865	.595	.295	.16	5/8"
P7880	.71	.445	.20	3/4"
P7885	.905	.575	.255	15/16"
P8032	.72	.44	.18	3/4"
P7915	.67	.305	.195	.70"
P6673	.69	.355	.20	3/4"
P8006	.845	.605	.265	7/8"
P7594	.76	.505	.19	—



P6919A Nominal Bore Size: 7/8"



P7366 Nominal Bore Size: 13/16"

NOTE CODES :

O = ORIGINAL

* = IN LIEU

LAYCO

 (03) 729 3066

2 MACQUARIE PLACE, BORONIA 3155

X6 Front park/Indicator lens	\$15
Rear stop/ Indicator lens	\$25
Complete tail lens	\$30
Tasman Grille	\$30

X6 And 1800

Wiper blades	\$5
Tie rod ends	\$25
Ball joints	\$40
Wheel bearing/Seal Kits	\$60
Oil filler cap	\$10

Landcrab club
membership number
must be quoted.



1800

Rubber Uni's (U.K.)	\$40
Valve grind gasket/Seal set	\$40
Clutch Kit	\$150
Oil pump	\$120
Gearbox baulk rinds	\$30
Exhaust flex repair	\$30
Exhaust flange repair	\$10
Brake G valve(Mk 1)	\$35
Trafficator lens-green	\$2-50
Grille Morris Mk 11	\$35
Muffler, Tail pipe	\$45
Auto,brake pedal pads	\$ 5

(Includes sales tax)

See the front cover

They have Bankcard and
C.O.D. facilities

All prices plus 20% Sales Tax.

Reconditioned

Modified Gear cable assembly	\$150	Change Over
Steering rack	\$150	" "
Clutch slave cyclinder(Stainless steel sleeve)	\$50	" "
Tandem Brake master cyclinder	\$180	" "
Radiator	\$100	" "

AUSTINS OVER AUSTRALIA

Since our last correspondence, a few questions came regarding the administrvia surrounding the Easter rally. Therefore, here are a few points.

Firstly the cheques are to be payable to Austins over Australia. This gives the impetus to us to account fully for the money. Do not make them out to me - although all donations are gratefully accepted.

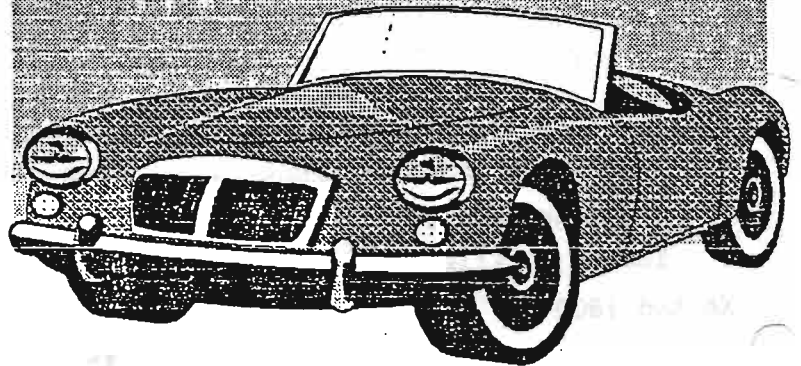
Secondly, the onus is on you to arrange your own accommodation. The information you need to arrange this could be found in our last newsletter. Rooms are beginning to fill so get in and book. Some very good accommodation can be found in the surrounding towns which are only a matter of minutes outside Yass.

As well, we have now completed a registration form to complete and return with your money. This will help in our organisation of the static display on Saturday with such things as signs and so on. You will also read in this form that we are trying to establish an extension to the Austin Register that already exists. This was at the suggestion of Barry Roulston and certainly seems like a good idea to us! So, please be as accurate as possible with your information. Any other Austins that you may own or know about can be forwarded to us now, or we can get it from you in Yass.

If there is any concern about not being able to hear yourself think, let alone carry out a conversation at the Saturday dinner, put them aside. **THERE WILL BE NO BAND OR LOUD MUSIC TO TAKE AWAY FROM THE FELLOWSHIP OF THE EVENING** This has been a concern of several potential Rallyist and their fears can be understood. Hopefully their concerns will be relieved by this assurance.

At present, we have five cars and therefore 12 people registered - if you don't come along then you could miss out on

the fun that the rest of us are going to have. Therefore don't be disappointed! Get your registration in and be part of it. You may even find someone with that elusive part you need.....



WHAT'S GOING TO BE PRESENTED?

During the course of the weekend several awards will be made. These are designed to promote interest and enjoyment, rather than competition and consternation. Therefore the following awards will be presented:

LONGEST /SHORTEST DISTANCE
TRAVELLED TO THE RALLY
BEST HARD LUCK STORY (IF IT ISN'T
TRUE, IT HAD BETTER BE ENTERTAINING)
BEST NEWSLETTER (PLEASE SUPPLY
3 FOR JUDGING BY THE END OF MARCH)
LADIES' CHOICE

GENTLEMEN'S CHOICE
BEST REPRESENTED CLUB
NAVIGATORS AWARD
PLUS...

THREE AWARDS AT THE
DISCRETION OF THE COMMITTEE.

Further, it is hoped that sponsors will be able to make it possible to have a series of 'lucky door prizes to add spice to the occasion.

Nevertheless the best prize of all is to be there and enjoy your yourselves and enjoy the rest of our company.

Be sure that you won't be one of the few who aren't at Yass in 1993!



ATTENTION ALL AUSTIN OWNERS:
THE SECOND 'AUSTINS OVER
AUSTRALIA' RALLY IS COMING & YOU
ARE INVITED!

THE AIM OF THE RALLY IS TO BRING AS MANY AUSTINS ,
AUSTIN APPRECIATORS AND AUSTINOPHILES TOGETHER IN
ONE PLACE AT ONE TIME AS POSSIBLE.

*MEMBERSHIP OF A CLUB IS NOT ESSENTIAL- HOWEVER YOU
MAY WISH TO JOIN AFTER THE FUN TIME YOU HAVE...
SO WHERE WILL THIS MERRIMENT TAKE PLACE?*

YASS, N.S.W. AND THE SURROUNDING
DISTRICTS.

BUT WHEN WILL THIS SPLENDID OCCURRENCE BE?
THE EASTER LONG WEEKEND-9 TO 11 APRIL,
1993

AND WHAT WILL IT COST?

A REGISTRATION FEE OF \$25.00 IS PAYABLE
TO TAKE PART.

ON TOP OF THIS THERE ARE OPTIONAL COSTS FOR SOME OF
THE ACTIVITIES. THESE INCLUDE A DINNER, WINE TASTING ,
AND LUNCH. , POLISH-UP THE AUSTIN, GET YOUR
REGISTRATION PAID; AND THEN PLAN FOR A RIP-SNORTER
OF AN ENJOYABLE FELLOWSHIP EASTER LONG WEEKEND-
HOW COULD YOU GO WRONG BEING SURROUND BY SO MANY
OTHER AUSTIN LOVERS?

*FOR MORE DETAILS, CONTACT 'AUSTINS OVER AUSTRALIA',
LOT 57 REMEMBRANCE DR. TAHMOOR, 2573. WE WILL BE
HAPPY TO INFORM YOU OF ANY OTHER DETAILS YOU NEED
TO KNOW*

Dear friends,

please consider filling out this form and sending in your money to register for the Austins over Australia Rally. All cheques are to be made payable to Austins over Australia and forwarded to the address above.

I will remind you that payment for the Rally can be staggered for those finding the total cost prohibitive in one go. Therefore, the minimum cost forwarded with this is the \$25.00 registration fee per car entered. below is a run-down of the other costs (remembering that these are not compulsory activities, but your attendance would be most welcomed).

LUNCH, SATURDAY.....\$ 7.00 /HEAD
DINNER, SATURDAY NIGHT.....\$25.00 /HEAD
SUNDAY SPITROAST.....\$16.00 /HEAD
WINE TASTING.....\$ 4.00 /HEAD

The information you provide will help in two ways, Firstly, it will help us with the organisation of registration; and secondly help with the establishment of a register of all Austins in Australia. Thankyou in advance for your assistance and support.

AOA STEERING COMMITTEE

- 1) NAME.....
- 2) ADDRESS.....
- 3) TELEPHONE NO.....
- 4) ACTIVITIES PAID FOR (PLEASE TICK AND GIVE NUMBERS)
REGO.....
LUNCH.....
DINNER.....
SUNDAY SPITROAST.....
WINE TASTING.....
- 4) MODEL.....
- 5) BODY TYPE
- 6) YEAR.....
- 7) COLOUR.....
- 8) BODY NO/ENGINE NO/VIN.....
- 9) REGO. NO.....
- 10) SPECIAL FEATURES.....
- 11) DO YOU NEED TO SECURE YOUR TOW VEHICLE / TRAILER AT THE SHOWGROUNDS ?
(IF SO ,THEY CAN BE SECURED).....
.....(state any special needs).

COULD YOU PLEASE INCLUDE OR FORWARD AS SOON AS POSSIBLE A PHOTO OF YOUR PRIDE AND JOY, WITH A FEW LINES (OR PAGES) ABOUT YOUR CAR TO BE INCLUDED IN YOUR RALLY BOOKLET

WE LOOK FORWARD TO SEEING YOU ALL IN YASS AT EASTER 1993!!!!!!!!!!!!!!!!!!!!

LANDCRAB



NUMBER 49

APRIL/MAY 1993

The fire Brigade near here were recently called out to rescue a **cat**, which was stuck fast in a tree. It was done with Military precision. When the cat was handed back to its owner, the little old lady was so pleased, she invited all the Firemen in for afternoon tea.

Sometime later they climbed back into the Fire truck and reversed out the driveway.

And ran over the cat!

Another three new members are introduced this Newslettter.

Graham Elliot, (079) 750192
7 Yalkarra Court,
MURDONG HEIGHTS QLD. 4680

MK 1 1800 Auto.

Neil & Sharyn Hussay,
18 Channel Street,
MORNINGTON VIC. 3931

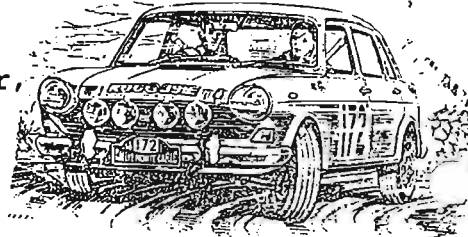
MK 11 Kimberley Man.

Neil & Sharyn were lucky enough to land their car, with only 26,000 miles on the clock! needless to say, it is in showroom condition - almost too good to use.

Paul Nichols,
47 Moores Road,
MONBULK VIC. 3793

(03) 752 1489

MK1 Rally car,



after spending the princely sum of \$100.00 on a MK 1 1800, Paul has a little money left to completely re build the 1800 as an histirical oops I mean historical rally car (MK 1ls do not qualify for this group, as they are too new.)

So far he has fitted Aeons, anti sway bar and ute rear end to his car. He also has the vastly improved (re-Designed) gear change sold by Layco (03) 729 3066.

Engine power will be uprated. Commiserate with Pauls driving skill increase- He already has a victory to his name!

Rally seats, racing harness, 80 amp alternator, Q H headlights and driving lights have also been added, plus a whooping big petrol tank.

MAILBAG

3 Buffalo Road,
Gladesville 2111
N.S.W.

I have finally completed the suspension overhaul on my Kimberley. I cannot believe the improvement to the ride and handling.

I spaced up the front dsplacers by 1/8 " and the rear displacers by 1/4".

I have fitted mini shock absorbers to the front upper suspension arms. As Ian Ingram said this is quite straight forward using stock mini parts. I have fitted Aeon rubber springs to the rear trailing arms. This took sometime as the brackets that came to fit the 1800 will not fit the Kimberley. Richard Locke was very helpful in modifying the original bump stop brackets on the Kimberley to accept the Aeons. Richard also made up some lower brackets to my drawings to fit on the flats of the trailing arms of the Kimberley. For the first time that I have owned the car the rear of the car is not sitting down. In hindsight I would have spaced up the rear displacers by 1/2" as suggested in Oct/Nov ,91 Newsletter. The 1/4" spacers I fitted did not lift rear high enough. The Aeons have raised the car higher and are under load at all times.

The modifications allow the pressure in the suspension to be lower, now 220lbs with a height of 15" at the front. Despite the lower presure the ride is much firmer and there is less body roll. Handling is much more positive, a great improvement I would suggest this to fellow Landcrab owners who are thinking of improving the suspension and handling.

Best wishes,
Graeme Anderson.

31 All Hallows Road,
Blackpool
Lancashire FY20AS
ENGLAND,

I can supply a 3,772 crown wheel and pinnion for £49 plus carriage (currently £34 or £28).

Editors note; At 110 ks your manual Landcrab with 13" wheels is doing 4000 RPM and with 14" wheels, 3900 RPM. With the 3.7 Diff. read 3500 RPM and 3400 RPM respectively.

Among others, Hans & Herman Pedersen, myself, Graeme Anderson. Albert English Keith Douglas and John Taylor are running 3.7 Diffs.

(Mrs. Editors note: you snuck that in when I spent 3 days at mothers last year, didn't you ?)

Also, 3 piece 1800 clutches - Borg and Beck for £35 plus carriage of either £39 or £32 two kits carriage £67 or £58.

Heated rear windows are available for £50 but carriage is a problem.

Wolseley dash boards are available.

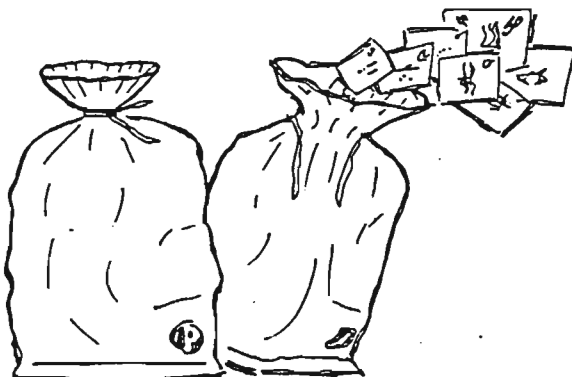
- (a) New or secondhand.
- (b) Manual or Auto
- (c) round or rectangular switch appatures.

The later type under mud guard air tubes, with built in sound proofing are £2 plus carriage each.

EDITORS NOTE; -These make a marvellous difference) Number plate lamps are £8 post paid.

(Members are encouraged to write to Tony re; cost and availablity of parts International reply coupons are encouraged.)

Yours Sincerley
Tony Wood.



Box 1130

ALBANY W.A. 6330

With minis in mind: it struck me as a pity that you can't do the clutch/primary drive with the engine still in place,

Here's my idea:



From the old body I've just cut up I've cut out and saved the lower part of the valance, i.e. from where the drive shafts pass through to roughly where the horns are mounted, then more or less square up both sides to above the battery tray mounting. I've also cut and saved the opposite chassis member.

Inspection do far (I'll make quite sure later) reveals that if I suitably cut the valance on my car, then use the piece off the old car as a removable, bolted -up replacement panel, then it should be possible to get good access to the clutch and primary drive... which should mean that you could even drop the gearbox I suppose. all without removing the engine.

Of course the chassis member would need stiffening - which is where the bit saved from the left side might come in, or if not then some fabricated members.

It's not as though a great deal of weight is taken forward of the drive-shaft hole and in any case there's a good deal of stiffness in the wheelarch left completely intact. In any case I don't see why a substantial bolt-up job wouldn't be at least as strong as the original, if not stronger with a bit of erring on the side of safety.

The thing is that two heads are better than one, so perhaps you'd like to give it some thought, maybe ask around a bit (which I can't so easily) and maybe between us we can do everyone a favour. It would certainly be nice to increase the options when something goes wrong with the power unit.

P.S. One other thing I've done, so as to further clear the area where I've got the bottles, is to discard the bonnet release cable.

I removed the cover plate in front of the bonnet catch mechanism and elongated it a little. Then i fitted a 3/16th, long set screw through the hole where the spring attached - moving the spring to the lower hole - then I pushed a piece of plastic tube over the screw.

Now the bonnet is released from outside, using the plastic covered screw as a lever.

Works a treat, it's fairly invisible and nothing fowls the bottles. Also one less thing to go wrong (makes removed of cross-brace easier ir removing engine. Next thing is to get some clip-fittings for the grill, so it can be removed in a flash for adjusting points and fan-belt.

Gerry Hiles

85 Valparaiso Avenue
Toongabbie N.S.W. 2146



To stop the family Tasman ,which is regrettably **for sale** ,having fuel vaporization problems, I have fitted an electric fuel pump. In my experience, in hot weather the electric fan starts up and blows **hot air** over the mechanical fuel pump - and **presto** the car stops.

A further development of this theme is to run a trunk off the aircleaner, so it always sucks in **cold air**.When the fan starts up,it blows hot air into the aircleaner, which can also lead to vaporization.

Dave Rudman

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AUSTINS OVER AUSTRALIA

FEBRUARY NEWSLETTER.



REMINDER.

A reminder to all who still have either not paid in full for the rally or haven't even registered yet and intend to do so - the deadline is 9th March - please get your finances in order so we can organise everything. We will also need your articles, photographs etc by that time so we can put your pride and joy into print in the rally booklet. If you have any hassles regarding the financial side of things, please contact us beforehand so we can make arrangements.

Remember also that it still isn't too late to convince others into joining us!

1995 and BEYOND.

We would humbly like to make a suggestion that we start thinking now about organising the biennial rallies around six years in advance. Please consider this and throw in any suggestions you might have, in particular at the AOA general meeting on Saturday.

WELCOME WAGON.

The organising committee has decided to have a "welcome wagon" on the afternoon of Good Friday, outside the Yass Showground. You will be given a warm reception here and given any assistance you may need that we can supply. For those not familiar with Yass, we will have signs posted to help you - be on the lookout for "AUSTINS OVER AUSTRALIA".

FRIDAY NIGHT DINING OUT.

We will be booking tables for dinner on Good Friday night for those who may be interested. If so, please contact us so we can finalise numbers. The venue will be the Highway Motel dining room - first come first served - and if necessary a second venue will be the local RSL.

SPIT ROAST.

For those who are not sure, the Sunday Spit Roast will be in the evening after the wine tasting. Lunch on Sunday is a BYO picnic affair. There should be ample time for you to get "supplies" on Saturday.

THE INEVITABLE PRICE RISE.

In any event such as this, there is bound to be a slightly embarrassing moment (just one or two!). Ours has been in a necessary price increase for the Polo shirts (to \$20.00) and Sloppy Joes (to \$22.00). Unfortunately, there were problems with the original supplier and the printer had to go to a second supplier - no worries - the quality is the same! (Let's get in now and buy before the GST gets us!)

If you would like to have a Polo Shirt/Sloppy Joe before the Rally, please send us an order for the numbers, sizes and colours (white on dark green or dark green on white - with the logo) plus \$4.00 to cover postage. If you can wait until the rally - we will have a whole swag to sell. If you wish to purchase any unusually small (eg children's) or large sizes, please let us know soon and be prepared to buy them!

DO YOU HAVE ANY PROBLEMS?

Anyone with any problems/queries/complaints may feel free to contact us (Michael and Glenda) on (046) 818887 and we will make every effort to assist. The best times to catch us are between 8pm and 9pm on weeknights and most Sundays. Be warned though - if you have complaints about the organisation of the rally, be ready to volunteer for the '95 Committee!

ON BEHALF OF THE COMMITTEE, WE WOULD LIKE TO SAY THAT WE ARE LOOKING FORWARD TO SEEING YOU ALL AT YASS AND HOPE THAT YOU HAVE AN ENJOYABLE TIME.

FOR SALE

1967 MK 1 1800 Blue/Blue **\$800.00** Mark Ross B/H 03 877 5774 Man. (Melbourne)

1969 MK 11 1800 66,000 miles Man. Grey/Green, Ruth Avard 06 254 8786 **\$2300.00.**
(Canberra) V.G.C.

1970 MK 11 1800 Auto Green/Green 88,000 **\$1500.00** 03 894 1739 Len Oberman
(Melbourne) V.G.C.

1970 MK Kimberley Auto Sugar/cane/red, Mrs. Gillham. Brakes need work **\$600.00**
048 841503.

1967 Wolsley 18/85 P.A.S. MK1 Auto. Blue/Beige sitting in a paddock in Launceston
About **\$800.00** contact Richard Locke A/H 002 486 765.

1968 Wolsley 18/85 MK 11 Auto P.A.S. Grey/Grey **\$2500.00** G.C. David Elley (03)
737 9235 (Melbourne).

Tasman V.G. Interior, Good Body, all rust repaired, needs minor work for rego.,
\$1500.00 Aslam Usman 673 2168

1968 Princess 1300 Vanden Plas Man. Blue/Grey V.G.C. apart from minor rust
OFFERS Godfrey Hughes Dee Why 982 7509

1970 Morris 1500 5 speed V.G.C. New Motor and Gearbox etc., **\$2500.00 O.N.O.**
Geoff Eastwood 02 948 28668.

MK 11 1800 (2) Auto, 1 not Auto Wreck or restore, **BEST OFFER.** Charles Brennan
02 654 1147 (Annangrove N.S.W.)

Boronia Exhaust Centre, 15 Ericia Ave., Boronia 3155 (03) 761 1111 are clearing
old discontinued tow bars below cost i.e. **\$25 - \$35** each. Suit MK 11 1800,
Tasman and Kimberley.

MK 1 ute 1968 New Clutch (apparently) registered but not roadworthy. Usual rust
original interior trim. Rust free tail gate. Comes with V.G.C. canopy (Aluminium
over steel) with windows and fibre glass door. Tonneau cover and supports
with original rubber floor mat for cab. Plus many spares **\$950.00.**
Bruce Evanson 051 277041 (Morwell).

WANTED: Tasman or Kimberley MK1 or MK11 Manual or Auto to **\$1500.00.**
John Webster 06 295 9060 (Canberra).

Tasman Mk 1 Family heirloom Auto 70,000 miles. No rust Most sensible offer
Dave Rudman 02 631 4854 (Toongabbie)

Adaptors to convert Mk 11 1800 to **Z9 Oil filter** \$8-00 to Daryl Stephens
22 Davison St, Mitcham 3132, (Made by Ed Lenny) Bankcard **not welcome**

Rudy Bourdairé has a **Mk 1 1800 2.Door Convertible** for sale. The car is garaged
in Sydney. Rudy can be found at Lot 12 Maitland Bar Road, Mudgee 2850; 063 733 633

Ken Lyle 10 Morrison Street, Maylands 6051 (Perth) 09 271 3737 or b/h 09 4599
fax 09 271 1549 is selling his **Mk 11 Ute** . \$4,500.

DATA LISTING

1800 MKI MANUAL		14 LISTED.
OLDEST	YAHS2 616	N. PECK NSW.
1800 MKI AUTO		4 LISTED.
OLDEST	YAHS4 886	R. HOPKINS NSW.
1800 MKII MANUAL		18 LISTED.
OLDEST	YAHS5 909	A. ENGLISH QLD.
1800 MKII AUTO		9 LISTED.
OLDEST	YHS6 3663	P. KEMP NSW.
1800 MKI UTES		NIL LISTED.
1800 MKII MANUAL UTE		3 LISTED.
OLDEST	YJBBU3R 811	P. FARRELL VIC.
1800 MKII AUTO UTE		2 LISTED.
OLDEST	YJBBU4R 501	G. HULLEY NSW.
TASMAN		NIL LISTED.
KIMBERLEY MKI MANUAL		3 LISTED.
OLDEST	YBS5 540	M. & G. GILMORE NSW.
KIMBERLEY MKII MANUAL		2 LISTED.
OLDEST	YBS5 4747	M. & G. GILMORE NSW.
KIMBERLEY MKI AUTO		2 LISTED.
OLDEST	YBS6 1170	M. & G. GILMORE NSW.
KIMBERLEY MKII AUTO		NIL LISTED.

PJ's WORKSHOP TIPS.

Start soaking all nuts and bolts with penetrating oil several days before starting a job if you can.

If your car has corroded headlight reflectors, they can be replaced by later sealed beam units, but check the wiring can take the extra current.

Light scratches on glass can usually be polished out using jeweller's rouge.

Heat in a kitchen oven will often expand a new ring gear enough for it to be fitted to the flywheel.

If you have to solder stainless steel, the flux is very important.

Phosphoric acid is the thing to use - most restorers have some on the shelf in the form of liquid rust remover.

Take photo's of everything before dismantling a car and supplement them with extensive notes.

AUSTIN 1800 MKI MANUAL LISTING.

YHS2	616	N. PECK	NSW.	22/10/65.
YHS2	689	R. & H. HOPKINS	NSW.	11/65.
YH32	3422	L. LENNY	NSW.	4/66.
YHS2	3829	B. MCFARLANE	NSW.	2/66.
YHS2	3988	B. L. TURNER	ACT.	1/03/66.
YHS2	8134	H. WRIGHT	NSW.	10/66.
YHS2	12063	C. D. HOLMES	ACT.	01/67.
32	14949	R. S. LESLIE	Vic.	17/03/67.
YHS2	15574	H. PEDERSEN	Vic.	4/04/67.
YHS2	16626	M. & G. GILMORE	NSW	4/04/67.
YHS2	18804		NSW	22/08/67.
YHS2	19170	G. B. FRY	NSW	21/06/67.
YHS2	26383	A. ENGLISH	Qld.	1967.
YHS2	28347		NSW	4/09/67.

UK CARS.

AUSTIN 1800 MKI MANUAL AHS10 109554, W. WHEELER NSW.

MORRIS 1800 MKII AUTO MHS8D 1465, P. FARRELL VIC.

@ P. A. J.

AUSTIN 1800 AUTO LISTING

Mk 1

YHS4	886	R. & H. HOPKINS	NSW.	.
YHS4	925	M. STREET	ACT.	1968.
YHS4	1999	D. STEPHANS	Vic.	5/07/68.
YHS4	4992	G. ELLIOTT	Qld.	25/09/68.

FRONT AEONS

Following a lot of interest shown in the rear **Aeon** article published in the October/November 92 newsletter, the technical specifications, which I did not have last year, are now published.

Also, **front Aeons** are now available again. These bolt on in place on the **top** bump stop. Two bolts go into the original bump stop holes, and four more holes need to be drilled and tapped.

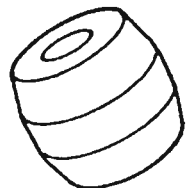
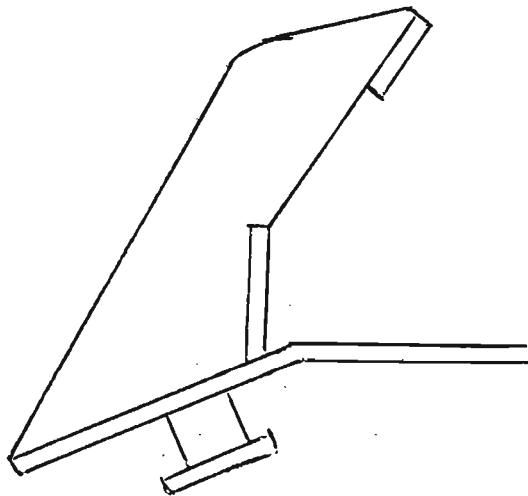
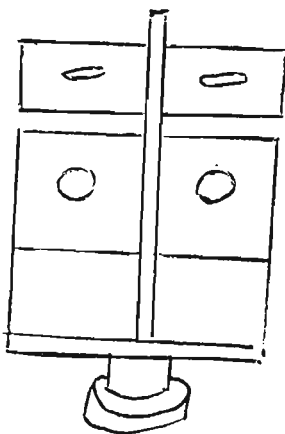
Although not apparent by the specification sheet, the front Aeons-part 155M are available in either soft or hard rubber compounds.

According to those that use them, in soft form, the fronts can be left in permanently. Ride becomes a little firmer, but not uncomfortably so.

Another way of using them may be to keep them in the spare tyre tray, and bolt them on when long distance rough roads are encountered.

Shock absorbers and **Aeons** have the big advantage of keeping suspension pressures **down**. with subsequently less chance of hydro failure.

Richard Locke (002 486 765) can supply the brackets for \$30. His address is 31 Sunways Avenue, 7 Mile Beach, Tas. 7170.



SINGLE
CONVOLUTION

Hardy Spicer 45/49 McNaughton Road, Clayton Vic 3168 03 542 4100

PART NUMBER	FREE HEIGHT mm	OUTER DIAMETER mm	FA () DIAMETER mm	MAX STATIC LOAD KGS	MAX STATIC LOAD KGS SOLE SUSPENSION	MAX BUMP LOAD KGS SPRING ASSISTER	ALL FLECTION mm	OUTSIDE DIAMETER AT MAX BUMP mm	APPROX. WEIGHT KGS.
SINGLE CONVOLUTION									
155-M	54	55	43	151	70	226	36	79	0.141
170-M	70	85	57	1215	190	1814	50	124	0.368
170-H	70	85	57	1215	250	1820	42	122	0.368
103E-M	91	108	87	1367	400	2041	54	152	0.764
103E-H	91	108	87	1519	500	2268	46	148	0.793
1525-S	121	142	104	2734	600	4082	78	188	1.842
1525-M	121	142	104	3039	750	4536	70	185	1.842
1525-H	121	142	104	3040	900	4538	62	172	1.842
DOUBLE CONVOLUTIONS									
505-H	79	63	41	303	40	453	45	83	0.198
515-H	94	85	62	455	110	680	52	114	0.425
520-H	98	59	49	493	130	740	55	79	0.225
520-M	98	59	49	416	100	625	60	84	0.225
530S-M	120	85	54	759	160	1134	75	123	0.510
530S-H	120	85	54	958	190	1375	69	119	0.454
530L-H	120	85	54	759	150	1134	73	121	0.454
530L-S	120	85	54	616	80	875	82	129	0.510
535-M	130	100	79	1367	440	2041	80	157	0.822
535-H	130	100	79	1823	525	2722	78	150	0.822
540-M	132	110	79	2127	535	3175	80	168	0.921
540-H	132	110	79	2279	640	3402	75	143	1.162
550-M	95	95	65	1671	200	2495	62	145	0.539
550-H	95	95	65	1823	360	2721	58	140	0.539
720-M	118	67	47	273	100	408	69	96	0.390
TRIPLE CONVOLUTIONS									
705-A	61	35	25	121	50	181	38	51	0.050
705-B	52	35	35	151	50	227	35	55	0.040
705-D	61	35	25	121	30	181	42	50	0.050
750-M	86	67	47	273	90	408	46	88	0.285
760FBS-M	240	136	107	4254	900	6350	143	230	3.060
760FBS-H	240	136	107	4254	1200	6350	132	215	3.060
FOUR CONVOLUTIONS									
9185-H	119	67	47	182	80	272	45	88	0.300

F

Rear + →

These are the usual ones

Rear + →

HOT STUFF

Beware of different Temperature Senders

By Ian Mc Intyre

There appear to be at least two **different** temperature senders (and also different gauges) fitted to the Austin 1800. I'm not sure if the division occurs between Mk 1 and Mk 11 cars, or if it is less clear cut.

In any case, in old cars where parts have been replaced, it is worth checking that your gauge is behaving properly before you go to the trouble of replacing thermostats, cleaning radiators etc. There may in fact be no problem other than incorrect gauge readings

The two different senders look indetical. No doubt they have different markings, but these have often been obliterated with time, or are not very clear(at least not to me).

The table shows the different range of resistences I have measured for the two different senders. I suspect that the sender with the higher resistance comes from a Mk 1 and the other from a Mk 11

Temperature	35	60	70	80	90	98
Resistance of Mk 1 ? Sender ohms	500	220	160	120	90	70
Resistance of Mk 2? Sender ohms	400	170	120	90	65	52

The resistance of the sender governs how much current flows through the gauge and hence the temperature the gauge indicates. As can be seen from the table at both 90 ohms and 120 ohms, there is a 10 degree difference between the two senders at both of these resistances. This means that at around normal engine operating temperature, there will be error of approximately 10 degrees if the sender and gauge are mis-matched. This is enough to cause **alarm**. (The gauges in the cars are not calibrated in degrees or course, but an error of approximately 10 degrees Celsius can cause the needle to enter the danger zone **prematurely**)

Editors note; following receipt of this excellent article, I paid a visit to the local instrument repairer. Apparently, there are four major temperature senders these days, and it is not unknown for less reputable repair shops to swap the senders around on cars that overheat. The result is an overheating car registering normal on the gauge.)

EDITORIAL

During a recent caravanning holiday, we once again caught up with **George and Cathy Hulley**. They live in Narooma, Which is about midway between Melbourne and Sydney on the coast road.

George has a brilliantly restored Mk 11 ute - the first auto ute down the production line. In an effort to improve the ride, we or rather George(while I watched) removed the torsion bars off the rear of the ute.

Being a ute, it has the bigger hydro units at the rear. However ,with the torsion bars remoned, it now rides just as well as a sedan.Perhaps other ute owners should consider doing the same thing. **Aeons** could perhaps be fitted where heavy poads are carried.

George also has a **Princess**, which is the model which replaced the 1800 in England in 1975. It is a magnificent vehicle vehicle, and would surely have been a big seller had it been sold in Australia.

See you all over **Easter!**



BRITISH LEYLAND MOTOR CORPORATION OF AUSTRALIA LIMITED

893-931 SOUTH DOWLING STREET, WATERLOO, N.S.W., TELEPHONE: 463-0321
P.O. Box 6, Waterloo, N.S.W., 2017 Cables: "Britcorp," Sydney Telex: 20222

Please address all Competition
Correspondence to
335 ILLAWARRA ROAD
MARRICKVILLE N.S.W. 2204

Telephone 559.1974

10th August, 1971
REF: GBS.EW

Mr. J.H. Taylor,
J.W. Taylor & Sons Pty. Ltd.
78/80 Main North Road
PROSPECT SOUTH AUSTRALIA 5087

Dear John,

Further to our conversations in Adelaide recently concerning the possible joint involvement in the forthcoming 1971 Southern Cross International Rally.

I would be pleased if you would confirm your availability to drive the Kimberly X6 in the Southern Cross as a member of the Works Team.

Most of the other matters of which we spoke have now been resolved either by decision or simply by lack of decision and accordingly, the path ahead appears fairly clear.

It is our present intention to enter two Minis in the Event in accompaniment with the X6. Our original intent was to have these two Minis in the new Clubman shape but, a number of delays have led me to change my plans to the point that we will run one Clubman and one Mini in its previous style.

The Kimberly will be entered under Group 2 and will be fairly extensively modified.

I would confirm also your kind indication that Dr. Graham West will act as your Navigator for this particular event.

As you intimated, yourself and Graham would find your way to Sydney whereupon our responsibilities for your expenses and accommodation etc. would commence and this would continue until after the conclusion of the event. We should in all probability, anticipate yourself being in town at least one or two days before the commencement of the Rally so that you may make yourself completely familiar with the car and, Graham can check off all his navigation instruments. Would you also advise what arrangements you normally have in the matter of personal accident insurance for yourself and Graham.

Everything being equal, I would like to repeat the arrangement for the International Rally of the Hills which is scheduled to be run some two weeks following the Southern Cross.

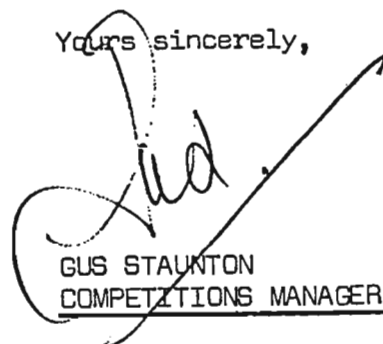
Other members in the Team will be Evan Green and Andrew Cowan as drivers. Navigators are slightly up in the air but will most probably include Peter Brown and a navigator yet to be confirmed for Andrew.

Please feel free to make any other comments or suggestions concerning the preparation of the vehicle or in any other way to extend to us the benefit of your vast experience in these subjects and I'll be happy to endeavour to have such arrangements made to your satisfaction.

CENTRAL AUSTRALIAN RALLY
Congratulations on the run in the recent Uniroyal Rally which, appears to have been very rough and rugged in the best traditions of South Australian events. Rumour has it up here that the event was poorly organised and I find this a great shame because of my affiliations with the Morris 850 Clubs across Australia.

With best personal regards I remain,

Yours sincerely,



GUS STAUNTON
COMPETITIONS MANAGER

Mr. G. Staunton,
Competitions Manager,
B. L. M. C.
335 Illawarra Road,
MARRICKVILLE.....N.S.W. 2204.

19th August, 1971.

Dear Gus,

I would like to confirm your offer to Graham West and myself to crew the X6 in the "Southern Cross" and the "Hills" Rallies. You have probably received my previous letter by now, obviously our mails crossed.

The following comments and suggestions are made in the light of our recent experience in the "1800" (which I consider a similar motor car to the X6) and our developmental work on the "Taylorspeed Tasman."

1. Interior of Vehicle.

- (1) Trim etc. Black or dark colour, if possible.
- (2) I prefer a full harness with an inertia reel on the shoulder strap. Graham uses a normal 3 point belt.
- (3) I prefer a leather covered, padded "Moto-Lita" type steering wheel of about 14"-15" diameter.
- (4) We would like to have a "Roll Cage" in the car.
- (5) Graham prefers the "Flexi" navigation light mounted above his shoulder on the left centre door pillar.
- (6) Tachometer. If not already mounted, mount in place of right hand dash vent. (Round Dial Smith's impulse).

....2

It is better to be quiet and be thought a fool, than
to open your mouth, and remove all doubt.

- (7) Oil pressure gauge (non electric), vol-meter, charging light, water temperature gauge (non electric) and a decent fuel gauge required.
- (8) Stalk type washer, wiper switch for screen.
- (9) Laminated Screen.
- (10) Compass - illuminated
- (11) "Twin Master" - outside lighting if possible.

2. Lights.

- (1) Six Q.I. Head Lamps up front. (all on seperate Relays)
- (2) Hand dip, incorporating head lamp flashers.
- (3) Large reversing lamp (ie) (5" fog lamp!)
- (4) Head lamp washers on at least two lights. (foot operated).

3. Suspension.

- (1) Displacers, ute type to be used all round. (ie) front and back, the large type.
- (2) Shockers to be fitted all round - fairly hard setting.
- (3) Strengthen Longitudinal chassis members, between front tie bar mounting and wish-bone mounting.
- (4) Fit adjustable tie bars to front suspension.
- (5) Fit "Marathon" type strengthening rod across chassis behind power unit.
- (6) S.F. 44 Tyres on 13" wheels if 14" tyres foul body. Alloy wheels if possible.
- (7) DS 11 Brake pads or similar, hard rear linings. Remove ~~disc~~ brake dust shield.

4. Power Unit.

- (1) Fit double or stronger valve springs.
- (2) Larger capacity alteration.
- (3) Stop the motor from falling out.

....2

Most of the above, you and your boys are probably very much aware of, or have already carried out or, there is a very good reason why it isn't. Anyway, if you need anymore detailed information, please ring out.

I hope to be in Sydney towards the end of September for a day or two, we will call in and see you and the vehicle.

The following are entry details which you will need.

	DRIVER.	NAVIGATOR.
Name:	JOHN H. TAYLOR	GRAHAM P. WEST.
Address:	2 SHERGIS AVE., VALE PARK SA 5081	RIDGE COURT, MORPHETT VALE SA 5162
Age:	35 YEARS	34 YEARS.
Occupation:	COMPANY DIRECTOR	MEDICAL PRACTITIONER
Cams. Licence No.	S.81	S.95
Civil Licence NO:	304726-9	353286-2

We are a category one crew, have been placed 2nd. outright in the 1968 BP International and 5th in the 1969 BP International. For an event like the "Cross" we would normally take out 20 units of Insurance each.

Gus, we can organise our own accommodation in Sydney before the event at no cost to you if this suits.

If there is anything else you require please let me know.

Yours faithfully,

J. H. TAYLOR.

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

THE RALLY CAR WITH A PEDIGREE

THE 1968 London-Sydney Marathon brought many new cars and a few ideas to the Australian scene. After the event, some cars were sold locally, while others were shipped back with their crews. One make of car to stay and cause a lot of interest was the Austin 1800, fondly dubbed the "land crab". Now, four years after the marathon, the "land crab" has faded out of active competition, giving way to the "land crab Mk.II", the Taylors of Medindie Austin Kimberley.

The Kimberley was first prepared by Roadsaf, at Taren Point, NSW, as a Leyland works car for the Adelaide crew, John Taylor and Doctor Graham West, to contest the 1971 "Southern Cross" Rally. The Kimberley first saw life as a "demo" amongst other things, before being assigned to the rally department.

Taylor and West were dogged by bad luck during the "Southern Cross" and did not feature well. After the event, the Kimberley was returned to Roadsaf, where it was pulled down. After the time that Leyland ceased their motorsport activities Taylor acquired the car - "in a million pieces," according to Taylor - and early this season he and his dedicated mechanic, Duncan Campbell, started to build the Kimberley into a reliable car for the 1972 rally effort.

Prior to acquiring the Kimberley, Taylor and West had campaigned an ex-marathon

Austin 1800, and the experience gained from this was invaluable when rebuilding the new car. Terry Douglas at Roadsaf was responsible for the power department during the Kimberley's first preparation. The motor now boasts 145 bhp, an extra 40 bhp over the standard car. Lynnx and Waggott were named as being involved with the development of the motor, which has the right balance of cam and carburation to give flexibility in the low rev range. Power comes on from just over 2,000 rpm, and 7,000 rpm in top is no problem, while the car is about 20 mph faster in top gear than the standard Kimberley. The gearbox is a standard four-speeder.

The second preparation of the Kimberley was a matter of selecting the bits that worked on the 1800 and transplanting them. Sounds easy, but there was still a lot of work to be done in the transplant. The hydrolastic suspension has been slightly modified, with the addition of four Monroe Wylie GT 130 shock absorbers, one to each wheel arch. The suspension is otherwise standard. One problem that Taylor experienced with the 1800 front suspension was tie-bar failure. The tie-bars had been converted into adjustable units, but proved unreliable, so standard tie-bars were refitted. Hence, standard tie-bars were the obvious choice for the Kimberley. Taylor selected Globe Rallymaster wheels, and these have been fitted with Dunlop tyres.

The all important lighting system comprises two Cibie headlamps in place of the standard lights, and these are protected by thick perspex guards. Four additional lamps are mounted on the bumper bar. Two of the lamps are Cibies, while the others are Lucas Le Mans. The backing light is a Cibie. John designed and fitted the wiring for the lighting, horns, etc., and ensured that relays and fuses were fitted where necessary.

Inside the Kimberley, comfort has not been forsaken. Interior trims have been retained including the floor mat. The front seats are from the 1800 and both recline if required. The dash controls have been installed to give navigator West full access to his instruments, with a minimum of fuss,

while Taylor's controls are clustered around the steering wheel area. A compass is mounted between the front seats, on the floor.

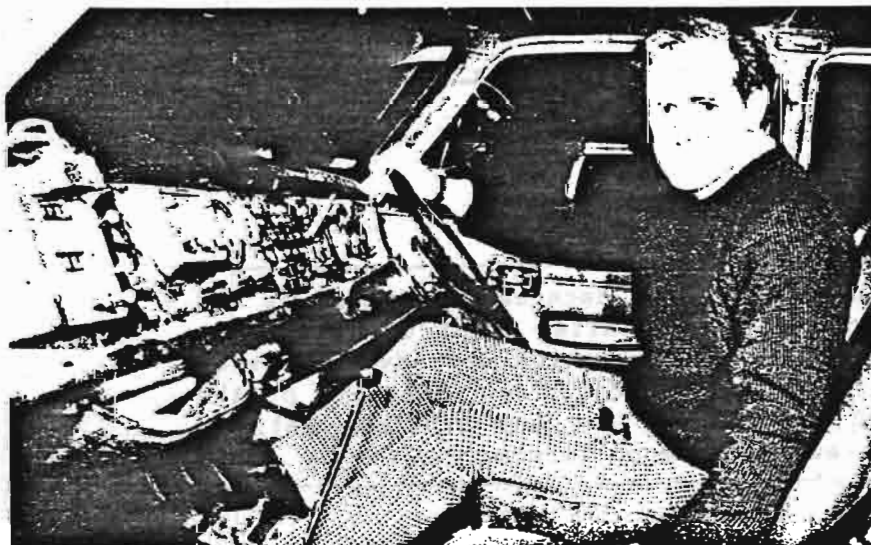
The rear seat area is utilised as a tool and spares department, with tyre changing equipment fitted to the navigator's side and general emergency requirements on the driver's side. Included in the tools carried is a hydrolastic suspension pump to reset the suspension height after hard work.

In the boot of the Kimberley two spare

Globe Rallymaster wheels are carried, together with sand mats, winch and cables. A single 25-gallon fuel tank taken from the 1800 is mounted in the boot, and is connected to twin electric SU pumps which push the fuel to three 1 1/2" SU's via a CAV fuel filter.

Taylor and West have enjoyed moderate success this season with the new Kimberley. According to Taylor the car is heavy and ideal for long events. Unfortunately, South Australian rallies are not long distance

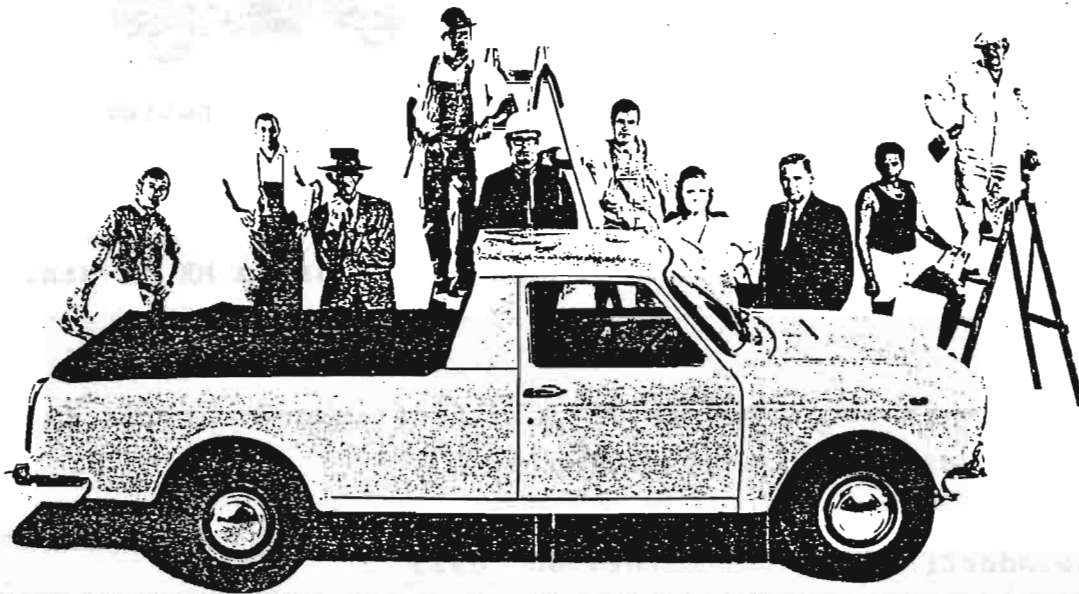
Driver John Taylor rests easy in the comfortable trim he has retained. The complex looking instrument panel has everything in just the right spot.



Two radiators and re-routed water piping help cool the 145 bhp engine. Lights are solidly mounted, with perspex shields. Air cleaners on the three SU's are well sealed against dust.

events, and the power-to-weight ratio being what it is, the Kimberley is not in a good tactical position against the all-conquering XU1 Toranas. I gained the impression that Taylor would like a little more in the way of power and less weight. However, Taylor's ability behind the wheel and West's talent with the maps makes them a formidable crew in any event, but in a quicker car they would undoubtedly give the opposition a solid nudge. I'm not saying that the Kimberley is altogether too slow - Taylor and West are seldom late on time - but my comments stem from what John Taylor seems very interested in - a six-cylinder Marina, in similar trim to the XU1. Will it come?

LANDCRAB



1st class worker

Austin 1800 Mk. II Utility.

NUMBER 50

JUNE/JULY 1993

In September 1966, when Landcrabes were becoming a familiar sight, Collingwood and St Kilda fought a memorable battle for the Australian Football League grand final.

With seconds remaining, scores were level. Then St Kilda scored a doubtful point and the Siren sounded, giving them point Victory.

The officiating goal/umpire died recently. At the Pearly gates, he explained who he was, and how the winning point was really not a point and how it had worried him for nearly 30 years.

It was definately a point. We had a good view from up here".

Thankyou said the Umpire. I suppose you are St Peter."

The club continues to expand, please welcome 3 more new members

Lyll Kindleysides (065) 836 131
137 Riverside Dve.,
PORT MAC QUARIE N.S.W. 2444

MK 11 1800 Auto



Lyll has just purchased his vehicle, with a view to a restoration
Good luck, Lyll!

Peter Cameron (051) 276953'
7 Varcoe Street,
MOE VIC. 3825

Tasman MK 11 Man.

Peters MK 11 Tasman would be one of the best around. Peter is a
former employee of **Taylors of Medindie.**

David Samuelsdorff (02) 807 6923
7/3 Curzon Street. Mk 11 1800 Auto
Ryde 2112
N.S.W.



Hiya Daryl,

Gary Fry has been most helpful in

- (a) getting me a genuine little old lady, 1 owner, excellent condition
Landcrab Mk 11
- (b) suggesting I enroll as a fellow "idiot" in the LCC of A
- (c) Lending me his back copies of your interesting magazine

Over my 13 years of driving, I have had several **Austin 1800** s of
persuasions Mk 1 and Mk 11 (approx 7). This is due to

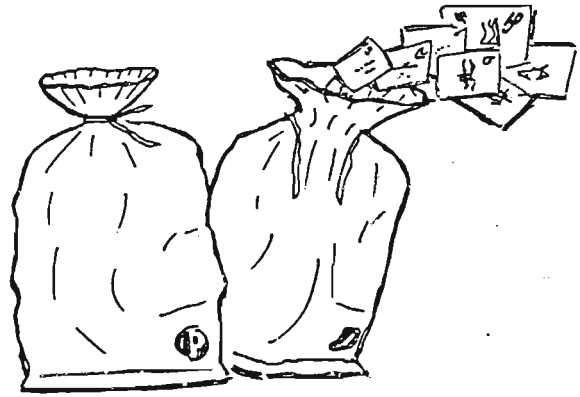
- (d) cost(initial) definately **not** ongoing
- (e) comfort better than my lounge chair
- (f) space Im **7 feet tall (2.13 Metres)**

Of these, I have sold 2 as going concerns, wrecked 2 completely.
1 intact spare parts , 1 going concern, 1 disposed body.

The disposed body has helped **Rick Hopkins** keep a Goulbourne couples
car on the road. I have a set of twin S.U.s that need much attention,
which I will fit sometime soon

I am glad **Austins over Australia** went so well.

MAILBAG



The Austins over Australia weekend at **Yass** certainly seemed to get off to a good start.

It was great to meet other club members; there were **14 Landcrabs** in the field which was a very good representation. **Rick Hopkins** is quite a character and proved an excellent **M.C.**

The **Pedersons** cars are certainly a credit to them; extremely well presented with detail down almost to **perfection**. I was impressed with what can be done to a Landcrab.

It seems that my **Kimberely gearbox** problems have been sorted out. I cannot believe the improvement in performance since fitting the **3.7 crownwheel and pinnion**. Petrol consumption has improved and certainly cruising speed has to be watched as it is very easy to climb to over **80 M.P.H.** - as a few Austin Healeys and Mercs found out on the trip back from Yass. I wonder why these drivers get **upset** when they cannot shake you of.

Must get the **speedo re calibrated** before I run foul of the Law. I have calculated that the speedo is reading **7 miles per hour slow at 40 miles per hour**. I will check out the local speedo repairers to see what the go is to get it recalibrated.

The car is **riding** the best it ever has since fitting **Aeons** to the rear and the **Mini shock absorbers** to the front suspension, especially noticable on a trip.

Graeme Anderson

02 816 3389

3 Buffalo Road Gladsville 2111

AUSTINS OVER AUSTRALIA

P.O. Box 51

TARALGA 2580.

Tues, 13/4/93.

Hi Daryl,

Well, now that the A.O.A. rally has come to be just a great memory, I thought it important to bring you (& other non attending members) up to date, although, truthfully, nothing could be anywhere near as inspiring as actually being in the flesh at Yass 93'. Initially I considered staying home as Helena at the very last moment made the long journey to Adelaide for her girlfriend's wedding. However, as I had taken out the 'HARD LUCK ' Trophy at Tamworth in 91', I felt I owed it to the organiser's to turn up and see who would take out 'THAT' award this time round.

- - - 8.30am Easter Saturday saw Ed Lenny front up and find me busy with the chamois trying to bring old 'Tenacity' (DYL-090) up to something close to tidy - then out front was Trisha & Bert Jarrett in 'WILLIAM' and as the old Mk 1 took the lead, the two MK11's followed without incident as we travelled on the brand new Cullarin Range & Gunning By-pass and arrived at Yass showground where we were met by two very lovely looking MK1's with Mexico (Vic) plates, parked alongside were a couple of A40's and then as we were handed our very beautifully presented Rally Books, we also parked, forming a very large circular shape. As the time moved on, we were becoming more excited by the minute as Austin after lovely Austin came into the showground, and one cannot describe the feeling as Barry Hage drove his Full Rally Crab in. For those that have not seen the colour scheme which was common with those works teams cars, I can only add, they are astonishing! (we were to witness another from that Livery on the Sunday upon arrival of Gary Fry's car). The remainder of the Saturday was taken up with getting to know other owners, taking order for parts required, having books signed by the keenest in attendance and marvelling at the fab apint jobs. I would be letting the team down if I didn't mention our stalwarts of the 1800 club - such as Norm Peck who along with Janice drove his MK1 (which he purchased new on 22/11/65) and along with my onw car, became twins for the entire weekend, of course my old friends Trisha & Bert who in William (1968 MK1½) follow me on most of my ventures, my old mate Ed Lenny in a beautiful 1970 MK11 (which is for sale at \$2,500 (lovely motor car) and was also taken aback at such a line up of classic Austins (must take him back to when he was Shop Foreman for Lowes, B.M.C. Goulburn), a bloke we met at the all British Day in Sydney, Rudy Bourdair and his trusty old MK11, a special thanks to Rudy for helping to make the weekend such a success, and it was nice

to meet such friendly folks as Tony & Mrs. Ellington who came from Rutherglen, Vic, (I was to meet their daughter on the Sunday in her MK22 whilst attempting to locate Dad & Mum, also Mick Brice & Mrs. Brice, daughters Melinda (Navigator for Rudy) and Sarah, (a large parts order for Mick was to result in my returning to Taralga & the AUSTIN SHED on Saturday night and delivery of same on Sunday, more of Mick later. Didn't have much to do with the Pedersen's unfortunately, but it was lovely to see such beautiful turned out cars, (hope to speak more with them next outing), Warren Muggeridge, in his very nice Kimberley all the way from Qld, (met Warren at Tamworth and this time in had as Nav. Nairn Hindaugh, more of Nairn later. Sunday saw us leave Goulburn again (this time with Trisha's daughter Sonya as my Nav) and we made Yass again in good time. (By the way, I must tell you, we in attendance were quite concerned about our Editor all Saturday and we reckoned the clutch must have let him down on the way from Vic, however, we were very relieved to find out from one of the officials later in the day that you weren't able to come for other reasons, pleased to know that at least you lot were safely at home.) Sunday morning saw all cars lined up and sent on their very merry ways to participate in the observation rally. The day was enjoyed by most and all went well for most, except some who failed to follow signs and travelled round Australia! A spit roast later in the day with wine tasting was followed by the presentations. I hope to have photo's returned to send with this report as wait for it.... OUR CLUB HAS TAKEN OUT ITS FIRST AWARDS... Trophy for best entered NewsLetter, how's that? Thought Nairn might be thrilled for us however in his own words, "Rick, youv'e gotta be joking, I do the Qld Newsletter and so I'm in competition with you". (Better luck next time Nairn old buddy.) Second Surprise Mick Brice took out the award for shortest distance travelled and I must tell you, he was absolutely thrilled, and so were we for him. (I have already extracted from Mick certain promises in relation to other runs this year). Congratulations Daryl for carrying on the excellent work that Mick Street initiated, and also congrats to Mick Brice, well done. Gary and Bill from Sydney, although not able to have the full two days with us, both became heavily involved with the Sunday Rally and at one small village we stopped at, I lost the drivers seat of Tenacity as they pleaded to sit where GOD had once sat, (referring of course to Gelignite Jack). It was our intention to have all the Isagonus range line up for a special shot as we had on the previous day, however, as some left early this was not possible. and I must say, seeing 14 of our cars lined up for one special photo was to say the least, great.. On the Saturday Arvo we all made our way in perfect formation (1965 thru 1973) to Binalong car museum, and on the return trip to Yass, I arranged with Michael & Glenda Gilmore (x6 Kimberley MK1) and this years organisers) to capture on video for eternity, 14 Crabs as we all swept around the hillside and crossed the railway bridge, and I informed them that should they like to prepare a complete video of the

weekends highlights, I'm sure copies can be sold. I'll keep readers up to date with the progress regarding this matter. I have tonight forwarded Thank You cards to the A.O.A. 1993 Committee members, Michael & Glenda, Judy & Tony Andrews, Don & Val Ashcroft, thanking them on our behalf for providing a memorable weekend.

Along with all the Crab's were ; A40's, 8,10,12,16HPcars - VDP Princess's - Austin 7's, - A55 - A90 Atlantic's - Freeways - A96 Westminster - Wolseley 24/80 - Wolseley 18/85 - Lancer - And probably the greatest line up of lovely folks you could ever wish to meet. The weekend could only be described as BLOODY FANTASTIC. I really and sincerely hope that all participants arrived home safely and I would love to meet you all again in 95' and the whisper is it may be Bendigo or Ballarat! So start planning. We'll confirm this as soon as possible.

DATE TO REMEMBER: For those who can make it, a Xmas get together and observation run are being planned for November 21st, a Sunday and to be held near Bargo in N.S.W....Perhaps members from other states who are not in the financial position of coming along, could get their heads together and stage their own state Xmas party. Unfortunately, Australia is such a sparse land and a club which expands from its four corners, is always going to have difficulty in coming together. Therefore, let's hope if the next A.O.A. is Vic, that we from the south and north can return the visit. As I no longer have a telephone, perhaps those wishing to join us in November could drop me a line at P.O. Box 51, Taralga, 2580. Bill & Gary from Sydney have offered to plan the obs. rally, and I will be in touch with them soon.

Member Peter McMahon (who is to transfer to Perth soon) turned up at my place on Monday (yesterday) with a pretty sick crab and the rear drive-s engine mount hanging by a wing and a prayer. We will be sorry to lose Pete & Amanda, however members in W.A. might like to help him out in full when it comes to spares & service. Best of luck Pete.

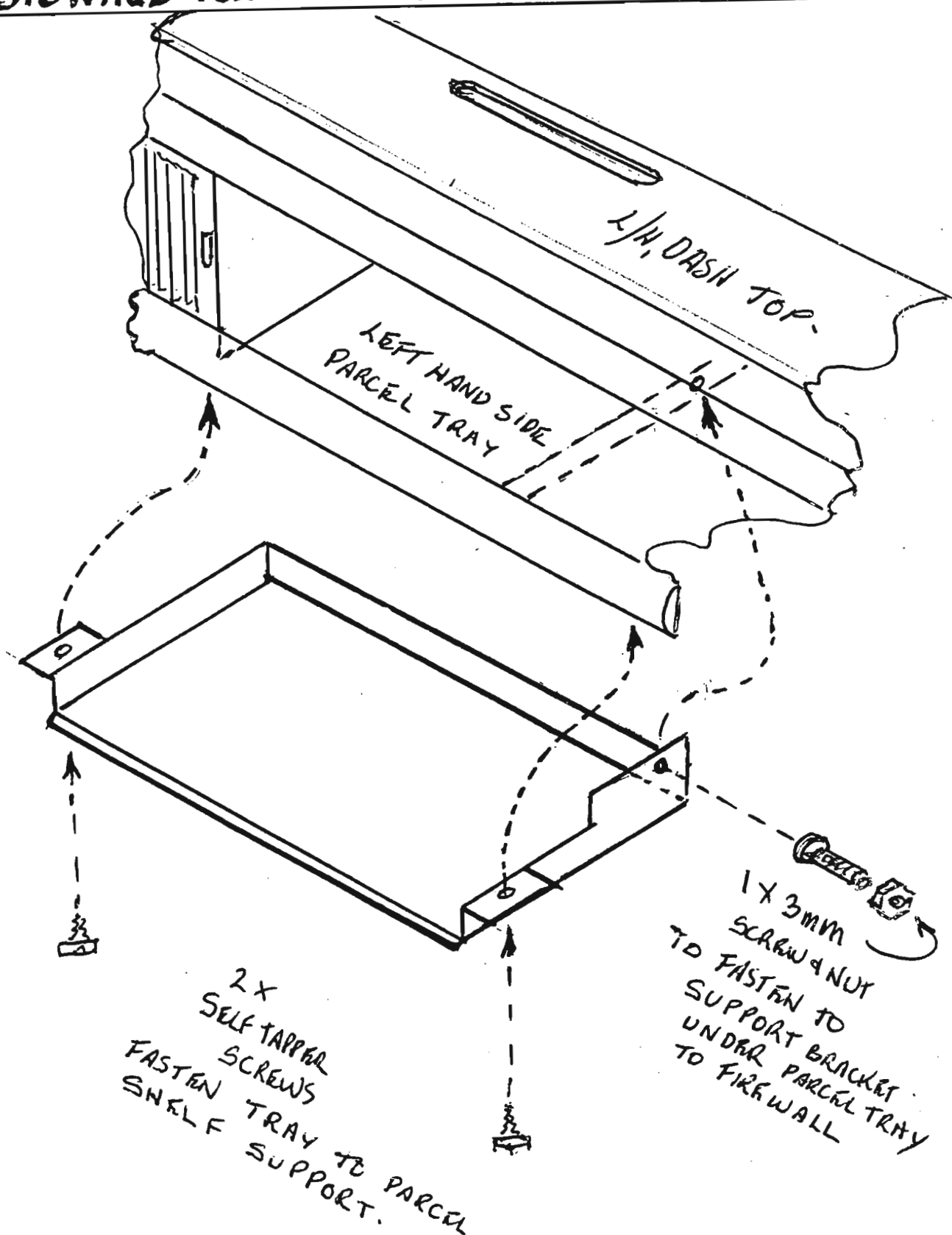
In closing Daryl, just through the pages of our Newsletter let me again say special thanks to VNorm, Ed, Trisha & Bert, and everyone else from & Janice the 1800 Club who turned up and made the weekend what it was, great.

Best wishes
Rick Hopkins.



Subject:

STOWAGE FOR STREET DIRECTORY - AUSTIN 1800.



These street directory holders are available through Ken Patience 149 Brees Road, Keilor East 3033 03 337 4661 at **\$10-00 each**. A minimum order of 20 must be received by 30/6/93. (Editors note- could you put me down for 2 please Ken ?)

I have been advised that you or your club members may be interested in obtaining some catalogues/manuals that I have acquired on B.M.C. products - see attached list.

If this is the case, I would like to sell them as one job lot for around \$480.00 or perhaps a near offer. All the manuals are in good to excellent condition and may be handy for those people restoring B.M.C. products. They contain catalogues of accessories for various vehicles, including Austin Healey's, Nomads and some heavy commercial vehicles. There are such things as tune-up charts and parts lists.

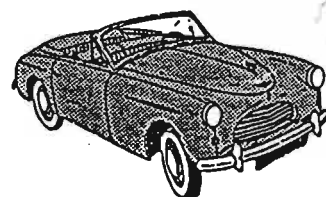
If any of your members are interested, they can contact me on 068 46 7402 at night or 068 82 9689 during the day.

Yours sincerely,



BOB NEWTON.

1. Nuffield Tractor Service Parts List 1950.
2. The Automatic Transmission Austin Freeway & Wolseley 24/80.
3. Parts List - 1962 Austin Lancers, Wolseley 1500.
4. B.M.C. Accessory Catalogue - Morris 1100, 1500 & Nomad.
5. Dufor Parts Catalogue 1961.
6. B.M.C. - Austin - Austin Healey Parts Catalogue.
7. Morris Nomad Parts Catalogue.
8. B.M.C. Service Bulletin.
9. Body Repair Guide - Morris 1100 & M.G.B.
10. Service Parts List - Austin 1800 (3 of).
11. Leyland Parts List.
12. Body Repair Guide - Morris 850 & 1100, M.G.B.
13. Body Repair Manual - Morris 850, 1100, Nomad.
14. B.M.C. Air Filters.
15. B.M.C. Accessory Catalogue.
16. Nuffield Tractor Parts Catalogue.
17. B.M.C. Heavy Commercial Vehicles Parts List.
18. B.M.C. Parts Catalogue.
19. B.M.C. Accessories.
20. B.M.C. Supersession List.
21. Austin Kimberley & Tasman Parts Catalogue.
22. Tune Up Charts - All Cars. B.M.C. Systems.
23. B.M.C. Heavy Vehicle Parts Catalogue.
24. Austin A60, Morris Oxford, Wolseley 15/60 Parts Lists.



SCANDLE SHEET

Ken Lyle has decided not to migrate to Ireland. Irelands loss is Perth's gain!

Mike Gilmores Kimberley looks very smart wearing Rover SD1 Mags. Both **Hans and Herman Pedersen** recorded 33 m p at the legal speed limit to and from Yass over Easter.

Daryl Stephens missed Yass because Janice (wife) couldn't get Easter Saturday off work (Mrs. Editors note;- I wouldn't have to work if you didn't spend all our money on a certain car!)

George hulley may be persuaded to sell his Princess 2200, but he will need 3000 reasons to do it!

Richard Locke has discovered that our gearbox bearings are nearly all available off the shelf at Bearing suppliers. Only 2 are Leyland specials. Richard has also discovered that spacers can be fitted to the rear end without pulling the rear end out. Whilst keeping the front end on the ground, and **sucking** the suspension. spacers can just be fitted.

Keith Douglas has successfully fitted the internals of an 1800 speedo, to the case of a Norwood /1500 speedo (for those not in Australia the Morris 1100 body was given the Maxi 1500 engine and 5 speeder and called a Morris 1500. The Nomad was a 4 door station wagon) The result is an 1800 looking speedo, with **Trafficator lights** under both fuel and temperature gauges.

Gary Fry now owns the Rally Replica MK 11 1800, restored by Richard Locke. What- ever money changed hands, it wasn't enough!

Pat farrell is about to collect a MK 1 1800, and build a Rally car (For Historical rally cars, the shut off date is 31.12.67)

Paul nicols was amazed to discover that his MK 1 rally car came with the standard English Diff., ratio of 3.8 Apparently a few early ones had that ratio. Interestingly, Pat Farrell has learned that some latter X6 had a 3.8. With its new **British Racing Green** paint and **Supa lite mags**. it looks very smart.

Australian Austin 1800 Brochures

Mark I.

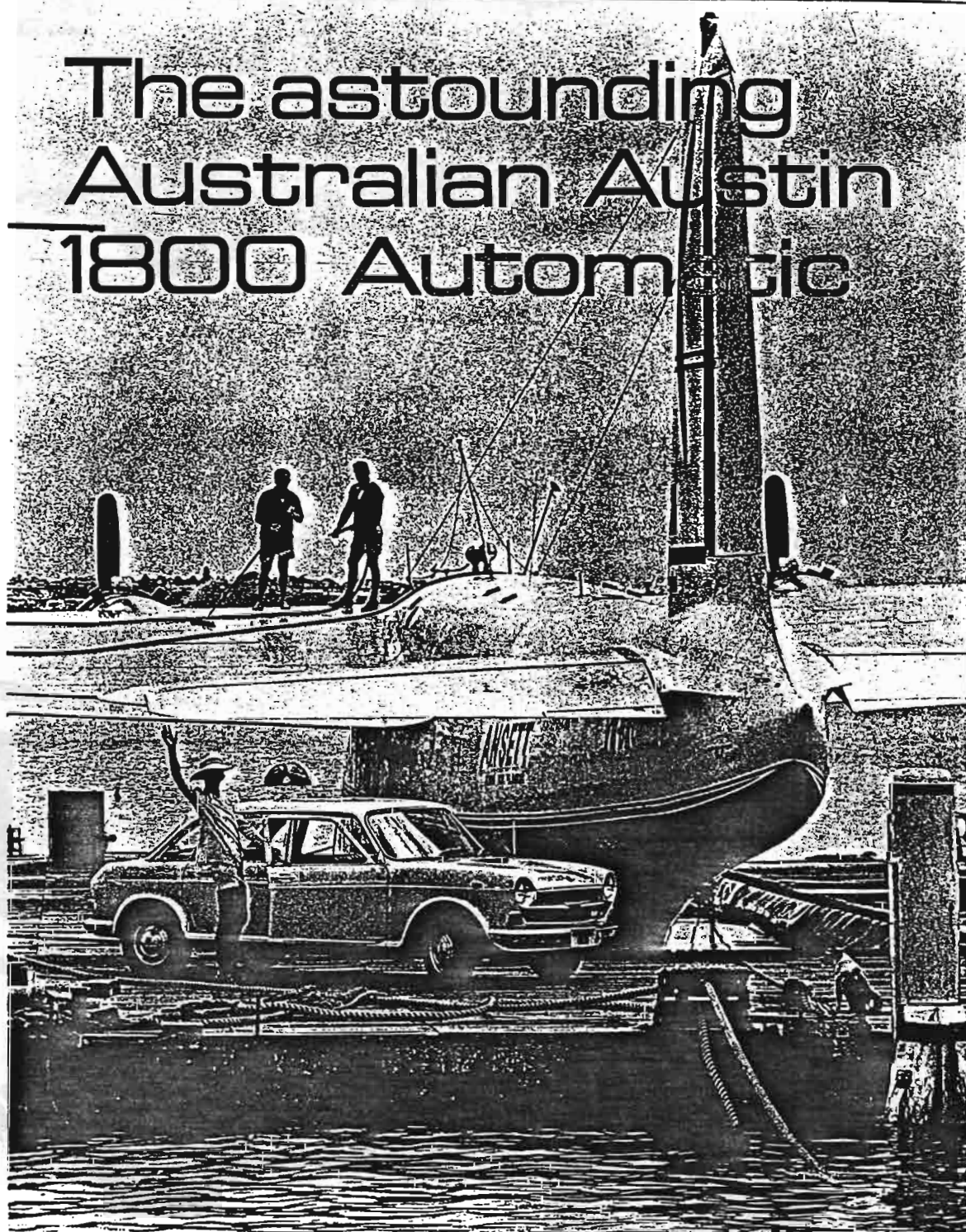
By Nairn Hindhaugh

There are a few versions of the Mark 1 brochure, which was printed in a square format coloured gold with the copy reading simply "The Car of the Century Astounding Austin 1800". The first issue showed a Snow White car inside with six or seven people sprawled throughout the car and the Engineering (and Sales) Departments suddenly got a bit worried that this lapse in the safety angle wasn't what the Company was trying to portray. A light blue car was used for the reprint with fewer people inside and this came out in mid 1966. There were still a few too many perched uncomfortably, but in those pre-consumer oriented days no-one seemed to worry. For the New Zealand market a Morris 1800 and a Freeway 1800 brochure were produced using the same artwork as the later Austin one, with a retouched grille for the Morris and a blacked out name plate for the Freeway edition. The only change in the copy concerned the 6-month warranty for NZ as compared to 12 for Australia.

For the Automatic brochure, photographed at the Flying Boat station at Rose Bay and at Vaucluse House in Sydney, the only car available for photography during the Christmas break in 1967 was the Sales Manager's Snow White manual sedan, complete with over-riders. These were hastily removed and thrown in the boot and forgotten about. He wasn't impressed when it was returned with them rattling around in the back! The shot of the engine-bay and the auto shift was a Malmo Green car and taken in the stock yard. Notice how the white car does not have an automatic badge on the boot. For the New Zealand market the Morris brochure doesn't feature any identifiable Austin pic and is only a 2 page sheet as against the Austin 4-pager.

A couple of 4 page black and white brochures were produced in 1967 showing the standard features of the 1800 and also the fact that it did well in a Modern Motor Readers Poll. This latter brochure had a reprint of a trip to WA from Sydney. Written by David Frith, the Neutral Grey car, ELG 775 performed very well. This same car was used for the 5-day dash to Perth and back for a Wheels article. It was actually Evan Green's company car, so he would be relegated to anything else we had (usually a Mini) if he wasn't rallying one of our Cooper Ss.

The astounding Australian Austin 1800 Automatic



The non-auto at Rose Bay.

LOOK WHAT SPACE

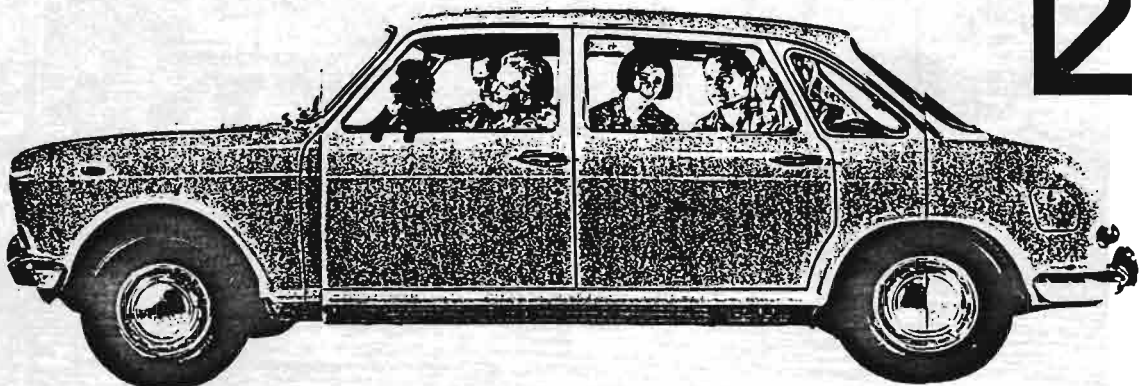


After the world had said a unanimous "yes" to the incredible Mini and miraculous Morris 1100, BMC designers and engineers promptly set to work again.

The result—the astounding Austin 1800. A true-to-life family car. With a true-to-life style of space, performance, handling, and economy. It has a powerful 1798 c.c. engine developing 84 b.h.p. and providing exceptional power-to-weight ratio for over 90 m.p.h. performance. Acceleration through the entirely new 4-speed all-synchromesh gearbox more than matches this top speed. Torque is 99 lb. ft. at 2100 r.p.m. Fuel

*From the original 1965 Brochure
with 6 people.*

LOOK WHAT SPACE



After the world had said a unanimous "yes" to the incredible Mini and miraculous Morris 1100, BMC designers and engineers promptly set to work again.

The result—the astounding Austin 1800. A true-to-life family car. With a true-to-life style of space, performance, handling, and economy. It has a powerful 1798 c.c. engine developing 84 b.h.p. and providing exceptional power-to-weight ratio for over 90 m.p.h. performance. Acceleration through the entirely new 4-speed all-synchromesh gearbox more than matches this top speed. Torque is 99 lb. ft. at 2100 r.p.m. Fuel

Second attempt - five people and a poodle!

THE CAR OF THE CENTURY

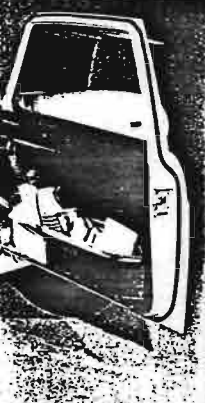


ASTOUNDING
***FREEWAY* 1800**

for the NZ market.

NZ Market Morris 1800.

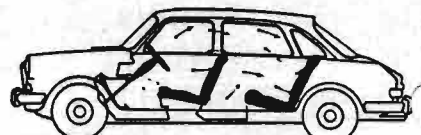
contain guide books, maps, car interior freezers and seats. Rear window set, they allow outside.



The 1800 is a very attractive lady. Its functional styling is a delight to the eye. Its functional value is clearly demonstrated by its excellent visibility on all sides. Its individual design will remain in character for many years. Fittings are lavish, with deep padded seats, covered with leather-like, easy-to-clean vinyl.

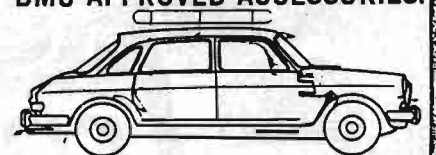


INTERIOR AIR TEMPERATURE is controlled by means of an ingenious and efficient heater/demister/ventilation unit with individually adjustable vents placed on each side of the fascia. Adjustment gives windscreen demisting, an even level of warmth. Fresh air jets can be adjusted for direction and strength.



FRONT SEAT BELTS are standard equipment. The Morris 1800 offers this extra margin of motoring safety as a standard feature. Three-point seat belt anchorage is built-in for the rear.

PERSONALISE
YOUR MORRIS 1800 WITH
BMC APPROVED ACCESSORIES.



■ Diamond Dot tailored car radio (manual or push-button) ■ Rear mudflaps ■ Exhaust deflector (3 styles) ■ Window weathershield ■ Body moulding kit ■ Insect screen ■ Exterior rear vision mirrors (clear and anti-glare) ■ Spanner tool kit ■ Cigarette lighter ■ BMC Wipac driving and fog lamps ■ BMC Hella reversing and fog lamps ■ BMC Britax safety belt retractors ■ Front contoured rubber mats (black, red or grey) ■ "Dri Lube" lubricant

1800

ASTOUNDING COMFORT



The 1800 is a performance car. Present-day motoring demands brisk acceleration, sustained high speeds, and a reserve of power for unexpected demands. This is the kind of performance the 1800 has been designed to give, all at an astoundingly low fuel consumption. Up to 30 m.p.g. should be a common return.

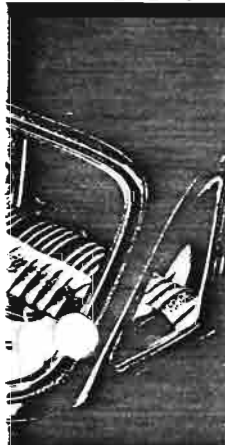
et of more space. rellas. Or the kind well as long ones. e-toughened wind-

The grille badge had "BMC" in it.
Austin badge.
↓ NZ market Freeway 1800.

contain guide books,
leaves car interior free
of clutter. Rear
When set, they allow
outside.

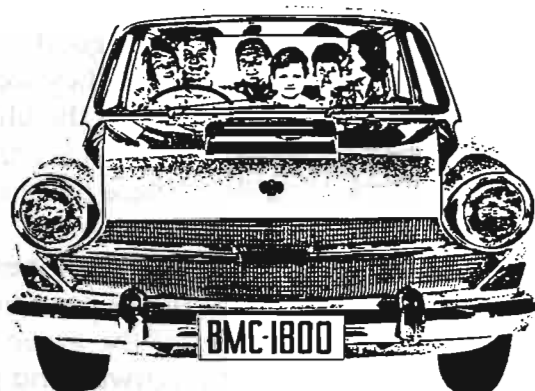


1800



re feet of more space.
umbrellas. Or the kind
as well as long ones.
with toughened wind-

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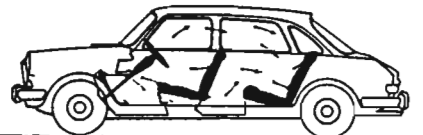


ASTOUNDING COMFORT



The 1800 is a performance car. Present-day motoring demands brisk acceleration, sustained high speeds, and a reserve of power for unexpected demands. This is the kind of performance the 1800 has been designed to give, all at an astoundingly low fuel consumption. Up to 30 m.p.g. should be a common return.

INTERIOR AIR TEMPERATURE is controlled by means of an ingenious and efficient heater/demister/ventilation unit with individually adjustable fresh air vents placed on each side of the fascia. Adjustment gives windscreen demisting, an even level of warmth. Fresh air jets can be adjusted for direction and strength.



Approved 3-point seat belt anchorages for front seat make installation a mere matter of attachment. Seat belt anchorages for the rear seat, too!

PERSONALISE
YOUR FREEWAY 1800 WITH
BMC APPROVED ACCESSORIES.



Tailored car radio (manual or push-button) ■ Rear mudflaps ■ Exhaust deflector (3 styles) ■ Window weathershield ■ Body moulding kit ■ Exterior rear vision mirrors ■ Spanner tool kit ■ Cigarette lighter ■ Lucas driving and fog lamps ■ Lucas reversing lamp ■ Smiths electric clock ■ BMC seat belts ■ Seat belt retractors ■ Rubber mats, front and rear.

Mark 11

At first it was decided not to produce any brochure for the Mark 11, (it was thought they could sell themselves!) but the Sales Department was pushed by the dealers to give them something. The First Class Travel theme was lifted directly from a British Riley campaign, and the first brochure for our Mark 11s was the small black & white 12 page which looked like a ticket. The car was photographed in the showroom at Zetland and in front of someone's house. The dealers wanted better than that, so the colour one was produced during the early part of 1969. The Burgundy car on the cover was a company car and was a good excuse for the Advertising agency to go to the snow country. They took a couple; the Mist Green car at Randwick was the other. This and the blue car in the first two pages weren't registered as EYB 374 (you can see the kid in the boot holding the plate in position); the car that these came off was a Falcon or Holden belonging to the agency. The Randwick car wears a Mark 1 Float on Fluid sticker which should not have been there; it was an early production car. (Someone should have put the wipers on properly too.) On the way down to the snow, the driver of the green car did a U-Turn in the main street of a town on the Hume Highway and got T-boned by a Semi and he was badly hurt. One less Mark 11.

The Burgundy car on page 5 without the sun-visor was photographed down near Royal National Park with me lying down on the back seat to make it sit better. This car, ABF 459 was one of the Press cars, as was the white car, ABF 455, complete with a fog and spot light bar on the front. In one pic, the negative was reversed to make for a better layout and as everyone would know, you fill an 1800 from the left hand side! ABF 455 suffered a bad fate as one of the journos, John Smailes hit a tree at about 50 mph near Lismore in northern NSW on his way back from a race meeting at Surfers. It hit the tree smack on the bonnet badge and the incredible strength of the body, aided by the engine and the Hydrolastic displacer tubes saved John and his passenger's lives. What did a lot of damage to John was all the luggage, including a heavy tool box, came through from the boot and broke the front seat mountings pushing his face into the steering wheel which by that time was on its way through the windscreen. The passenger escaped with a broken leg, John was in hospital for quite a while. The Police stated that if they had been in a conventional car, the tree would have taken one or both of them. The car was brought back to Zetland for the engineers to evaluate.

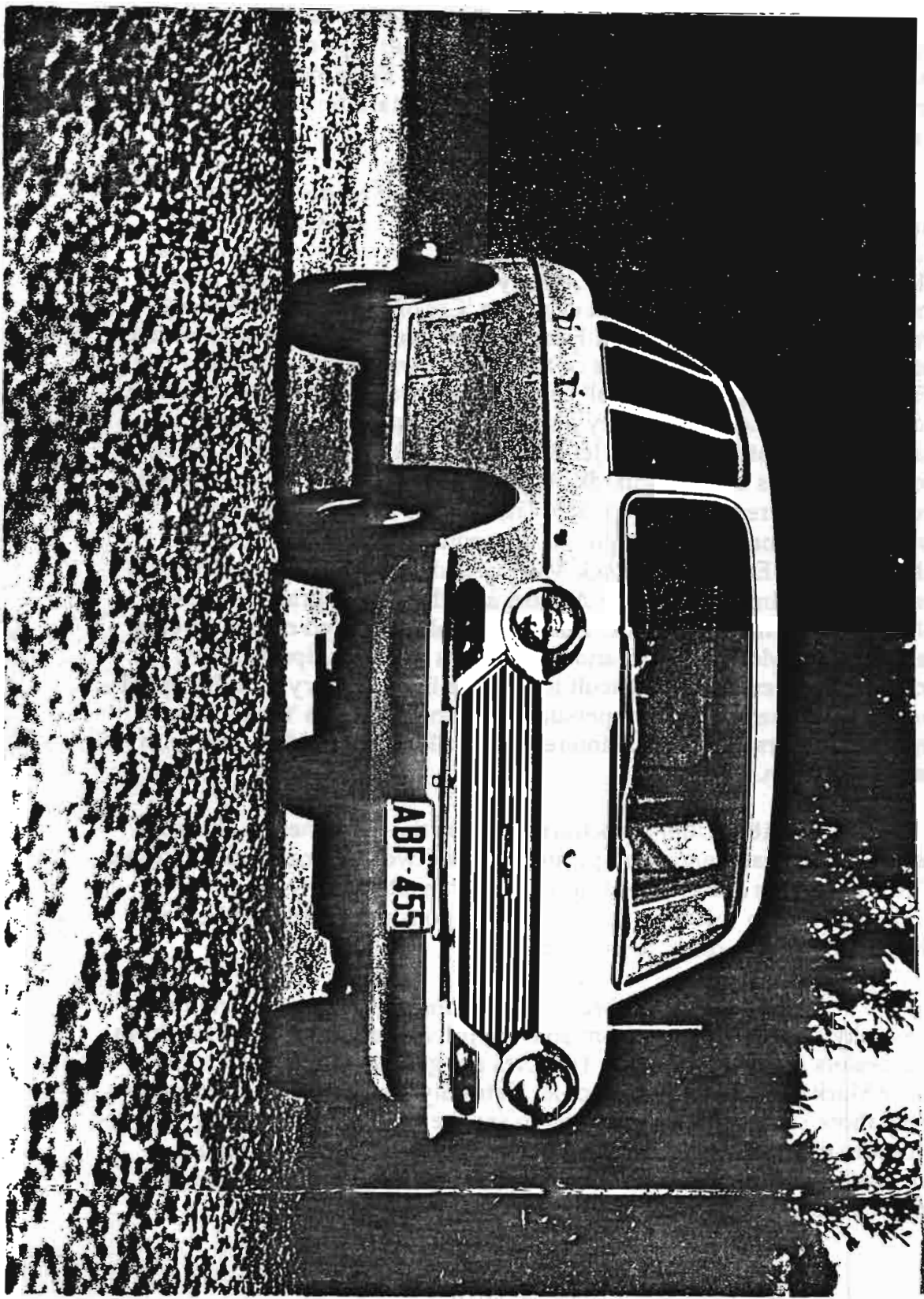
ABF 455 was previously the subject of the Wheels Project 'Five-Five', a dash through outback Australia for 5000 miles in 5 days. They took a few black and white photos during the trip and after they came back wanted to do some colour shots. By then it was written off, so we substituted a Mist Green car ABF 456 and the black and white shots which appeared in the magazine were retouched from 455 to 456.

The Mark 11 brochure went through three reprints with changes in specifications and one or two photo changes, mainly the rear interior shot showing the new plastic breakable (very) window winders and the lack of rear door pockets. They didn't bother to change the front interior shot or show the painted 'slots' in the hub caps on the 14" wheel. A flyer was also printed in March 1970 with the Burgundy press car on one side and reference to the London-Sydney Marathon and Southern Cross Rally victories.

For the showroom, the posters for both models were very simple, with no illustration of the car in the Mark 1's case. There were beautiful silk banners produced for the Mark 1 in white, red, gold and black repeating the 'Car of the Century' theme. (Poor old BMC, after touting the car as such, it didn't even win 'Car of the Year' in '65 or '66; that went to Ford's XP and XR Falcon respectively). The Mark 11 posters featured black and white shots of the car and was revolved around the 'First Class Travel' theme. A full colour poster was however produced in advance of the London-Sydney Marathon. A replica was specially painted in Marathon colours; Jet Red body, white roof and matt black bonnet and tops of front guards. Apart from this, it was a stock standard manual sedan, registered ACF 935. The bank of lights on the front weren't even connected. We put all the sponsors' stickers all over it, photographed Evan Green, Jack Murray and George Shephard with it before depositing them at the Airport and then photographed it near Nowra. That's me in the back. This car was also featured on the cover of January 1969 Motor Manual and in a Wheels road test. Special paint schemes were extremely difficult to arrange in the factory as it disrupted production schedules, so we persuaded them that it was 'their' car and the line workers took special interest in it following the Marathon with real enthusiasm.

The 1800 Utility brochures followed the main themes of their sedan counterparts and were printed only in two colours, black and blue. The utes used in these were simply taken from stock. Any car photographed in this way was dewaxed, polished, photographed and then waxed again ready to be sold.

You can find 1800 brochures around at swap meets and they generally command prices from \$5 from private sellers to about \$20 from the dealers in good condition. The Utes are getting rare, and so is the early Mark 1 crammed with people. Naturally the NZ ones would come from those sources. It is interesting to see the change in marketing attitudes between the two models, as the Mark 11 was a much more sophisticated campaign aimed much more at selling the comfort angle rather than the space inside.



Re ill-fated ABF 455.

Travel 1st class



AUSTIN 1800 MK.II

Sitting level south of Sydney.

MONEY UP OR SHUT UP!

In case the above was too subtle for some club members, it means that club membership fees are due **30/6/93**. Neil Melville who has paid some years in advance, Lyl1 Kindleysides, David Samuelsdorff, and Peter Cameron who all joined after 1/3 are all current for at least another 12 months.

Everybody else needs to produce **\$A25-00** (same as last year) by **30/6/93**

If everybody re joins, we will have around 100 members by Christmas!

DO IT NOW!

The closing date for newsletter submissions is the 25th of the even month
The nesletter is posted 25th of the odd month.

 RANGE ROVER	<h1>LAYCO</h1> <h2>AUTO SPARES</h2>	
 ROVER		MORRIS
 JAGUAR		

4 MACQUARIE PLACE, BORONIA, 3155
☎ 729 3066 FAX 729 0359

JUNE SPECIALS LIST

X6 TOP HOSE AUTO OR MANUAL	\$13.00
X6 LOWER HOSE	\$15.00
X6 FRONT LENS	\$18.00
X6 BY PASS HOSE	\$ 5.00
X6 RECO WATER PUMP	CHANGE OVER
X6 EXHAUST REPAIR FLEX	\$35.00
X6 FAN BLADE	\$26.00
X6 BODY SIDE MOULDING KIT	\$50.00
X6 DISTRIBUTOR CAP	\$10.00
X6 LOWER THERMOSTAT HOUSING	\$15.00
1800 HUBCAP 14"	\$15.00
1800 OIL PUMPS	\$110.00
1800 STD RING SET	\$90.00
X6 WORKSHOP MANUALS	\$17.50
1800 & X6 DOOR SEALS	FOA
1 SET ONLY CHEVIOT MAGS 150mm (6")x390 mm	FOA

ALL PRICES INCLUDE SALES TAX

ASK ABOUT OUR COMPLETE RANGE OF AUSTIN ROVER SPARES

(Hans Pedersen is about to manufacture a new steering rack for our cars, giving 3.2 turns lock to lock, instead of 3.8 Expressions of interest should be phoned in on 03 723 4838)

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Fax. 03 543 8675

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Vic.

03 337 4661

PAJ's WORKSHOP TIPS.

Before fitting a pressed steel piece to the engine block, dress the flange flat, and go around the tapped holes in the block to remove the raised thread slightly.

Don't throw away empty plastic soft drink containers, because if you cut the top off, you have a free disposable funnel.

Brake fluid is a good lubricant to help get tight rubber bushes into things like suspension arms. It makes the job easier and won't hurt the rubber.

If you break a drill and it cannot be re-sharpened keep the shank to use as a small punch for knocking out pins etc.

Buy a new large aluminium cooking dish for the 'other half', the old one can be used when changing the engine oil and as a large cleaning bowl.

@ P.A.J. 17/3/93.

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

WISH LIST

Garry Fry 02 306 591 needs a Ute 4.3 diff-yesterday!

Rudy Bourdaire 063 733 633 wants a Ute rear end

John Webster 06 295 9060 is still looking for a **sharp X6**

Ian Davey 30 Howard Blvd, Goulburn wants any go faster 1800 bits

Rudy also wants a Mk 1 1800 speedo-the early one with **K.P.H.** on it

The Editor needs some information on making an **X6** go faster, to complement a forthcoming feature on faster 1800s. **Urgently**

FOR SALE

Ian Davey has a M.G.B. G.T. **clutch** for sale **\$300**

John Smith has a Mk 11 1800 Man for sale 90,000 \$2,000

02 4423 33

Jeff Hayden 043 414 506 has the following for reluctant sale

Two 1800 Mk 11 s, automatics. One is registered till May 93. It

has a **very good interior**, good body and tyres, but the motor is **shot**.

Other one is a rust bucket-Motor has done 50,000 miles

\$500 for the pair, negotiable.

Also, a Wolseley 24/80 **mk 1**. Good motor and body no rust last registered 91 **\$800** negotiable

the car of the century floats on fluid teardrop stickers have been remanufactured(at Ken Patience instigation)

\$5 each from Aspect Signs and Graphics Keith Grieve 614 Melbourne Road

Spotswood 3015 **03 399 1252**

IN response to Steve (Herald-Sun, October 23): I agree, my plastic car was swooped upon by a magpie which demolished the front grill. A week later and \$195 in debt, one plastic car

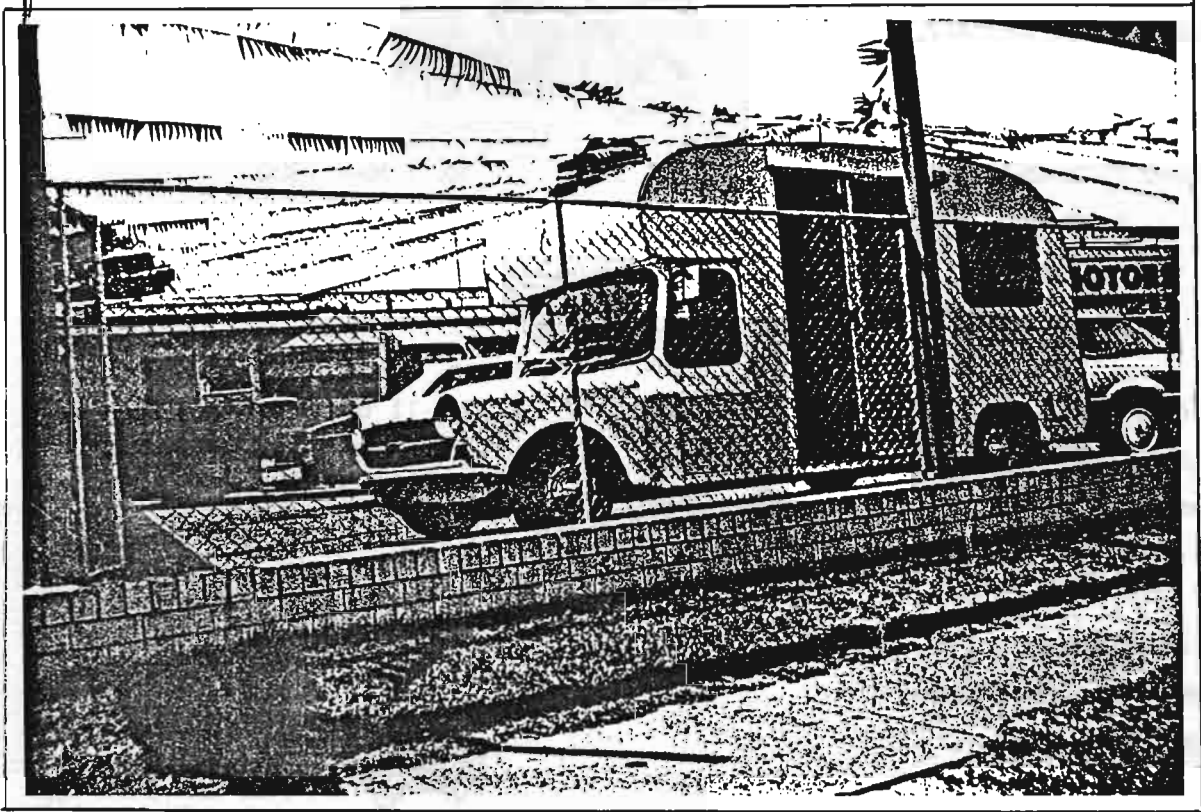


for sale. It might be me who is dead next time, not a magpie! — Cheryl A. Carlos (Indented Head).

Happy 'Crabbing

Daryl Stephens

LANDCRAB



The Landcrab Owners Club of Australasia, incorporated.

Number 51

August, September 1993

An accountant, a doctor, and a politician were arguing over who's job was the oldest. The doctor said "Of course mine was because Adam acted as a doctor when Eves first child was borne."

"Thats true," said the accountant, "but out of chaos came onder, and then humans. Accountants create order."

The politician cleared his throat. "Who do you think created the chaos in the first place"?

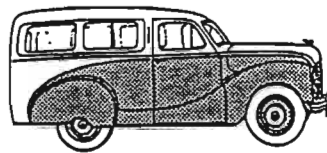
The club continues to expand, with another ~~seven~~ new members, which brings us up to just over 80 members. Assuming everybody renews their membership, at least 100 members should be in our club by Christmas.

INTRODUCING...

Max Wood
56 Radleigh Drive
Mulgrave 3170
Vic.

03 561 3016

Mk 11 1800 Man.



Michael Blackman
48 Janine Road
Springvale South
Vic. 3172

03 547 3265

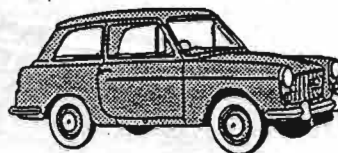
Mk 1 Man 1800



Bob Chambers
R.S.D. 1123
Greenswald 3304
Vic.

055 284 274

Mk 11 Ute Man Gas powered



Andrew Vincent
44 Heathcliffe Cresnet
Balgowlah 2093
N.S.W.

02 948 8123

Mk 11 1800 Man.



Alan Hogg
22 Huntingdale Avenue
Miranda 2228
N.S.W.

02 522 8184

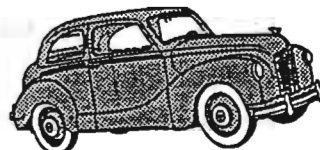
Mk 1 Kimberley Man.



Colin Johnson
48 Paradise Road
Slacks Creek 4127
Q.L.D.

07 208 6546

Mk 11 1800 Owned from new (Man
Mk 1 under restoration

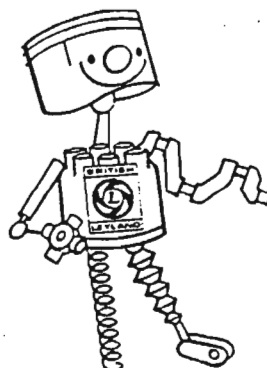


Eric Pitman
19 Church Street
Yackandandah 3749
Vic.

060 271 209

Mk 1 Ute Man.

Mk 11 1800 Sed.





Chelsea Lodge
Glentunnel
Canterbury

Phone 700 Glentunnel

4 Fy (03) 318 2700

Re Membership no. 64

I write this difficult letter to inform you that my husband Brian Albert Smith passed away suddenly last December 20 th, 1992. He was a car enthusiast, especially of something different. I still own and drive our Landcrab. We often watched a video tape of the Bays to Birdwood run, and promised ourselves we would come to Australia, buy an old Landcrab, and take part in it. Alas it won't happen that way.

However, if you have a member with a spare seat available, or one looking for a navigator, I would love to be considered as a possible fellow entrant.

If your club thought of doing a run through New Zealand, my accomodation establishment would be available to your members.

My son who is working my motor garage with me is well on his way to becoming a car enthusiast, to.

Thankyou for the pleasure this club gave Brian, mainly expectation of the newsletter and some correspondence with individual members.

Yours Sincerely

Elaine Smith



Chelsea Lodge
Glentunnel
Highway 72
Canterbury

Phone (0316) 317700

VF4 (03) 3182700



HOLIDAY ACCOMMODATION

In quiet country village of Canterbury foot hills.
Guest House features Old World decor and quiet serenity.
Also available - Self contained Unit. Sleeps family of up to 6.
Special interests Collection of Vintage and Classic cars.
Large garden with many Old World Roses and interesting perennials and trees.

OPEN FOR - Candlelight Suppers - a special feature

Devonshire Teas and lunches in the Tea Garden

Things to do -

Radius 5 kms -

Golf Club
Trout fishing
River Swimming pools
Outdoor bowls
Horse Riding

Radius 10 kms -

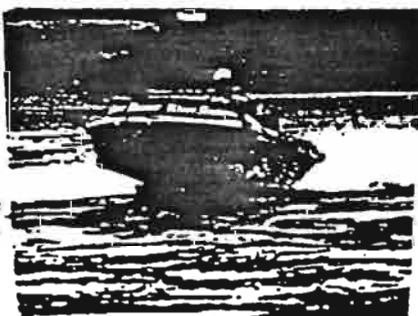
Historic Replica Cob Cottage
Refurbished 100 year old Hotel
Salmon fishing in Rakaia and Waimakariri Rivers
Jet Boating

Radius 50 kms -

Day Trips

Ski-ing - Choice of 6 ski-fields
Travel through the Rugged Southern Alps to Arthurs
Pass and Otira Gorge passing through N.Z. Native
bush to the West Coast.
Lake Coleridge Scenic Drive
Back Country Safaris

Experience this unique hospitality. Revitalise your spirit and well-being.



YOUR HOSTS ~~Elaine and Brian Smith~~

Elaine Smith



THE BEGA FESTIVAL
September 25 - October 3, 1993

P.O. Box 258, Bega 2550. Phone: (064) 94 1502, 93 2177. Fax: (064) 93 2375

BEGA FESTIVAL, HERITAGE SWAP MEET

May we seek your assistance in publicising to the Membership, through your Newsletter and Meetings, a Swap Meet for older Cars, Car parts and Memorabilia to be held in Bega on Sunday 26 September 1993 from 9.00am to 3.00pm.

The Bega Festival Committee is a non profit community group arranging 9 days of events in the fields of Arts, Crafts, Food, Music and many other diverse areas, "In Celebration Of A Life Style" commencing on Saturday 25 September 1993.

"Heritage Swap Meet" sites in the large parking area off Zingel Place, in front of Bega Town Hall, and just behind the main shopping area, will cost \$5.00 for approximately 5m X 2m and \$10.00 for 5m X 4m. Lookers and buyers will be admitted free.

An alternative under cover site will be available in the event of wet weather.

We are not aware of any other regular Swap Meet in this part of South Eastern New South Wales and look forward to this becoming a feature of our Annual Festival, if sufficient support is evident from the old car movement.

Site bookings can be made with Trevor Page, 15 Tathra Rd, BEGA 2550. Please enclose the appropriate fee and return contact address and phone number with booking details.

Additional information can be obtained on phone (064) 922185 most evenings between 7.00pm and 9.00pm but please no calls after 9.00pm.

Many thanks in advance for your kind assistance.

Yours sincerely,

Trevor Page for
The Bega Festival Committee

A DAY TO REMEMBER

By Garry Fry

A letter which I trust will be of interest to club members about recent events in Sydney.

Sunday, 16th May- not your average day, for the London - Sydney fleet was to arrive that afternoon at the Sydney opera house. The **Repco Mountain Rally** was to start at 8am on the same day, so **Bill Stevenson and Garry Fry(Self)** had to decide how to spend the day, for there were 1800 s in both events. Rather than devote our time to either event, we covered both and then some!

I drove my 18/85 to parramatta Park to meet Bill arriving in my rally car which he has been working on for the last month- developing and preparing the car for its debut event. the Eugorra Masters Rally startinh 28 th May. I caught up with club member **Paul Nicols** in his terrific looking Mk - car 16 as he edged it up the starting queue.

Car 31 was of great interest to us; an immanulate replicia of the Evan Green/ jack Murray works London - Sydney car. It even carries the original SMO 2275 registration numbers. This guy strangely enough is not in our club- he prefers the other 1800 s- the ones with the engine in the wrong way, and forget the displacers o they don't handle as well as our cars. Anyway Pauls mighty Mk 1 finished ahead of car 31

During and after the start of the rally, the 18/85 and Mk 11 Rally car(BMC 072 and BMC 069 respectively) attracted consideranle attention of those with fine taste. Having a few hours to kill before the marathon arrived, we headed to a little brown circuit on the outskirts of Sydney to shakedown the car, and for me to learn how to drive quickly on dirt.

I moved over, letting Bill into the drivers seat to show me how its done. Considering Bill had'nt rallied for 12 years, I was surprised how **quickly and skillfully** he piloted the car around pot holes, rubbish, and car wrecks, most of which were of course between mid corner and exit of same to make things interesting.

Flat out in 2nd gear with arms crossed, left foot brake here, sideways there; Bill casually gave me some pointers of car control before he gave me the car, and I handed him the video camera.

Cautiously I felt my way around the circuit, trying to apply some of what I had just learned.

"Faster and faster, the car handles well, it goes where it is pointed" I said to myself. I'd talked myself out of wanting to own an immaculate Landcrab in my first rally. In a couple of weeks on lap 7, I had a close quarters situation with a tree. Car and camera were swapped again and the session was finished .

Time to head off to the marathon finish, via the nearest car wash! By the time we got to the opera house, most of the rally cars were at Darling Harbour, where they were on show to the public. With eyes peeled for the shape of a Landcrab, I was relieved to know that at least one 1800 had finished when I caught a glimpse of a battle scared example in my rear view mirror as I was about to enter the car park with Bill in the 18/85

Ever tried **reversing** back from the boom gate, with 5 cars waiting on a ramp behind you, all trying to get in?

A breathless Welshman was knocking on my window asking if we could tow a car that looked "exactly like this one" from where it had just expired, to where it had to be parked- 100 metres up a hill to where the other survivors were. The polite but breathless chap out my window was none other than **Bill Fraser** founder of the Landcrab Owners Club, International. Bill had run up the street after us, when he saw us cruise past, and of course we were only too willing to help.

The security guard on the concourse took a bit of convincing but finally let the 18/85 and the Mk 11 up on the concourse to render assistance to **Peter Woodward's** car 101

The U.K. car was escorted across Australia by Bill Fraser and his entourage of U.K. club members. and **Ken Lyle** from Perth, who had mustered 4 or 5 1800s and a Kimberley for service and media facilities. However, they were not around when Bill Fraser approached us.

Fitted with a tow bar, the 18/85 was the logical choice to tow Peter Woodward's car up the hill. unless one is familiar with the Wolsleys lack of hill climbing power. Being an auto, we didn't want to take the chance of having **two** Landcrabs stuck halfway up the hill in front of an audience of thousands. We therefore used the Mk 11 minus tow bar and towing hooks, just to make it hard. About this time the 18/85 was becoming hard to start.

Peter Woodward and his equally exhausted co driver left Bill Fraser and the

service crew to take the car to the hotels car park nearby to secure it overnight. Another tow was organised by this time by one of Ken Lyle's fleet. As they negotiated the boom gate at the car parks entrance, they were careful to point out to the car park attendant through the intercom that as they were towing a car, could they make sure the second car got through before they lowered the boom. After the Austin had demolished same on the way through, the bemused car park attendant arrived to pick up the pieces, while we walked around with angelic smiles proclaiming our innocence!

Bill Fraser, Chris, Marcus, Lindsey and Joe, all from the U.K. invited Ken Lyle Bill Stevenson and yours truly to join them for a drink or two, after they had found suitable accomodation and showered. Three 1800 s and a Kimberley and the Wolsley 18/85 leading the convoy headed east to the Travelodge Hotel at Rushcutters Bay, which should have fitted the bill. It was strangely dark when we pulled into the driveway, and our convoy was greeted by suspicious security guards instead of a pretty, smiling receptionist.. We were directed elsewhere as the hotel was in **receivership**!

Amid a grumble or two, we headed for a Hotel down the road. When we arrived, we discovered that the reception was actually at the main Hotel, for the more affluent on the other side of the road, just to humour us more!

After the lads had freshened up. they decided to go to **Bondi Beach** for dinner. It was only 10 minutes away by rally car or 12 minutes in the 18/85- not counting the 20 minutes Ken Lyle took to make it operative, after it failed to proceed.

The eight of us charged off in my two cars. I called at home, 1 minute from Bondi Beach to swap the Wolsley for the ever reliable Mk1.

So, we finally arrived at Bondi Beach, and downed an enjoyable meal. Bill Fraser presented all present with a fantastic Landcrab Owners Club International plaque, commemorating the London to Sydney drive. All the way from London, Chris had his photos taken with obliging waitresses wherever they ate, and tonight was no exception! He posed as Bill Stevenson exited to collect the Mk 11, which arrived moments later with a collapsed suspension. I think the pounding at our rally cross curcuit at Riventone earlier that day took the rear displacer to within a fraction of its life, and it just had to collape before days end.

No problem, we thought. Just drive home slowly, and she'll be right. Except the big chunky off road tyres on 14 X 6 Super light mag wheels **foul the guards** emitting copious clouds of burning rubber at more that 5 M.P.H.

It was now about 10-30 pm, Bill Stevenson and I tired for having been going hard all day, and the others exhausted from driving across Australia.

I set about getting to the standard spare wheel and nuts off the Mk1. Naturally **it was flat!** I left everyone where they were and bolted to the nearest garage for some air.

The tyre was completely flat but holding air until I removed the pump. It reached 34P.S.I. and the valve jammed open, deflating the tyre.

I raced back to the Mk11 with the good news whereupon it was decided to ferry the gang back to the Hotel in the Mk1, Whilst Bill Stevenson and I packed up the roadside panel beating kit.

Bill and I had quite a laugh before changing cars again He drove the Mk 1 ,and I limped home in the Mk 11

So, at the end of play, the 18/85 had retired with a flat battery, and a dead starter motor; the rally car had blown a displacer, and as we later discovered broken an engine mount which left the Mk 1 to save the day(albeit with no spare wheel.

The Wolsley is the most **luxurioua and refined** to travel in, the red rally car the most rapid and dynamic, and the Mk 1, **the most reliable**. Bill joked that perhaps we could rally Ellen(ELN 950) for in just **finishing** a rally. you beat at least **half the field** anyway !

All in all a great day in Landcrad Land, although we were sad to here that the only other 1800 in the event, the ex works car belonging to **John Taylor** crashed in W.A. and withdrew from the rally.

So, lets get out there socially, competitively, enthusiastically and actively chase **new members** for the benefit of the club and the survival of the remaining examples of our classic cars

See you at the stsrting line of the 94 th Mountain Rally, and at **Rick Hopkins social day on 21 st November** .



Following the success of the 5 main bearing B series engine in the Austin 1800, normal B.M.C. practise was that it would find its way into lesser cars in the range. Here is how a 2 door 1800 was power boosted.

GETTING THE BEST FROM YOUR 'MGB'

When fitted with a H.C. engine (compression ratio 8.8 : 1)

The engine fitted to your 'MGB' is a highly developed unit and it is essential that you should know something about the specialized maintenance it requires if you are to maintain it at the peak of its mechanical efficiency.

Special recommendations on the sparking plugs, ignition settings, and fuel to be used are given by the manufacturers, and it is stressed that failures are bound to occur if these are not strictly adhered to. Particular care is needed with this engine owing to its high compression ratio, which makes it extremely sensitive to variations in fuel, ignition timing, and the heat range of the sparking plugs.

In lower compression engines a much wider range of fuels can be tolerated without causing serious damage to the engine, and ignition settings will stand variations of a reasonable amount. Also, even if the incorrect sparking plugs are used, no more damage may be incurred than burnt-out plugs or leaky valves. But with an engine having a very high compression ratio the range of fuels, sparking plugs, and ignition settings is much narrower and it is essential that the mixture should always be correct, and particularly never overweak at maximum load or power.

High-compression engines are very sensitive to variations in spark advance (over-advance) and to fuel/air ratio (mixture). Variations in these settings will increase the combustion temperature, and if the variation is excessive pre-ignition will cause high shock waves, resulting in damage to the engine. The engine should be decarbonized at regular intervals as excessive deposits of ash from the combustion of lubricating oil and fuel can cause pre-ignition difficulties.

Choice of fuel

When fitted with H.C. engine (compression ratio 8.8 : 1)

The octane number of a motor fuel is an indication given by the fuel technicians of its knock resistance. High-octane fuels have been produced to improve the efficiency of engines by allowing them to operate on high compression ratios, resulting in better fuel economy and greater power. Owing to the high compression ratio of the 'MGB' engines, fuels with an octane rating below 98 are not suitable; should it be necessary to use a fuel with a lower octane number, the car must be used very carefully until the correct fuel can be obtained.

It is necessary to use Super grade fuels in the 100-octane range unless Premium fuels of minimum 98-octane Research are available.

When fitted with L.C. engine (compression ratio 8.0 : 1)

Premium fuels of minimum 93-octane Research up to 97 octane are required, with preference to 95/97.

Super grade fuels in the 100-octane range can be used if preferred.

Sparking plugs

The correct grade of sparking plug for use under normal driving conditions is the Champion N-9Y. Plugs of a lower heat range (hotter running) should not be used, otherwise pre-ignition will occur, with consequent rise in combustion temperature and resulting engine damage. For competition work or hard driving where high output is consistently sustained the Champion N3 sparking plug should be used. This is a cooler-running plug and will ensure lower combustion temperatures and an increased margin of safety. Accumulated deposits of carbon, leaking or cracked insulators, and thin electrodes are all causes of pre-ignition. The plugs should therefore be examined, cleaned, and adjusted at the specified intervals and defective ones renewed. New plugs should be fitted every 12,000 miles (20,000 km.).

Static ignition settings

It is of the utmost importance that the correct setting should always be maintained. It will be appreciated that any variation in the contact breaker gap will affect the ignition setting, and your particular attention is called to the 6,000 miles (10000 km.) check and adjustment of the distributor points specified in the Driver's Handbook. After adjusting the contact breaker gap to the correct setting it is advisable to check the ignition timing, and to correct it if necessary.

An accurate check can be carried out by a very simple electrical method. To do this, connect a 12-volt lamp between the low-tension terminal on the side of the distributor and a good earth point on the engine.

With the ignition switched on and the sparking plugs removed, turn the crankshaft until the crankshaft pulley pointer is exactly at the correct number of degrees as stated under 'GENERAL DATA'.

If the ignition timing is correct the lamp will light at exactly this point. Any discrepancy in the ignition setting can be rectified by turning the vernier adjusting nut on the distributor until the test lamp lights at exactly the correct setting. If pinking should occur due to the use of a fuel of a lower range than our recommendations, retarding the ignition 2 to 3° can be tolerated. In no circumstances should the ignition be advanced beyond the correct setting.

TUNING

Stage 1

Tuning by port polishing (ordinary road work)

An increase of some 3 b.h.p. can be had by general attention to the cylinder head and port polishing as detailed below.

Lightly grind and polish the exhaust and inlet ports throughout. They should not be ground out so heavily that the shape or valve choke diameters are impaired, as the wall between the exhaust and inlet valves may become too thin and cause valve seat cracking.

Just inside the ports, at the bridge between the exhaust and inlet valve seats, you will notice a protuberance; do not grind too much of this away, as this is the port wall, where the water cooling has been brought down as close to the valve seats as possible.

Grind out the combustion spaces, but only very lightly, as these are already quite clean and partly machined; remove any frazes and lightly polish all over. It is most important that no enlargement around the combustion walls takes place as this may cause the cylinder head gasket to overlap. This will destroy the efficiency of the seal, lower the compression ratio, and cause tuning to be ineffective.

The combustion space and ports are already highly developed from a flow angle aspect, and it will be found difficult to improve by reshaping or enlarging. The main requirement is to obtain the highest polish, but to remove the minimum amount of metal.

Match up, by grinding, all the exhaust and inlet manifold ports with the cylinder head ports.

Grind out and polish the inlet manifold, also matching the carburetter bore. Make the bore of the manifold a gradual taper from the carburetter end to the cylinder head port, grinding away any ridges left by machining during manufacture.

Distributor setting as standard.

Stage 2

Tuning for middle-range acceleration (ordinary road work)

If most importance is placed on initial and middle-range acceleration an improvement of 2 or 3 b.h.p. may be gained in the lower ranges by fitting camshaft Part No. 484184. This has the timing: inlet opens 5° B.T.D.C., inlet closes 45° A.B.D.C., exhaust opens 40° B.B.D.C., exhaust closes 10° A.T.D.C.

The valve lift is .322 in. (8.2 mm.).

Top end performance will only be slightly impaired between 5,000 and 6,000 r.p.m.

If desired, the head may be tuned by port polishing as laid down in Stage 1.

Distributor setting as standard.

TUNING

Stage 3

Compression ratio 9.6 to 9.8 : 1 (competition tune)

Carry out Stage 1.

Fit a competition (half-race) camshaft (Part No. AEH 714). This gives .250 in. (6.35 mm.) cam lift with a 268° period for inlet and exhaust. Inlet opens 24° B.T.D.C. and closes 64° A.B.D.C. Exhaust opens 59° B.B.D.C. and closes 29° A.T.D.C.

Tappet setting .017 in. (.43 mm.) hot. For valve springs see page 26.

Machine $\frac{1}{16}$ in. (1.59 mm.) from the cylinder head face to raise the compression ratio to 9.7 : 1. The head thickness will then be $3\frac{7}{8} \pm .015$ in. ($79 \pm .38$ mm.).

Fit $1\frac{1}{2}$ in. (44.45 mm.) dia. S.U. carburettors (Part No. AUC 780); these are fitted with .100 jets and KW needles, and light blue springs. Remove the KW needles and fit SY (Part No. AUD 1338).

A new inlet manifold (Part No. AEH 200) will be required. This manifold has a $\frac{5}{8}$ in. (15.87 mm.) dia. by-pass hole in the balance pipe. Polish this manifold as explained in Stage 1.

To prevent vibration of the carburettors it is advisable to use a synthetic rubber gasket (Part No. AHH 5791) between the carburetter and the manifold and a $\frac{1}{8}$ in. (3.18 mm.) thick double-coil spring washer (Part No. AJD 7742) under the carburetter fixing nuts so that the carburettors may be left not quite tightened solid. Wire the nuts in pairs to prevent them becoming slack. Set the fuel levels as reasonably high as possible.

No air cleaners are arranged for these carburettors, but extension pipes Part No. AHH 7209 may be used for the rear and Part No. AHH 7219 for the front.

Check the valves at full lift to ensure that the exhaust valves do not foul the top face of the cylinder block; if so, the block must be undercut to clear the valve head and give a minimum lift clearance of $\frac{1}{16}$ in. (1.59 mm.). Use a $1\frac{1}{2}$ in. dia. flat cutter with a $\frac{1}{16}$ in. (1.59 mm.) radius at the corner of the cutter.

The engine should give 105/108 b.h.p. at 6,000 r.p.m.

The static setting for the standard distributor should be 10° B.T.D.C.

Stage 3A

Compression ratio 9.6 to 9.8 : 1 (competition tune)

As Stage 3, but alternative to machining the cylinder head, as Stage 3, the compression ratio may be raised by fitting the flat top competition pistons (as detailed in Stage 4).

Stage 3B

Compression ratio 10.5 : 1 (competition tune)

If you carry out Stage 3A the compression ratio can be raised to 10.5 : 1 by machining $\frac{1}{16}$ in. (1.59 mm.) from the cylinder head face (as detailed in Stage 3).

The engine should develop 112/115 b.h.p. at 6,000 r.p.m.

Stage 4

Compression ratio 9.3 to 9.5 : 1 (competition tune)

Polish the head as Stage 1.

Standard valves and guides may be used successfully, but for consistent performance fit bronze Hidural inlet and exhaust valve guides and the high-duty $1\frac{1}{8}$ in. dia. inlet and $1\frac{1}{2}$ in. dia. exhaust valves in Nimonic material. The guides should be pressed into the cylinder head so that they are left standing out between $\frac{1}{8}$ and $\frac{3}{8}$ in. (19.45 and 19.84 mm.).

Valve seats may need re-aligning with the guides.

Use valve springs—outer (Part No. AHH 7264) and inner (Part No. AHH 7265), also the special valve cotter (pairs) (Part No. AEH 761), the valve spring top cup (Part No. AEH 760), and the bottom cup (Part No. AEH 801). Alternatively, see the use of triple valve springs on page 26.

Do not fit the metal oil shroud or the valve stem rubber oil seal that is used on the standard engine.

Standard rocker shaft and valve rockers are used, also the two centre rocker shaft brackets. The valve springs put a heavy load on the rocker shaft, especially at the ends where it is overhung, and, although it is not essential, it is desirable to fit the special front and rear rocker shaft brackets which support the end rockers from both sides (Part Nos. AEH 762 and AEH 763). Do not refit the springs which hold the rockers apart, but in place of these fit the tubular steel distance pieces leaving an end-float of .003 to .005 in. (.0076 to .0127 mm.) (Part Nos. AEH 764 [1 off] and AEH 765 [2 off]).

The standard tappet adjusting screws may be used, but if the possibility of fracture is to be eliminated, then fit the special screws (Part No. AEH 766) which are solid and have no holes drilled in them; the oiling of the ball will be satisfactory without these holes.

Use the high-lift wide-period camshaft (Part No. AEH 770) with a tappet setting between valve and rocker of .018 in. (.457 mm.) hot. This camshaft has a cam lift of .315 in. (8.0 mm.) and a valve lift of .452 in. (11.5 mm.). The inlet period is 300° and the exhaust 300°.

Timing is: inlet opens 50° B.T.D.C., inlet closes 70° A.B.D.C., exhaust opens 75° B.B.D.C., exhaust closes 45° A.T.D.C., with valve clearance set at .018 in. (.46 mm.).

The high-lift, wide-period camshaft can be used with the standard push-rods and tappets satisfactorily, but cover for travel of the cam is only barely sufficient over the base of the standard tappet.

This can be overcome by boring the tappet holes in the cylinder block to a diameter of $.9375 \pm .0005$ in. ($23.81 \pm .013$ mm.) for a length of $3\frac{1}{8}$ in. (79.38 mm.) from the centre-line of the camshaft and fitting larger tappets of $\frac{1}{4}$ in. (24 mm.) dia. (Part No. AEC 264). This will necessitate the use of shorter push-rods (Part No. AEH 767).

With the high lift of the valves it is necessary to undercut the face of the cylinder block to allow the exhaust valves full travel. This machining should be done from the valve guide centre and a flat cutter of $1\frac{1}{2}$ in. dia. used; the cutter should have a $\frac{1}{8}$ in. (1.6 mm.) radius on the outer cutting corner. The undercut in the cylinder block should be $\frac{3}{8}$ in. (3.6 mm.) deep.

For durability, when using the high-lift camshaft, it is a benefit to use the steel crankshaft and camshaft timing chain sprockets (Part Nos. AEH 769 and AEH 771).

In the centre of the cylinder head face two large core holes will be found; thread these and fit water-tight aluminium plugs, which should be faced off carefully to the head face. This will prevent water loss if the cylinder head lifts under arduous conditions.

Thread and plug the one small hole in the centre of the cylinder block face that is opposite to the cylinder head aluminium plug.

To increase water flow through the head drill out to $\frac{1}{8}$ in. (14.29 mm.) dia. the two water holes at the rear end of the cylinder block face.

Use the special cylinder head gasket.

Fit the high-compression (flat top) competition pistons (Part No. AEH 736). These pistons have large, fully floating gudgeon pins, and it is necessary to use special connecting rods (Part Nos. AEH 642 [for cylinders 2 and 4] and AEH 644 [for cylinders 1 and 3]); with these go connecting rod bearings (Part No. AEH 434 [half]). When using these bearings and the standard main bearings, neither of which has racing clearances, it is necessary to run in steadily for 30 hours on the test stand or for 1,000 road miles (1600 km.). Do not apply full power at an early stage, but wait until the bearings bed down, and develop a good running condition without temperature rise.

If you wish to put your engine on to full power early, then see note reference bearings with initial racing clearances on page 28.

To increase the oil pressure fit a packing piece in the end of the oil release valve cap behind the release valve spring; this should be .200 in. (5.08 mm.) thick by $\frac{1}{4}$ in. (12.3 mm.) dia. or two packings .100 in. (2.54 mm.) thick (Part No. AEH 798). See page 40 for further details on oil pump and filter bottle top.

Fit the competition clutch (see page 28). See page 30 for reference to the flywheel.

Fit the large $1\frac{1}{2}$ in. (44.45 mm.) S.U. carburetter as in Stage 3.

Use the special distributor (Part No. BHA 4415) (see page 34), which has a suitable automatic advance and no vacuum advance. The static setting should be 6° B.T.D.C. and not more than 8° nor less than 5°. If this distributor is not available a nearly similar one (Part No. AEJ 41), distributor No. 40718A, is generally suitable, but this must be set 2° B.T.D.C. and not more than 4° nor less than 1°. The standard distributor (for H.C. engines), which is Part No. 12H 792, distributor No. 40897, is not quite so suitable, but if it was desired to use it, then it should be set 9° to 11° B.T.D.C.

Sparkign plugs should be Champion N58R, but, according to the circuit you may be able to use Champion N63R or N3.

Use 100 (minimum) octane fuel.

The engine should develop the following brake-horse-power:

<i>R.p.m.</i>	<i>B.h.p.</i>
3,000	62
4,000	89
5,000	111
5,500	120
6,000	121
6,500	119

TUNING

Stage 5

9.3 to 9.5 : 1 compression ratio (Weber carburetter)

Prepare your engine as Stage 4, but in place of the S.U. $1\frac{1}{2}$ in. (44.45 mm.) carburetters, fit a 45 DCOE 13 Weber twin-choke carburetter. This will require a special inlet manifold and parts as detailed on pages 46 and 47. See page 30 for particulars of settings.

There is only a marginal improvement to be gained by the fitting of the Weber carburetters, with some slight loss at the lower r.p.m., but some drivers prefer this type of carburetter.

The carburetters are mounted on synthetic rubber 'O' ring gaskets to prevent vibration of the carburetter mechanism and disturbance of the fuel-to-air ratio. Under each carburetter fixing nut a double-coil spring washer (Part No. AJD 7732) should be fitted; each fixing nut should be drilled and wired in pairs to prevent them coming slack. Tighten the nuts up fairly firmly, but by gripping the carburetter some slight free movement should be felt.

Steady rods are fitted from the inlet manifold, both front and rear, down to brackets on the cylinder block; adjust these rods to the free position so that the bolts go easily through the fork ends and brackets, tighten the bolts solid, and lock up the fork locknuts.

The engine, using 100 (minimum) octane fuel, should give the following power output:

	<i>R.p.m.</i>	<i>B.h.p.</i>	<i>Gal. per hr. fuel consumption</i>	
			<i>Imperial</i>	<i>U.S.</i>
B.h.p. taken at gearbox tail flange	3,000	63.5	4.3	5.2
	3,500	78	5.4	6.5
	4,000	92.5	6.0	7.2
	4,500	106.5	6.6	7.9
	5,000	114	7.1	8.5
	5,500	121	7.5	9.0
	6,000	122	8.4	10.0
	6,500	121	9.0	10.8

For bench testing use Champion N58R plugs, but on the circuit you may be able to use softer plugs. If the circuit is short you may find N3 in cylinders 1 and 4, and N63R in cylinders 2 and 3 will be suitable.

If the circuit is long you may require N63R in cylinders 1 and 4 and N58R in cylinders 2 and 3. The centre cylinders are inclined to run hotter due to the proximity of the two exhaust valves.

TUNING

Stage 6

10.4 to 10.6 : 1 compression ratio (competition tuning)

Tune as for Stage 4, or Stage 5, but remove $\frac{1}{16}$ in. (1.59 mm.) from the cylinder head face, making the thickness of the head $3\frac{7}{8} \pm .015$ in. (79 \pm .38 mm.). The standard thickness of the cylinder head is $3\frac{11}{16} \pm .015$ in. (80.6 \pm .38 mm.). Finally surface grind the face of the head and carefully lap as described on page 26.

Check the opening of the exhaust valves at full lift to ensure they have a minimum of $\frac{1}{16}$ in. (1.59 mm.) over-travel; if not, the undercut in the block face will have to be increased the required amount.

Use Champion N58R sparking plugs.

The engine should give the following power output on 100 (minimum) octane fuel.

	<i>R.p.m.</i>	<i>B.h.p. on S.U. 1½ in. Carb. (Two)</i>	<i>B.h.p. on Weber Carburetter 45 DCOE 13</i>	<i>B.h.p. on Weber with 38 choke 175 main 160 air corrected</i>
B.h.p. taken at gearbox tail flange	3,000	64	65	64
	3,500	76	82	81
	4,000	91	96	95
	4,500	106	109	108
	5,000	114.5	120	120
	5,500	126	128	127.5
	6,000	128.5	130	131
	6,500	129	127	128

Note.—While using 100-octane fuel and the camshaft as listed for Stage 4, no worthwhile power increase will be gained by further raising of the compression ratio.

OTHER SPECIAL ITEMS

Cylinder head gasket

When the compression is raised it may be necessary to use a reinforced gasket. A competition cylinder head gasket is available (see list) constructed from .009 in. copper and steel with internal reinforcements (Part No. AEH 768). As the cylinder block and head faces may suffer some distortion in the early life of the engine it is advisable to check these faces for flatness before fitting the new gasket. If the faces are distorted they should be finely surface ground, and a certain amount of careful lapping or flat scraping is worth while. Do not lap excessively as this will only produce an uneven surface. Check them finally together with marking.

Before replacing the cylinder head studs slightly countersink (not too heavily) the tops of the threaded holes in the cylinder block. This will enable the head to pull down around the studs and seal more efficiently.

To maintain the clamping pressure of the cylinder head onto the gasket it is advantageous to remove the flat washers under the 11 cylinder head nuts and replace these with more rigid ones of $\frac{3}{8}$ in. (2.4 mm.) thickness by $\frac{1}{2}$ in. (19 mm.) outside diameter and with a hole .390 in. (9.91 mm.) dia. These can be turned up from a 40-ton steel bar, or if made from mild steel they should be case-hardened.

Valve springs

The valve bounce r.p.m. on the standard engine is 6,230 r.p.m. and the valve springs, operating mechanism, and drive are safely stressed to maintain this.

If for very special competition purposes it is desired to raise the valve bounce period, the appropriate springs may be selected from the following table:

Part No. outer springs	lb.	Part No. inner springs	lb.	Total lb. full lift	Valve bounce r.p.m.		
					Standard camshaft	Comp. camshaft AEH 714	Comp. camshaft AEH 770
1H 1111*	117	1H 723*	50	167	6,230	6,500	6,500
1H 1111	117	1H 1112	57	174	6,360	6,600	6,600
AHH 7264	131	1H 723	50	181	6,480	6,700	6,700
AHH 7264	131	1H 1112	57	188	6,600	6,750	6,750
AHH 7264	131	AHH 7265	60	210	6,680	6,800	6,800

* Standard engine.

It is advised that these springs be used only for very special events, as if used under everyday conditions the cams and followers will have a shorter service life. The springs will not necessarily give an increase in brake-horse-power, but will extend the same horse-power up to valve bounce. This is sometimes useful in enabling a lower gear to be retained, still maintaining the same maximum speed, with increased power for acceleration.

As an absolute maximum, triple valves springs (Part No. AHH 7309) may be used, in conjunction with a special valve spring top collar (Part No. AHH 7313). No bottom collar is used, but the counterbore around the valve guide in the head face must be increased to 1.520 to 1.515 in. (3.86 to 3.85 mm.) dia. The springs are supplied, tightly nested in sets of three, giving a total full lift load of 230 lb. (104.3 kg.).

The valve crash position will be above 7,000 r.p.m.

Valves and guides

The valves fitted as standard are of high quality, but if valves are desired with a longer service life or increased resistance to burning special valves are available in Nimonic alloy—inlet (Part No. AEH 757) and exhaust (Part No. AEH 758). (See list.) These must be used in conjunction with special spring collars (Part No. AEH 760) and also special cotters (Part No. AEH 761) to suit the half-round groove in the valve stem. If triple valve springs are used, top collar (Part No. AHH 7313) must be used. These valves should be used in conjunction with bronze (Hidural 5) guides for both the inlet and exhaust valves, inlet (Part No. AEH 755) and exhaust (Part No. AEH 756). The inlet guide is $2\frac{1}{8}$ in. (27 mm.) long and the exhaust $2\frac{1}{8}$ in. (33.4 mm.) long. They should be pressed into the head so that they are left standing out between $\frac{11}{16}$ and $\frac{3}{4}$ in. (19.4 and 19.8 mm.).

OTHER SPECIAL ITEMS

Crankshaft bearings

The standard main and big-end bearings have suitable close clearances for the quietness of the running of the standard engine. When using the engine for racing purposes, especially above 6,000 r.p.m., it is desirable to use both main and big-end bearings with increased initial clearances. The standard bearings are of lead-indium type. The increased clearance bearings of the lead-indium type are: main bearings (set of six halves), Part No. 8G 8843 (bearing stamped V.P.4769), and big-end bearings (half), Part No. AEH 434 or set of eight halves, Part No. 8G 2259.

Crankshaft

The standard crankshaft is quite satisfactory, but with continued high duty in due course will show some wear, and may need renewing at intervals. It may be cheaper to renew the standard shaft at suitable intervals. If required, an induction-hardened and heavy-duty crankshaft can be used (see list, page 45).

Timing chain sprockets

With high r.p.m. and the use of high-lift camshafts the sprockets have to withstand a much heavier duty. The standard sprockets are cast iron, but steel sprockets for both crankshaft and camshaft are listed on page 45.

Weber carburettors (45 DCOE 13)

These will require a special inlet manifold and parts as detailed on pages 46 and 47. (See Figs. 2 and 3 for installation details.)

The carburettors are mounted on synthetic rubber 'O' ring gaskets to prevent vibration of the carburetter mechanism and disturbance of the fuel-to-air ratio.

Under each carburetter fixing nut a double-coil spring washer (Part No. AJD 7732) should be fitted; each fixing nut should be drilled and wired in pairs to prevent them coming slack. Tighten the nuts up fairly firmly, but by gripping the carburetter some slight free movement should be felt.

Steady rods are fitted from the inlet manifold, both front and rear, down to brackets on the cylinder block; adjust these rods to the free position so that the bolts go easily through the fork ends and brackets. Tighten the bolts solid and lock up the fork locknuts. (See Fig. 3 for details.)

The settings supplied in the carburettors should be as below:

Auxiliary venturi	..	..	5.000 mm.
Chokes	..	..	36 mm.
Main jet	..	..	1.70 mm.
Air correction jet	..	..	1.60 mm.
Emulsion tubes	..	..	F16
Idling jets	..	..	.60/F8
Pump jets	..	..	.60

Needle valve 2.25 mm. must be spring-loaded type.

Level between the float and cover gasket to be 5 mm.

The pump inlet valve should have a hole of 2.00 mm. in the top and an exhaust hole in the side of 1.00 mm. dia.

These settings should be found correct for Stage 5 onwards.

For endurance running in long-distance races a richer 175 main is beneficial.

The spring-loaded needle valve prevents mixture variation due to vibration.

If the pick-up condition can be tolerated, the power can be slightly increased at the top end by fitting 38 mm. chokes and 175 main jets with a 160 air jet; again for long distance a 180 or 185 main used with a 160 air jet will maintain performance, but note that it slightly decreases the power at the lower range.

It is sometimes found that to use a 3.5 auxiliary venturi in place of the 5.00 will give improved pick-up conditions, but this is a matter of trial under the local conditions.

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17 May, 1993.

Hope that you received the Trophy okay and that nil damage was incurred thereto. I am seeking to have 'T' shirts prepared and hope to have them ready well before the All British Display Day in Sydney in October. They could also be used by members in other states, so would you mind just making an inquiry re the newsletter as to how many members would be desirous of obtaining them. I expect the price of each will be about \$20 to \$25 each and no doubt all sizes will be catered for. Trisha Jarrett will be responsible to take orders and accept the necessary payments from members. As you are aware, her address is 8 Gundry Street, Goulburn. 2580.

What Do You Think?

19

CATCHING THE VALVE TRAIN

To cover this subject of valve train components in detail could fill many issues of 'Landcrab News', so I'll endeavour to keep this article as brief as possible. Hence, some detailed knowledge of the 1800 (and engines in general) will be assumed.

The primary function of the valve gear is to open and close the valves as close as possible to the intended contour dictated by the camshaft design. To achieve this through a broad engine speed range **rigidity, lightweight** components and **minimized friction** are our target.

In recent years the majority of manufacturers have swung to overhead camshaft (O.H.C.) designs to operate the valves. Due to pushrods, rockers etc. being eliminated, more efficient cam profiles with higher rates of valve acceleration can be utilized, as this design minimizes flex and friction together with less weight of reciprocal components. The valve opening and closing cycle more closely follows the intended cam contour, resulting in quieter, more efficient and smoother operation.

The B.M.C. range of 'A', 'B' and 'C' Series engines we are interested in can benefit from adopting the same principles in the valve train. No! you can't just go out and bolt-on a late Toyota (or other unmentionable) twin cam cylinder head! Our path is a little more labour intensive but certainly not as costly.

Let's analyse the components and modifications from the camshaft up:

Camshaft Followers:

These components may not appear to require our attention in the quest for more performance/economy. But take a closer look - particularly at the 'B' Series engine.

Lightening of these components would be extremely difficult - being a hollow casting with only small access 'windows'. Standard cam followers in the 'B' Series weigh around 3 oz. each. This may not sound a lot, but in terms of valve train reciprocating mass, **every ounce** requires perhaps 20 - 30 lbs of spring pressure at maximum revs. A weight reduction therefore increases the valve bounce speed or conversely, a lighter valve spring can be used whilst maintaining the previous valve bounce speed.

To lighten this part of the valve gear we are faced with replacing the follower with the type produced by Ed Eskenderian Racing Cams U.S.A. which sits the push rod at the base of the 'bucket' type follower.

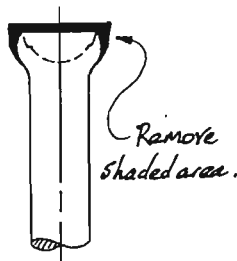
Each follower weighs around 1 1/2 oz. a substantial reduction in any terms. Only one slight disadvantage - you will also need a new set of pushrods of the appropriate length. (This can be turned into another advantage - see Pushrods).

Another good reason to replace the standard 'barrel' followers can be seen by checking the wear face on an engine stripped after a reasonable mileage.

Do all the followers show a regular circular wear pattern indicating they rotate correctly? Many don't, because the pushrod sits on top of the 'barrel' causing a side pressure as the pushrod moves in a slight arc during the opening/closing cycle. With variations in the tolerance build-up etc. this may become sufficient side pressure to increase friction and inhibit the intended follower rotation leading to more rapid wear of cam lobe, follower and follower bore.

Pushrods:

Standard pushrods can (with a slight advantage) be lightened around the top cup area by removing metal as shown. However, slimming down the rod is not recommended as lightweight is great but rigidity is paramount.



The best alternative is pushrods made from Aluminium or Chrome-Moly tubing. Aluminium is lightweight and if made of a sufficient section will also be quite rigid. Because Aluminium expands more with heat than steel, valve clearance should be carefully monitored.

Chrome-Moly steel (aircraft quality) has long been favoured by top engine builders. Having sufficient strength to be made from a relatively light section, these pushrods fulfil our requirements for both lightweight and rigidity.

Rocker Shaft Assembly:

Our aim in this area is to reduce friction, maintain or increase rigidity and provide positive location of the rocker over the valve stem. Firstly, the rockershaft. For peak efficiency this must be held firmly in the rocker pillars, because any freeplay here results in lost motion.

For instance, if we have .005" clearance between shaft and post plus .005" wear in the bush to rocker clearance, it could be assumed we have lost .010" valve lift. In actual fact it becomes more noticeable because we have to take into account the multiplication of rocker ratio and the noticeable loss in camshaft duration that the valve would 'see'. This loss of duration usually becomes greater when a 'sportier' camshaft is fitted.

Various methods have been employed to minimize this lost efficiency. Certain MG models have shims fitted below the two centre pillars to cause a slight distortion of the shaft. Thereby taking up the usual clearance between pillar and shaft. Alternatively, each pillar can be fitted with a lock screw to hold the shaft firmly.

Control of flex in the shaft itself has usually been limited to providing extra support at each end of the rockershaft. Leyland Special Tuning released end pillars which supported the overhung shaft.

NB: *Some early 'B' Series engines used Aluminium rocker posts - although tempting from the weight saving aspect, they are best replaced by the later forgings.*

Rocker Spacer Springs:

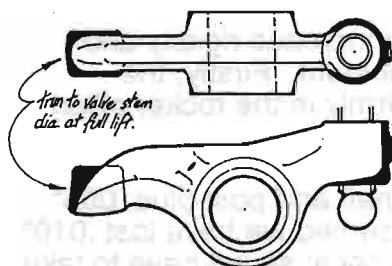
In my opinion, these are best replaced with spacer bushes (preferably adjustable). However, don't fall for the trap of using industrial shaft collars held in by grub screws. These will mark the rocker shaft causing damage to the rocker bushes on disassembly. ***But why discard the springs?*** Next time you see a cylinder head dismantled after a reasonable mileage, inspect the rockershaft and rocker side faces. In the majority of cases you will see deep grooves worn into the rockershaft and rocker.

This is evidence of the pressurized contact creating additional friction and heat input into this area. By using rocker spacers and careful selective assembly each rocker can be placed with the vertical web directly above the valve stem (prior to marking out for lightening) confident it will remain in this position. It is not unknown for some rockers to slide slightly sideways during operation. This is definitely a situation to be avoided.

Whilst on rocker shafts it's worthwhile to check any replacement carefully. An offer of cheap rocker shafts can sometimes turn out to be just that. **Cheap rocker shafts!** Some imported shafts show a less than adequate hardness, not far above mild steel. So choose carefully!

Rocker Arms:

Provided the rocker bushes and shaft are in 1st class order, the standard rockers can (with benefit) be lightened substantially if sufficient time is allowed.



Metal can be removed as indicated by the shaded area in the sketch. Bearing in mind that metal removed from the extremities pays the biggest dividend in lowering inertia loadings. The main loading is on the vertical web of the rocker and this web should only be smoothed with a minimum of metal removal.

This reduction in reciprocating mass affords the same benefits discussed under 'cam followers'.

Rocker Ratio:

The advertised ratio on the 'B' Series engines is ie: 1.4:1 (or more precisely 1.426:1). However, after numerous tests carried out with engines ranging from MKI's to the latest 18V - prefix engines, none appear to come up to this ratio. In fact, the majority have measured between 1.327:1 to 1.367:1.

Many hours can be spent in optimizing rocker assemblies to gain a ratio closer to the specified goal. Try and try again with different assemblies seems the only way with standard components. To put, what appears to be, such a small discrepancy into perspective the following figures should help.

Valve lift can be calculated by multiplying cam lift by the rocker ratio minus valve clearance.

eg. Standard 1800 'S' cam

Cam lift .250" Clearance .015" Ratio 1.426:1
 $(.250 \times 1.426) - .015 = .3415$ Valve Lift.

Let's see what happens

If we take two well known cam grinds, the 1800 'S' and the Wade 113 and work with the various rocker ratio's in the chart below:

CAM	CAMLIFT	VALVE LIFT		
		A	B	C
1800 'S' 113	.250"	.3177"	.3415"	.360"
	.265"	.3376"	.3639"	.3835"

Rocker ratio in column

A = 1.327:1

Not unusual

B = 1.426:1

Std Spec

C = 1.5:1

Roller Rockers

From the above chart we can see that with the 'wrong' rocker gear set-up even the Wade 113 isn't able to achieve the lift of a standard cam **with the correct** geometry. IT GETS WORSE!

A 'loss' of .026" of valve lift translates into a sizeable loss of airflow potential through the valve 'window' - the open area around the circumference of the valve. Using the above example, we will transpose these figures into the typical MKII 'B' Series inlet valve.

1.625 dia	x	.3376 lift	=	1.724 sq in
	x	.3639 lift	=	1.858 sq in

that's an increase in open area of 7.77% at full lift.

Most tuners would agree it would be time well spent to achieve this sort of potential improvement.

A considerable improvement whilst still using basically standard components.

Roller Rockers:

Why use roller rockers? During valve opening and closing cycles the conventional rocker arm 'pushes' and 'pulls' across the valve stem. These forces are transferred into the valve guide, wearing the stem, guide and ultimately the valve seat with consequent power loss. Evidence can be seen by inspecting used components. For example check side play on a worn valve/guide - there's always more wear on these components in line with the rocker arm.

Apart from the 1.5:1 ratio shown in the previous chart, this new set-up is a major departure from the traditional B.M.C. design.

The standard rocker posts, shaft and rocker assembly is replaced by a substantial 'girdle' incorporating a restricted oil feed to each rocker arm. This 'girdle' bolts onto the head with 4 new head bolts and 2 new inter. bolts (supplied) once the existing studs have been removed.

Onto this is bolted individual rocker arm assemblies. Each rocker arm is fully machined from heat treated certified aircraft alloy extrusion. Fitted with large needle roller bearings mated to precision ground trunnions to reduce friction and increase engine power. Roller tips minimize valve stem and guide wear and give smoother, quieter operation (and can't all 'B' Series stand improvement in this area). Correct geometry improves efficiency by ensuring correct camshaft lift is transferred.

A giant step towards achieving our aim of rigidity and a reduction of reciprocating mass in the valve gear.

When contemplating the fitting of these rocker assemblies a few things must be anticipated:

1. Special 'ball-ball' pushrods are required.
2. Valve clearances must be appropriately wider, (to maintain desired cam clearance).
3. Due to the extra valve lift-check valve to piston/block clearance. Allow .100 to cater for rod and piston stretch **and/or** momentary timing variation due to over revving.
4. Check for coil bind at full lift.
5. The higher ratio rocker can control the valve train better (with a given valve spring pressure). Therefore, valve bounce speed is increased, or a lighter valve spring can be used.

By publishing time, a very comprehensive range of Chrome-Moly tubular pushrods should be available for the 'A', 'B' and 'C' Series engines. Including special lengths to suit the light weight followers mentioned previously, plus a range for the 'B' Series roller rockers.

We can also supply the roller rocker sets and light weight cam followers.

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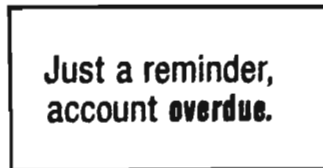
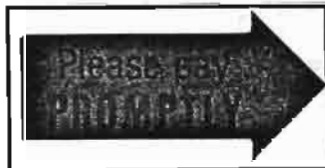
John Webster is still looking for a Tasman or Kimberley 06 295 9060

Buy/Sell/ or Swap. Car Magazines "Motor" UK ; "Car" UK and "Autocar" UK
John Webster 06 295 9060

MONEY UP OR SHUT UP!

Club fees were due 30/6/93. Those few who have not re enrolled need to produce **A\$25-00**
no later than yesterday !

Articles for the newsletter need to be received by the 25th of the even
month. The newsletter is posted on the 25th of the odd month.

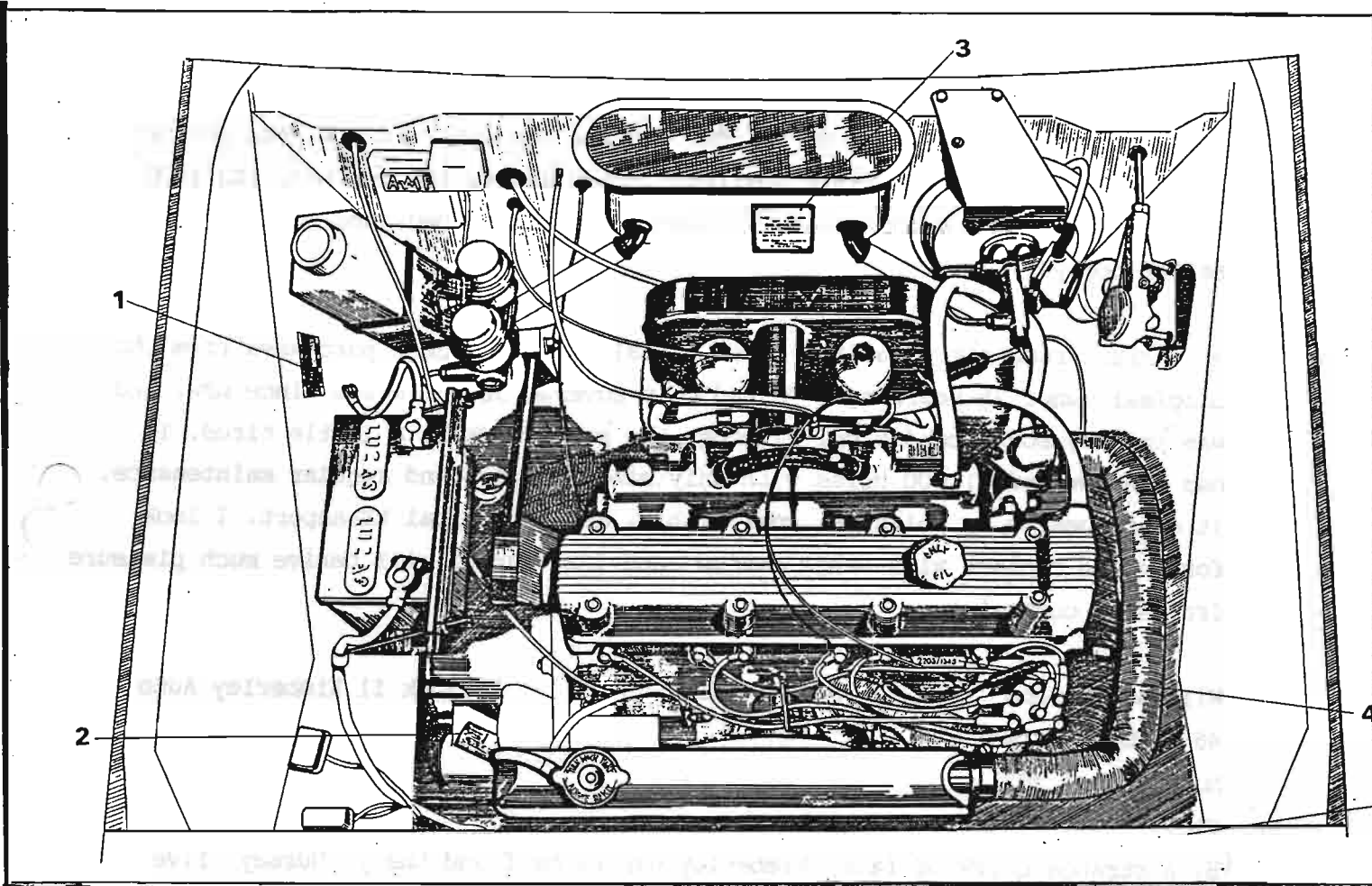


Everything falling off this car is of the highest quality British Workmanship

Congratulations to Pat Farrell on the occasion on his 60th birthday on 4/8

Happy 'Crabbing
Daryl Stephens

LANDCRAB



The Landcrab Owners Club of Australasia, Incorporated.

Number 52

October, November 1993

Last Sunday, our local Baptist Church had a visiting speaker. He droned on **and on**, finally stopping when his voice threatened to expire. He apologised for preaching for so long, but said it was the Church's fault for not having a wall clock.

A sleepy voice from the back interjected, "With you, we don't need a clock, we need a **calendar** !"

Our club continues to expand, in spite of the editors feeble attempts at humour, with another 5 new members ! They are

Colin Phillips
24 Stuart Street,
Mullumbrimby 2482
N.S.W.

066 841 755

1966 Mk 1 Man.



"I have owned half a dozen or so 1800's since the early 1970's, and several Mini Cooper's and an Austin Kimberley. I have always thought that the 1800 is one of the **best** motor cars ever designed and produced, and I still hold that belief today.

My current road car is a 1966 model manual sedan, which I purchased from the **original** owner 2½ years ago. It had only covered 58,000 miles since new, and was in very sound condition, although the paint work is a little tired. It has now covered 81,000 miles with only minor repairs and regular maintenance. It continues to be reliable, comfortable, and economical transport. I look forward to contact with other owners and I am sure I will derive much pleasure from such contacts"

William Macleod
46 Herbert Street
Mornington 3931
Vic.

059 758 520

1973 Mk 11 Kimberley Auto.

(By a strange quirk of fate, Kimberley owners Neil and Sharyn Hussey live just around the corner from William)

Brian Burbridge
Box 4
Talbot 3371
Vic.

Mk 1 1800 Sed.



Eric O'Meley
1 Kylie Street
Urunga 2455
N.S.W.

066 556 578

Mk 1 Kimberley

I would also like to share with you one of the usefull mods that I have applied to my Kimberley, the fitting of a Mazda RX2 oil cooler .

It is positioned forward of the radiator bottom tank behind the bumper bar, to assist air flow through it I screwed the number plate to the stone tray with a forward angle, then to make this impromptu air scoop as long as the oil cooler and to form ends I cut 4litre plastic oil containers. To get the oil from the engine to the cooler and back I fabricated a device that fits between the g/box and the oil filter mounting thus allowing the continued use of the original filter.

If anyone is interested in this mod I will be only too happy to assist. Thats all for now.

Peter Davies

06 238 3370

1965 Mk 1 1800

Box 6123

Queanbeyan 2620

N.S.W.

Peter is contemplating converting the 1800 to power steering. Any input to Peter would be very welcome.

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

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Vic.

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Keilor East, 3033

Vic.

03 337 4661





CURRENT MEMBERSHIP

as at 1/9/93

ANDERSON, Graeme	3 Buffalo Rd., Gladesville. NSW 2111	(02) 816 3389	Kimberley
BARLING, Joe	125 The Ridgeway, Chingford. London E4 6QU United Kingdom	(081) 529 6089	Wolsely 6x3 Wolseley 18/85 MkI Austin 1800 MkII
BARTSCH, Michael	19 Mary Street, Stuart Park. NT 0820	(089) 530 269	No Car
BLACKMAN, Michael	48 Janine Road, Springvale Sth. Vic. 3172	(03) 547 3265	MkI 1800 Man.
BOURDAIRE, Rudy	Lot 12, Maitland Bar Road, Mudgee. NSW 2850	(063) 733 633	MkII 1800
BRICE, Michael	26 Fitzharding Cres, Evatt A.C.T. 2617	06 258 2285	Mk 11 1800
BURBRIDGE, Brian	Box 4, Talbut. Vic. 3371		MkI 1800 Man.
CAMERON, Peter	7 Varcoe Court, Moe. Vic. 3825	(051) 276 953	MkII Tasman Manual
CHAMBERS, Bob	RSD 1123, Greenswald. Vic. 3304	(055) 284 274	MkII Ute Man.
COLLINGS, John	C/- Taylors of Medinde Box 6, Walkerville. S.A. 5081	(08) 261 5889	MkII Ute
COMFORT, Ian	Box 2100 Brighton 3186 Vic	03 592 5449	Rally Car Mk ii Man My 1 Man
DAVIES, Peter	Box 6123 Queanbeyan N.S.W. 2620	06 238 3370	Mk 1
DOWNING, Andrew	6 Avenue St Gorge Vincentia N.S.W. 2540	044 214 344	Mk 111 Eng
ELLINGTON, Tony	C/ Research Institute Rutherglen Vic 3685	060 329 857	2 x Mk 1 Man 2 x Mk 11 Man
ELLIOT, Graham	7 Yalkarra Crt., Wurdong Heights. Qld. 4680	(079) 750 192	MkI 1800
ENGLISH, Albert	M/S 299 Quarry Road, Bundaberg. Qld. 4680	(071) 578 191	MkI Sedan MkII Sedan
EVANSON, Bruce	8 Guy Street, Newborough. Vic. 3825	(051) 277 041	MkI Ute

FARRELL, Pat	4 Wayne Ave Boronia Vic 3155	03 762 4457	Mk 11 Man Mk 11 Man Morris 1800 Mk 1 Kim. 2 x Mk 11 Utes Mk 1 Rally Car
FRASER, Bill	P.O. Box 218, Cardiff CF3 9HZ United Kingdom	0011 44 (222) 770 015	Wolseley 6 Sedan MkII Austin
FRY, Garry	6/84 Wellington Street, Bondi. NSW 2026	(02) 306 591	MkI Sedan MkII Sedan
GEARY, Richards	Box 1786 Tamworth N.S.W. 2340	067 662 399	Mk 1
GILMORE, Michael	Lot 57 Remembrance Dve Tahmor 2573	046 81 8887	2 x Mk 1 Kim.
GILBERT, Mark	101 Blackwood Street, Yarraville. Vic. 3013	(03) 314 7978	No Car
HALLORAN, Graeme	43 Mona Vale Road, Pymble. NSW 2073	(02) 443 696	MkII Kimberley MkII Kimberley
HILES, Gerry	51 South Coast Highway, Albany. W.A. 6330	(098) 415 184	MkII
HINDHAUGH, Nairn	5 Rossmore Ave Coorparoo QLD 4151	07 397 6845	Mk 11 Mk 11 Ute Maxi
HOGG, Allan	22 Huntingdale Ave., Miranda. NSW 2228	(02) 522 8184	MkI Kimberley Man.
HOLMES, Geoffrey	14 Brukner Close, Gowrie. ACT 2904	(06) 291 7196	MkI Sedan
HOPKINS, Rick	P.O. Box 51, Taralga. NSW 2580	(048) 406 151	MkI Tasman MkI Sedanx4 MkII Sedan
HULLEY, George	46 McMillan Road, Narooma. NSW 2546	(044) 762 114	MkII Ute Princes 2200
HUSSEY, Neil & Sharyn	18 Channel St., Mornington. Vic. 3931	(059) 755 857 BH	MkII Kim Auto
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, Trisha	8 Gundary St Goulbourn N.S.W. 2580	048 218 547	Mk 11

JOHNSON, Colin	48 Paradise Road, Slacks Creek. Qld. 4127	(07) 208 6546	MkI Man. MkII Man.
JONES, Peter	4 Yarandin Court Worongary Q.L.D. 4213		Mk 11
KINDLEYSIDES, Lyall	137 Riverside Drive, Port Macquarie. NSW 2444	(065) 836 131	MkII 1800 Auto
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	31 Sunways Avenue, 7 Mile Beach. Tas. 7170	(002) 486 765	Rally Car MkI MkII
LYLE, Ken	Unit 3, 11 Foundry Street, Maylands. Perth 6051	(09) 271 3737	Austin Princess 1800 MkI Sedan MkII Ute MkII Sedan
MACLEOD, William	46 Herbert Street, Mornington. Vic. 3931	(059) 758 520	MkII Auto Kimberley
McFARLANE, Bruce	Herber Kings Highway Braidwood N.S.W. 2622	048 427 123	Mk 1
McINTYRE, Ian	18 Yondell Avenue Springwood N.S.W. 2777	047 514 338	2 x Mk 1s
MELVILLE, Neil	C/- Cowaramup P.O., W.A. 6284	(097) 555 332	MkI Sedan MkI Sedan MkII Ute MkII Ute
MORGAN, Len	80 Sussex St Coburg Vic 3058	03 354 2642	Mk 11
NICHOLS, Paul	47 Moores Road, Monbulk. Vic. 3793	(03) 752 1489	MkI Rally Car
O'MELEY Eric	1 Kylie St Urunga 2455 N.S.W.	066 556 578	Mk 1 Kim
PATTEN, Norm	65 Goldsmith St, Goulbourn N.S.W. 2580	048 213 194	Mk 1
PATIENCE, Ken	149 Brees Road, East Keilor. Vic. 3033	(03) 337 4661	MkII Sedan MkII Sedan Westminster A99
PECK, Norm	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, Blackburn Sth. Vic. 3130		MkI
PHILLIPS, Colin	24 Stuart Street, Mullumbrimby. NSW 2482	(066) 841 755	MkI 1800 Man.
PHILLIPS, Ronald	16 Kingsway Ave., Rankin Park. NSW 2287	(049) 521 816	MkII 1800 Man.
PITMAN, Eric	19 Church Street, Yackandandah. Vic. 3749	(060) 271 209	MkI Ute Man MkII Sedan Man.
RUDMAN, David	85 Valparaiso Ave., Toongabbie. NSW 2146	(02) 631 4854	MkII
SAMUELSBORFF, David	7/3 Curzon Street, Ryde. NSW 2112	(02) 807 6923	MkII Auto
SMITH, Elaine	Charles St Glentunnel Canterbury, N.Z.	001165 3182700	Freeway/1800 Aust. 3 Lit. Morris 1800 Mk 11 Ute
STEPHENS, Daryl	22 Davison Street, Mitcham. Vic. 3132	(03) 873 3038	MkI x 2
STEVENSON, Bill	93 Callagher Street, Mt. Druitt. NSW 2770	(02) 625 8225	Barry Fry's overflow
VINCENT, Andrew	44 Heathcliff Cres., Balgowlah Heights NSW 2093	(02) 948 8123	MkII 1800 Man.
WATSON, John	10 Eastcote Lane Welling Kent England DA 16 2X		Mk 11 Morris 1800
WEBSTER, John	13 Murray Crescent, Griffith. Canberra. ACT 2603	(06) 295 9060	MkI Tasman
WHEELER, Bill	R.M.B. 123 Wickerslack Lane	06 297 4936	Mk 1 Eng
WOOD, Max	56 Radleigh Dve., Mulgrave. Vic. 3170	(03) 561 3016	MkII 1800 Man.
WOOD, Tony	31 All Hallows Road, Bisham. Blackpool. FY2 OAS United Kingdom		Wolseley 6
WOODRIDGE, Ray	73 Morgan Crescent, Curtin. ACT 2605	(06) 282 3504	MkI Sedan
WYERS, Bob	36 Tanumbirini St Hawker ACT 2614	06 254 2425	Mk 11

HYDROLASTIC SUSPENSION PUMP-UP

"Revisited is the home brew Suspension pump-up."

Most home workshops could make up this simple tool for pumping up the suspension of the Austin 1800 and other vehicles that have this type of suspension system.

The following sketches are provided to assist those who are interested in do it yourself suspension maintenance:

STEP 1: Deflate suspension, Use Suspension Fluid Recovery device per sketch.

STEP 2: Perform any necessary repairs to system, If required.

(Step 1 not necessary if repairs not needed).

STEP 3: Inflate suspension simply by using the device as shown in sketch, a mixture of even parts of both Methylated Spirits and Water, with a little radiator inhibitor added. (Amounts used are not critical).

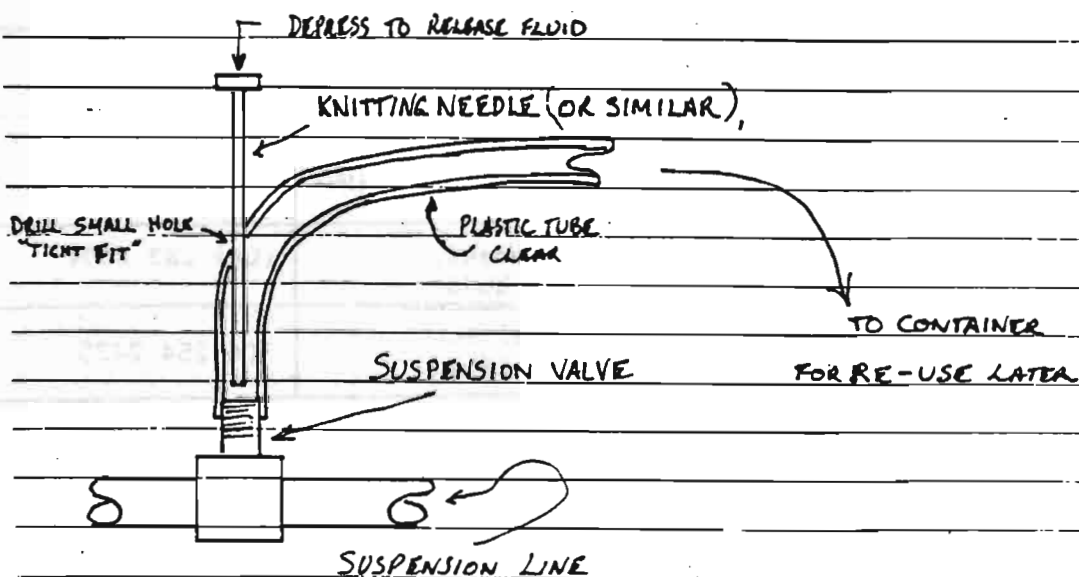
STEP 4: Raise suspension to heights as per vehicle Workshop Manual.

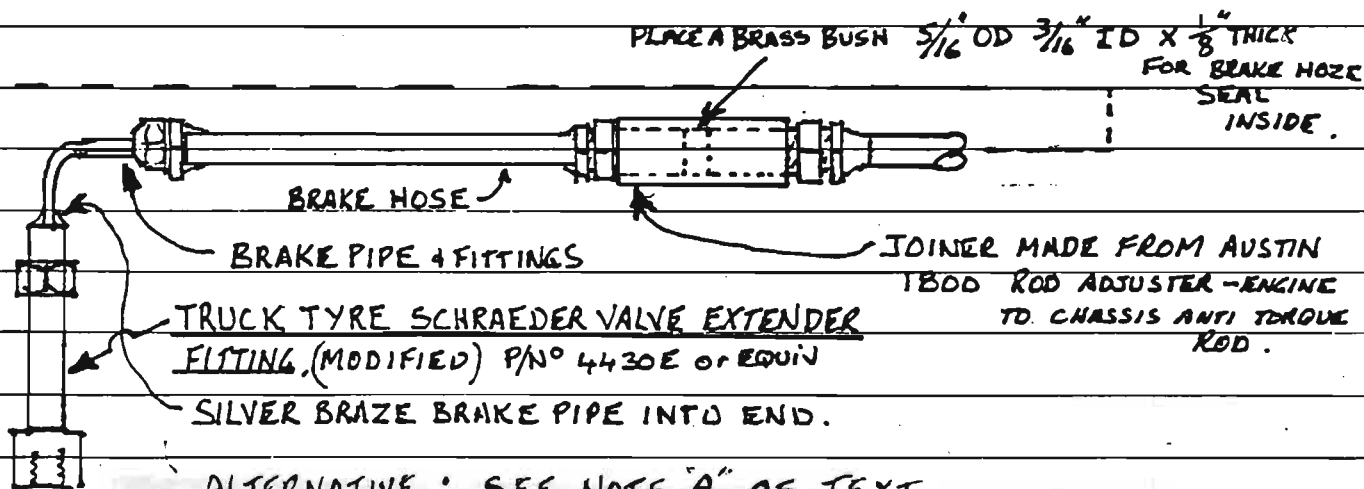
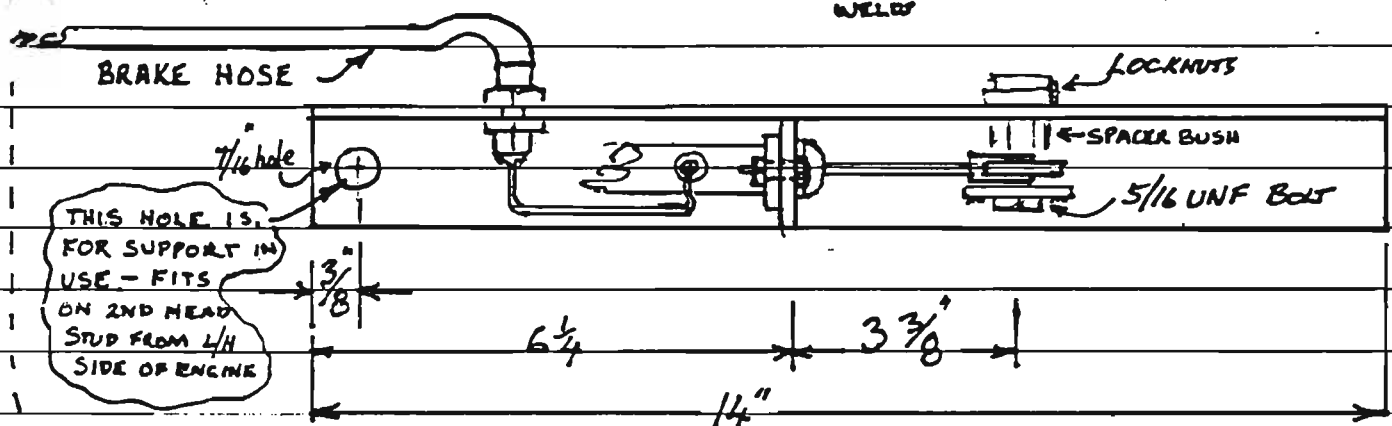
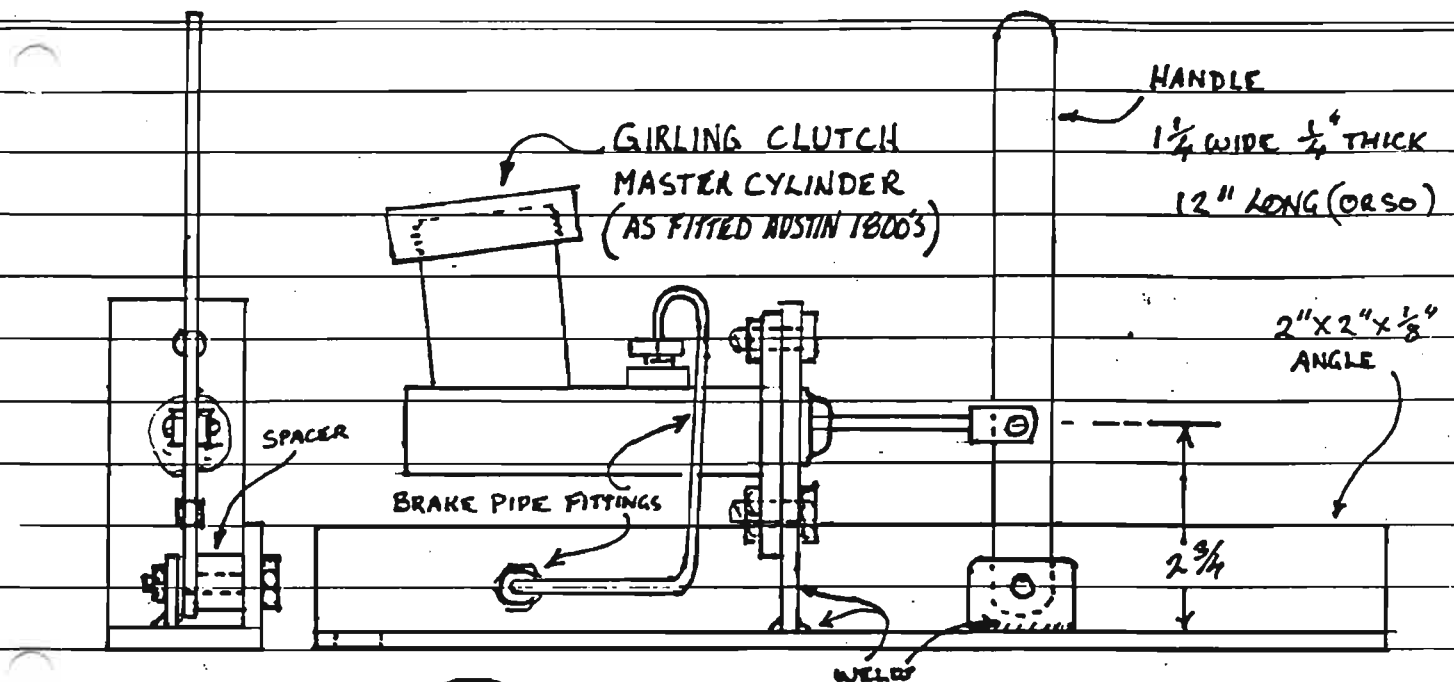
NOTES: (A.) A suitable flexible hose can be obtained from Hydraulic Hose suppliers C/W correct fittings to suit Schraeder Valve and Brake hose Fitting. IE: HIS HOSE, Hose Doctor etc, See Yellow Pages Phone Directory.

(B.) To bleed air from system after repairs, simply raise vehicle with suitable jack to raise side repaired and proceed to pump-up until fluid is in sufficient quantity to two thirds full. Loosen threaded fitting at end flexible line of Displacer unit and allow air to escape, Lower jacks, continue pumping. Adjust height by release air/fluid at Schraeder Valve Fluid input position.

K.G.P. April 93.

HYDROLASTIC FLUID RECOVERY DEVICE





ALTERNATIVE : SEE NOTE "A" OF TEXT.

"HYDROLASTIC SUSPENSION PUMP-UP"

DIMENSIONAL DETAIL AND COMPONENT SOURCE DETAIL

(MOST COMPONENTS ARE AS FITTED TO AUSTIN 1800)

DRAWING NOT TO SCALE.

SPECIALS

AUSTIN 1800 SEPTEMBER 1993.

AUSTIN 1100 SPEEDO 1408/MILE		
	MILES/KILO	ONE ONLY
TOP HOSE	GRH250	\$37.00
LOWER HOSE	GRH208	\$10.00
VRS GASKET SET (THIN COPPER/ASBESTOS)		\$19.50
HEAD GASKET ONLY		\$45.00
RUBBER STEERING COUPLING		\$20.00
MECHANICAL FUEL PUMP		\$18.00
HI-VOLUME REPLACEMENT ELECTRIC PUMP		\$45.00
7MM SILICONE IGNITION LEAD SETS		\$99.00
LOWER SUSPENSION BUSH		\$18.00
FRONT BRAKE HOSE		\$7.00
ALLOY WATER PUMP ASSEMBLY		\$18.50
BALL JOINTS SUSPENSION (UK ORIGIN)		\$65.00
TIE ROD ENDS (UK ORIGIN)		\$39.50
		\$25.00

RECONDITIONED

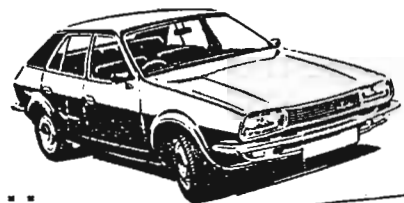
MODIFIED GEAR CABLE ASSEMBLY	CHANGE OVER	\$150.00
STEERING RACK ASSY	CHANGE OVER	\$150.00
CLUTCH SLAVE CYLINDER (STAINLESS		
STEEL SLEEVE)	CHANGE OVER	\$50.00
RADIATOR ASSY	CHANGE OVER	\$100.00

COMING SOON.....

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A COOLER SIX POT



As anybody who has owned one of these cars will know, they are prone to **overheating**, especially while stationary in traffic on warm days.

While the cooling system was always marginal on these cars, there are a few things which can be done to improve the situation.

Firstly, have the system tested for **combustion leakage** into the cooling system. As the E series engine is prone to cylinder head warpage, don't be surprised to see a marked increase in cooling pressure. Also check the radiator cap- just because it is stamped **13 lb** it will be at least 10% lower on release pressure when tested. It may be necessary to use a **14 lb** cap to achieve the desired 13 lb.

Fit the **header tank** from a Morris 1100 or Austin 1800 which will aid coolant retention. When doing this, be sure to fit the spring loaded cap on the **header tank**- the solid cap should be fitted to the radiator

If this leaks, a temporary remedy is to turn the rubber seal upside down.

The cooling system will **magnify any restriction** to coolant flow. The main cause of this can be the wrong thermostat. The correct thermostat has a flap which closes off the by pass hose so that all the water goes through the radiator. There are **at least 4** alternative opening temperatures, so the thermostat can be tailored to suit the climatic conditions.

While you are changing the thermostat, remove the **cylinder block** drain plug, and flush out the sediment in the bottom of the block. When refilling, always use **corrosion inhibitor**, as the primary gear case which blanks off the cylinder block is aluminium, and very thin.

Another **built in restriction** is the size of the opening in the **cylinder head**. With the cylinder head off, it is worthwhile to

grind out this opening. An increase of **30%** can be achieved.

The **water pump** is only held on by three bolts, and can easily be removed. The pump impellor should be in good condition with no more than **.020"** clearance to the pump body. When refitting, don't overtighten the **fanbelt** as this will lead to rapid failure of the water pump bearing.

The radiator hoses are very long and when soft, **collape** at high revs, and restrict the flow. New hoses once a year can stop this.

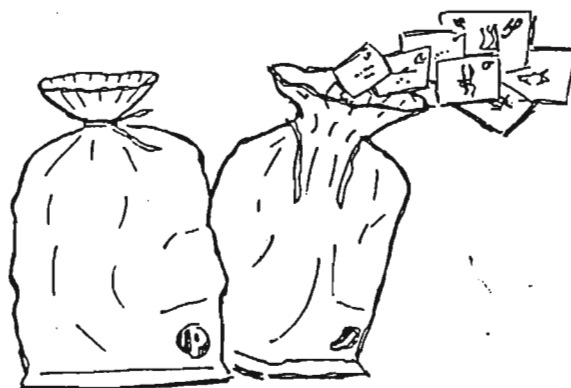
The radiator will probably benefit from a **professional cleanout**, as these cars have been around for some time now.

The final modification is to provide a **driver override switch** for the cooling fan. The cut in temperature of the thermal switch is too high, and the heat build up is more that the fan can cope with. With a dash operated switch, the driver can **anticipate** and turn the fan on earlier.

Lastly, to stop or help the **fuel vaporisation**, remove the stone screen from the body opening in front of the fuel pump, or alternatively fit an **electric fuel pump** inside the rear wing.

(Submitted by Pat Farrell)

MAILBAG



From **Graham Anderson**; "I decided to approach a local auto electrician with a reasonable reputation and asked him about an alternative **alternator** to suit the **Kimberely**."

Bosch was the way to go. After some searching, he came up with a **Bosch**. The model is **BXD 1240**; it has a **60 Amp** output and an inbuilt . Modification entailed spacing out the pulley so it lined up with the other pulleys, and changing the belt tensioning arm so it would link up and give good adjustment. The total cost was **\$288-00**, which I do not think is over the top, considering there is a 2 year warranty.

If anyone is interested, I have **3 Email** alternators for sale at a resonable price, plus regulators for same.

On my last oil change, I changed to **Penrite** which I oonsider to be far superior to all other multi grade oils."

From **Bill Wheeler**; "I was interested in the photo of the **campervan Austin 1800** in the last newsletter, having come across another in downtown Queanbeyan a few years ago. This one belonged to a gent from Brisbane who had converted the van from a ute. He and his wife had been around Australia in the van but on this occasion had only been to Melbourne.

A ute had been choosen for conversion, not because of its tray truck, but because utes have four **equal sized displaycers** which means only one need be carried as a spare.

The van contained a **double bed, a wardrobe, a sink, fridge and collapsable table**. The two bucket sets were turned to face aft(Rearwards) when meals were taken. There was no longer a door for the driver- he disembarked through a much modified passenger door. This feature caused some difficulty when having the conversion accepted for registration, but the owner pointed out that drivers of double decker buses would have considerably more difficulty in getting out of their cabins afer an accident, and this argument was accepted.

The ute had been bought very cheaply after its previous owner had had the engine and afer replacement found on starting that the engine would fire, but not keep going. The new owner looked at all the usual things and was stumped until he **burnt** his arm on the choke cable and realized it was the engines only earth connection! The previous owner had forgotten to reconnect the **earth strap**. Once reconnected, all was well.

Articles for the newsletter need to be received by the 25th of the even month. The newsletter is posted on the 25th of the odd month.

From **Bill Stevenson**. "I had some fun on the weekend of 28,29 & 30 May in round 2 of the N.S.W. **Rallymaster** Series, the Eugowra Bushrangers rally, driving **Gary Fry s** superb red/white 1800 Rally car, with Gary navigating.

I thought that you and the members might be intereste-d in our progress in our first competition outing in this magnificent car.

With scrutineering starting in Orange N.S.W. at 2-30 pmFriday, and the rally due to get under way at 6 p.m., we were still **working** on the car in Sydney at 3 on Friday arvo. In the few days leading up to the rally, we worked until midnight on more than one occassion trying to get the car as competitive as possible.

On the way to Orange, I stopped at **Lithgow** at 5-30 pm and adjusted the carburettors to try to get the car to run properly, WHILE Gary rang the organisers to tell them we were still coming.

We arrived at the start in time to see the last car before us drive off- we were car 28 and last away. We unloaded our gear to our service crew, my brother in law John, and started the rally. On the first transport stage, we were overtaken by the control officials because we detoured into town.

At the beginning of the first competitive stage, we were flustered and dis organised but glad to be there and ready to go.

After having rushed up from Sydney and going straight into the event, I guess we had the **adrenalin** pumped up because we managed to drop only **two seconds** on this first section which was tight and slippery around the side of Mt. Canobolas. We were given a 25 second penalty and equal first with a lesser car. The eventual winner dropped 1 minute.

In the **second** competitive section, 39 K.M. through the state forest, we were running closeto time halfway through when just after a Tr OF Tj. Garry called Tr 300 metres, and I saw a road on the right and turned up it. Gary immediately told me it was the wrong road, but I didn't want it to be so I kept going. After a few Ks, the road **ended**

Driving back to the rally, I refused to drive quickly because I was fearful of meeting oncoming rally traffic. This cost us at least 7 minutes. On the stage we lost 14 minutes, and most competitors at least 10 minutes. At the end of this section we fractured the **oil cooler**. An hour working by torch light solved this problem.

In Eugowra on Saturday morning, the score board confirmed we were still in the running.

In the first competitive on Saturday, we were **conservative and over cautious**, and dropped a creditable 2 minutes, 48 seconds.

In the second competitive on Saturday night, we blew the hose on the left rear displacer. (At the time of writing the vehicle is **not** running big hydro units at the rear) Thus ended our event.

When the hose blew, we had caught the Datsun that had started 2 minutes in front of us. He had in turn caught the Holden 2 minutes ahead again. So I think the Austin is plenty **fast enough**. We just need to avoid wrong turns.

In August, we want to do the 3rd round of this series in Quirindi, and about a month after that, we plan to do the **Southern Cross** Rally re run at Mt. Seaview resort, Port Macquarie.

In closing, I want to thank **Richard Locke** for the terrific workmanship he put into **b.m.c. 069** and **Garry Fry** for trusting me to drive it !



From **Eric Pitman**

We bought our Mk 11 in 1970- it was about 4 months old, I think- it has had the head off it once for a blown head gasket, so I am well satisfied. We towed a 1 ton caravan to **Cairns**, and also up **Brown Mountain** near Narooma.

I also have a fully reconditioned Mk 11 motor which ends at the crank shaft flange.

I also have another Mk 11 **auto** which I am currently robbing for the ute (door hinges and pockets etc). The motor has a broken piston, I think. Hope this hasn't been too boring!

From **Ken Lyle**; The London - Sydney rally across Australia went ok. But we did have problems. Apart from 9 blowouts, 3 windscreens, 2 displacers, 2 alternators, 1 starter motor, 1 fuel pump, and 1 motor on the borrowed car (reason not apparent yet), the main problem was tiredness. This was because we were arising early to keep ahead of the rally cars and then arriving late because the T.V. crews we were carrying with us wanted film during the day. I guess we all suffered and I would like to appogize now for those moments when I snapped at the guys.

I have purchased a $\frac{1}{2}$ acre of industrial land 12 minutes from Perth City centre, and will start building a factory in about 3 months. You can guess what will hapen there!

Joe Barling, a member of this club out from the U.K. on a working holiday, is helping me in between breaks, but I will have to employ someone full time when he goes as there is just too much work to do.

Please note- I now live at the factory and have cancelled all phone lines except 09 271 73737 (Unit 3- 11 Foundry St. Maylands 6051 W.A.

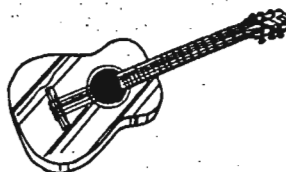
From the technical secretary of the **English Landcrab Club**;

As far as I know, no one makes a **5 speed box** or conversion for Landcrabes. As a guide 5 speed conversions for Minis are in the £1200- £1500 range, so it is not worth doing on an 1800, or 2200. Obviously, if yoy have access to full machine shop facilities anything is possible, but nothing is available off the shelf oner here.

From **Rick Hopkins**.

RICK HOPKINS
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A versatile artist,
presenting
Country Music,
50s and 60s, suitable
for any occasion.



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Ph. 048 ~~420111~~

Helena and I leave on 21/8 for a tour around Australia, whereby I will be **singing** for my supper. Could be gone for up to 12 months. I can still be contacted through Trishia Jarrett of 8 Gundary Street, Goulbourn 2580, who will forward my mail to wherever we happen to be.

"ALTERNATOR CHANGEOVER"

AUSTIN 1800, MK2.

If Alternator troubles show up, especially when travelling in remote areas, and spare parts for the original alternator are not readily available, a suitable and better alternative item is available:

Make: INGRAM Part No: 826290.

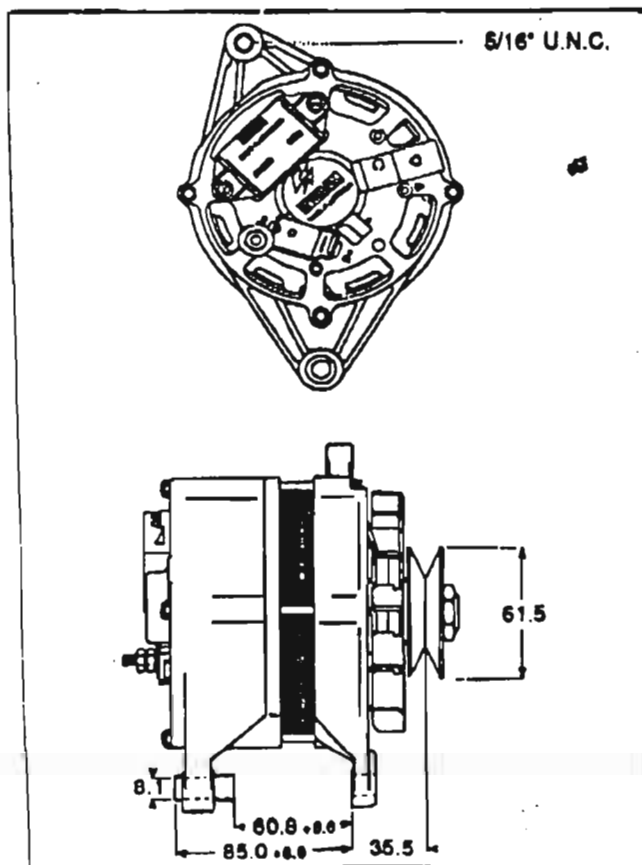
Features Built-in Regulator, and a high output current rating (60A).

Available throughout Australia from Auto Electrical Suppliers.
"Aussie made".

INSTALLATION: Simple "Bolt-on mechanically.

Electrical: (1). Uses only (I) indicator conductor via EXISTING WIRING LOOM female connector and leaves out "F" conductor - not used.
(2). Leave old regulator in place, untouched as it will be inert and only serves as a wiring termination for existing wiring.

KGP.



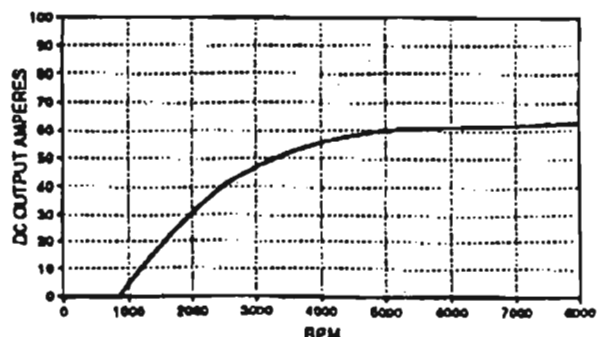
826290 12V 55A

Suits: Ford applications

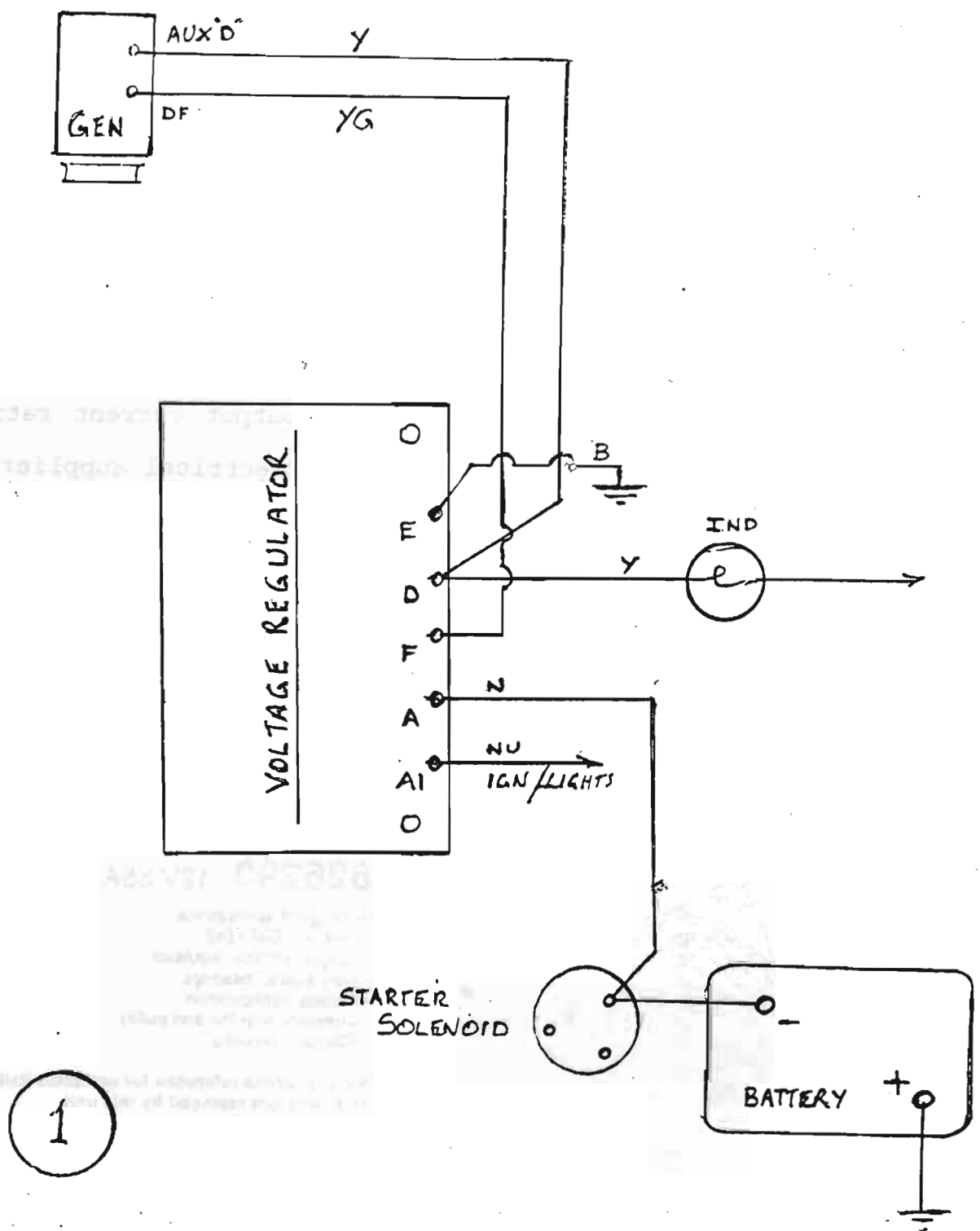
Replaces: BXF1242

- Integral voltage regulator
- Fully sealed bearings
- 9 diode configuration
- Complete with fan and pulley
- Vibration proofing

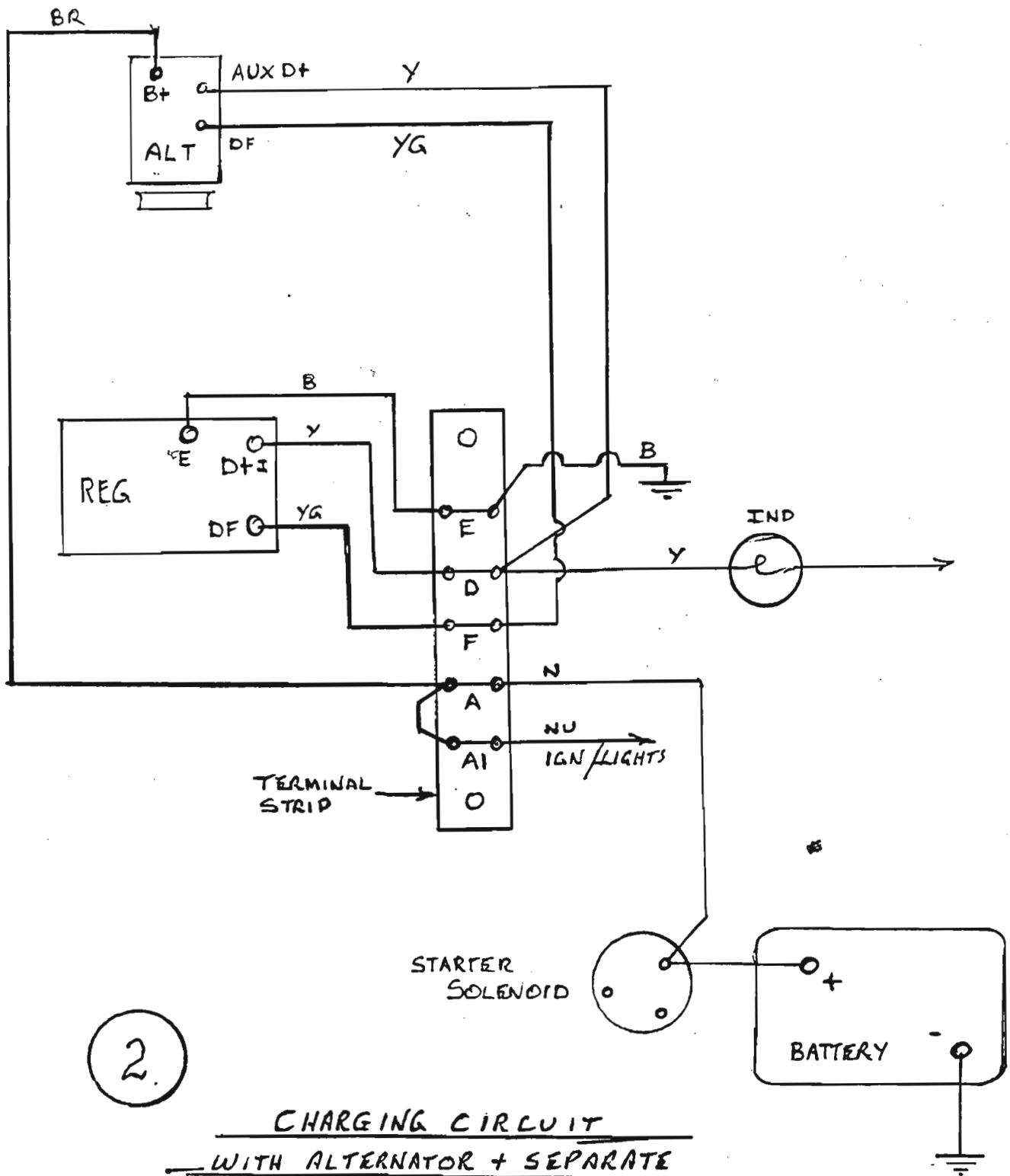
Refer to cross reference for complete listing of alternators replaced by this unit.



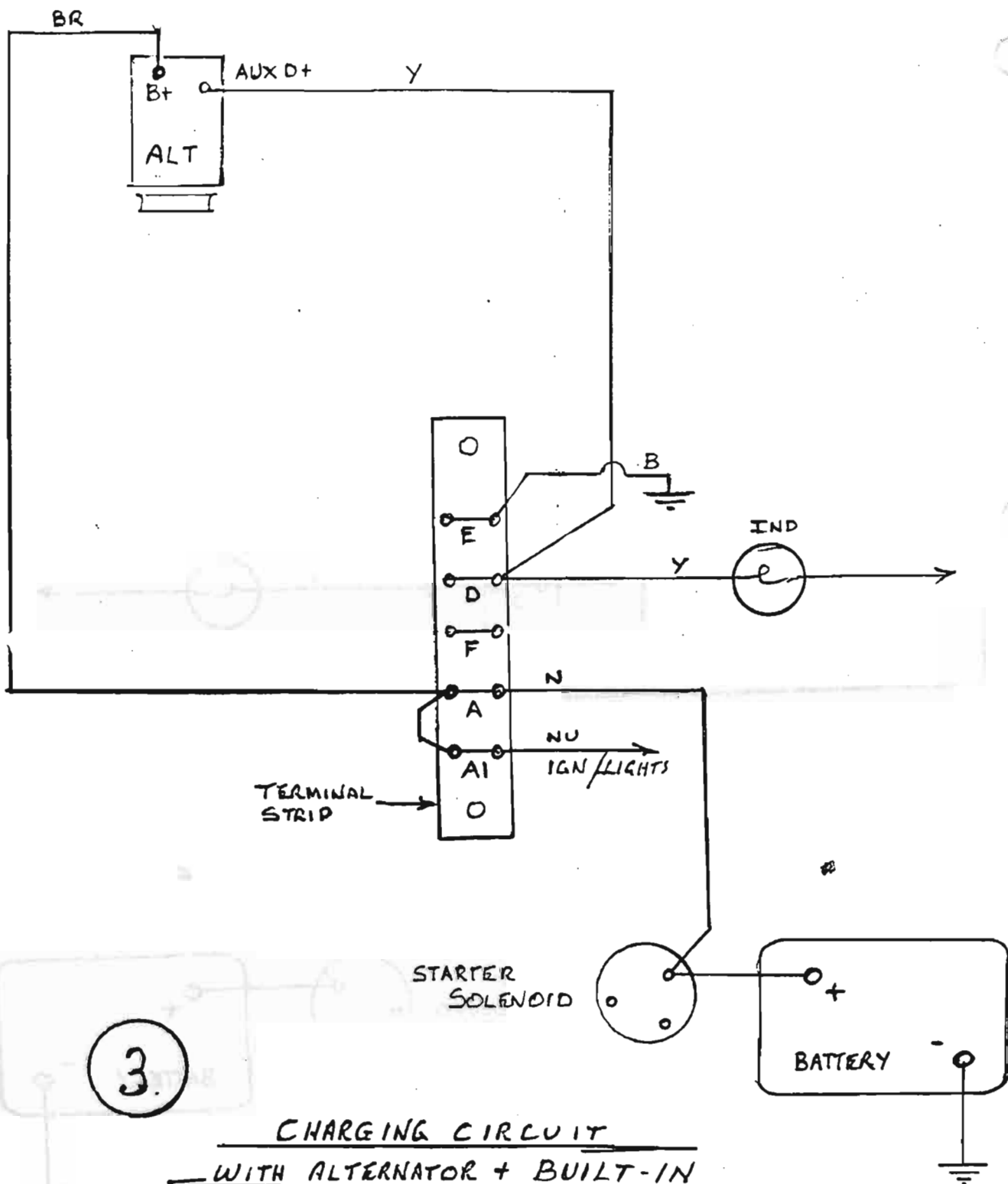
Dimensions in millimeters unless noted.



THE CHARGING CIRCUIT
WITH GENERATOR



ALTERNATOR FITTED
:NEGATIVE EARTH



ALTERNATOR FITTED
:NEGATIVE EARTH

Spare a Thought



AUSTIN 1800 Displacers. Front - Rear.

After some experiments, bought and made Equipment, I am now able to fit new reinforced high pressure Hose with long Hose Ferrules



AUSTIN 1800 Gearchange Cables.

No Leaks - New Cables sealed and covered.
Smooth Changes - Modified Oil Return.
No more Hydraulic -ing Cables.
Easily fitted Change-over Assembly,
comes fully adjusted, ready to bolt on
- from sump to Gearshift.

HERMAN PEDERSEN.

14 VERNON STREET

BLACKBURN SOUTH. 3130.

(For those who cannot personal shop, these excellent products are also available through Layco.)

AIR CONDITIONING FOR THE X6 RANGE

The reason for this article comes from two sources. One is the impassioned plea of our esteemed and loyal award- winning editor... and the second is the desire not to broil our beloved rug-rat in the process of travelling First Class! Air conditioning, I thought is a most desirable option to fit to our Crab before winter. This desire was to be for last summer, but trying to work out how to do the plumbing and what type of unit to use was to say the least, difficult. A lot of questions have been asked since then- most replies are also a question- namely " you want to do what???"

Reason came to me in the form of Alan Foy... veritable Dad of the X6. He informed me that there was one prototype of the X6 fitted with Air' but it wasn't too successful. It seems that the compressor was driven off the Alternator pulley, but the belt was forever slipping. I know not what eventually happened to this car... probably ended up as fill under the Liverpool By-Pass (start of the M5 Motorway). Following this came an inspection of the Air' system on my brothers' Telstar. Here a similar system to the prototype X6 is employed, only in reverse. Therefore, here is need to be looking at my submission on the cooling of an X6 interior.

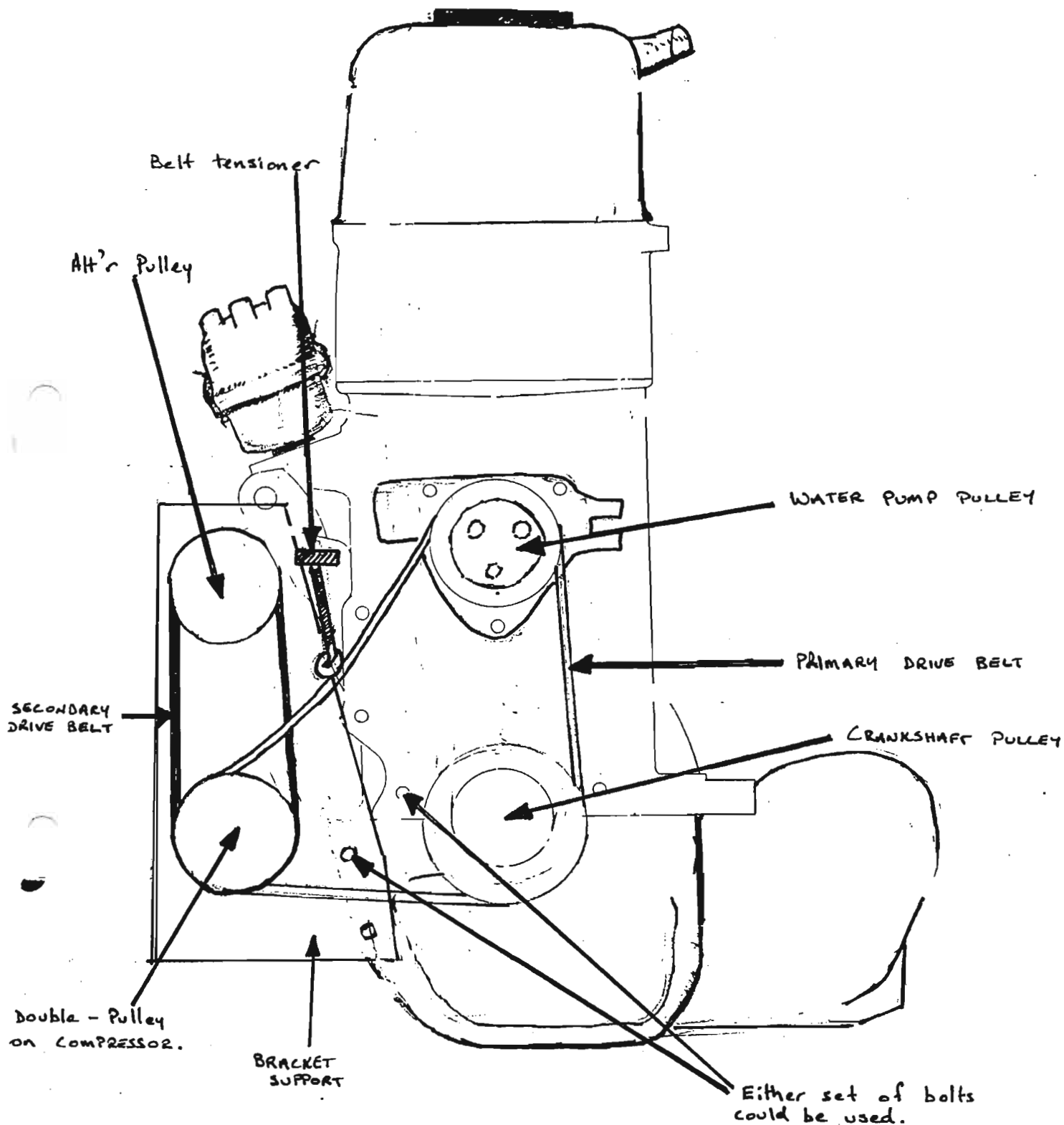
Using a system from a Ford or Mazda Fwd- the same style has been used for about 9 years, rig up the pump in the same way as the diagram provided. This will then solve the belt slip problem. The primary crank pulley deals with the compressor, which in turn has a clutch governed double pulley. This then drives your Alternator.

Cooling is also essential. At the very least you need to employ 2 Craig Davis electric fans mounted side by side. These are then wired through relays in a way that if there is a failure, the fans cut in as a fail-safe. Likewise, they both cut in when the Air' is fired-up; but only operate normally all other times- ie: one fires, and if the need is there, the second drops in! I'm sure that there are much better Sparks out there that will be able to do this for you!

Finally, the old heater box is taken out, and the new unit is replaced (this occupies much less space) and connect the plumbing.

Well, there is some food for thought - if this sounds suspect to you, or there is a better way, tell Daryl so the rest of us know!





'FRONT' VIEW - E-SERIES POWER PLANT (- EAST/WEST)

Wish List

Mike Gilmore needs 1/ Driving lights/ fog lamps from around 1970 to go on my X6. (I cannot afford Lucas prices)
2/ Can anyone supply me with **works roo bar**, or plans of same?

SALE NOTICE

AUSTIN KIMBERLEY 1973.

MANUAL, GOOD COND, RECO MOTOR.
Unregistered, Plenty ofspares to go with it.
PRICE is negotable to genuine buyer.
Contact: John Walters.
197 Great Ocean Road, ANGLESEA.Vic.
Phone: (052) 633381.
Find by: Ken Patience.

AUSTIN 1800 MK2 PARTS:

TAIL LIGHT ASSEMBLIES QTY 3 @ \$25.00 each.

FRONT R/H Side PARKING LIGHT ASSEMBLY QTY 1 @ \$20.00 each.

HEAD LIGHT SURROUNDS, Aluminium QTY 6 @ \$5.00 each or LOT for \$20.00.

Many other bits and pieces by enquiry.

WILL SWAP FOR STANDARD VANGUARD PARTS .

CONTACT: Mr Peter Mc Farlane.
BRITISH CLASSIC & SPORTING CARS,
53 WATTLE PARK AVENUE.
MOOLAP (052) 484766.

Local Enquiries: Ken Patience. 337 4661.

Blue Morris Isis sedan; 6 cyclinder C series engine(used with some sucess by Donald Healey) 25 m.p.g. , 5 Good tyres, new brake linings, suspension and steering excellent; engine overhauled, 4 speed column shift. hydraulics, upholstery all good- ideal for restoration spares available Best offer **original owner** 043 841 623

Tasman or Kimberley ; 1 pair new back brake drum type units- best offer 02 449 3029

1800 Mk 11 Manual 130,000 miles, comes with spare engine rego till December
Greg Walford 02 449 3029

SALE NOTICE

All items advertised here are original(No Photocopies) and are in good condition. Advertisements are mounted onto white cardboard, and plastic covered. Prices quoted are inclusive of packing and postage.

1/ B.M.C. 1800 auto road test Modern Motor	5/68	\$1-50
2/ Austin 1800 road test Motor Manual	1/66	\$1-50
3/ Austin 1800 review Motor Manual	2/67	\$1-00
4/ Austin Kimberley road test Wheels	3/73	\$1-50

ADVERTS

- 1/ Austin 1800 - Aust. advert from Modern Motor 7/68 in colour
- 2/ Morris 1800 In colour Advert(U.K.) Auto car
- 3/ Austin 1800 In colour Car of the Century Modern Motor -/66
- 4/ Austin 1800 colliur Bandwagon space " " "
- 5/ Austin 1800 colour Auto Car cover 31/12/65

The above are **\$2-00 each**

Available from John Caesar

22 Third St

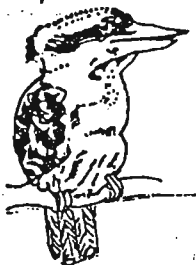
Blackheath 2785 N.S.W.

Freebies; 2 Morris 1100's with very good appearance from Mike and Anne Dornau
'Wanalta' 107 Head Street, Elsternwick, Victoria; **03 596 2202**
(Photos with the Editor)

Dave Rudman still has his Mk 1 Tasman for sale. Very good appearance.
02 631 4854

CALENDER

All British day; Last Sunday in October at **Blacktown Drive in.**



EDITORIAL

For the newer club members, here is a list of some of the more common modifications
3-7 diff; fits all manuals(is about 15% 'taller')
Rear Aeons/ competition bump stops- stops rear end drag- all sedans- utes?
Metal universal joints(off auto 1800) all manual 1800s
Mk 1 1800 rear end into Mk 11 1800- keeps rear wheels verticle.
Commodore clock- all 1800s
Herman Pedersen gear change- all models, except autos
Electric radiator fan(1800s) mudguard grille is 'removed' and fan placed in mudguard.
1800 s. Smaller automatic pulley can be bolted onto the water pump to aid cooling
Manual over ride for electric radiator fan- X6s
Sump guard off 1800s
Taller Mk 11 1800 2nd gear, in mk 1 1800. A further development is the quieter Mk 11 'down' gears, and stronger late mk 11 conrods.
Ute rear end to enable the larger displacers to be fitted in the rear.(**Colin Johnson** knows the whereabouts of **3 utes** in scrap yards) All sedans
Mk 11 1800 converted to **Z9 Oilfilter**. The adaptors are made by **Ed Lenny**, and available through the Editor for **\$8-00**
Mk 1 1800 converted to Mk 11 or X6 brakes; or at least the brake master cylinder and power booster swapped over.(Layco have the necessary bits)
Mk 1 1800s are either converted to alternators, or have the generator polarity reversed.
"Go faster"bits- a complete range available through **Hans Pedersen**
Richard Locke is happy to fix either sort of gearbox, just send it to Tassie!
2600 cc for X6- contact **Bill Stevenson**
Band, clutches, and diaphragm overhaul kits are available from Repco for \$170-00
Part no. 21028 WXA Borg Warner 35
Parts can be sourced from the Landcrab Owners Club, **International**. e.g C.Vs come in for around A\$70-00, 3.7 diffs A\$170-00

Anthony Wood
31, All Hallows Road
Blackpool
Lancashire FY2 0AS
0253 52730



HIGH PERFORMANCE
PRODUCTS (03) 723 4838

*Let's remember,
We're travelling 1st Class*

LANDCRAB

The Landcrab Owners club of A/sia, Inc.

I try to take just
ONE DAY AT A TIME . . .



but lately several days
have attacked me at once

Our club continues to attract new members;

Neville Childs
Box 471 Mount Gambier
S.A. 5290

087 268 217

Mk 11 1800 Auto



Laurie Cunnington
15 McKinley Ave,
Corio 3214
Vic.

052 754 226

Mk 1 1800 Man.

"The car was given to me by my father, who no longer drives, due to ill health and age."

Geoff Carden
36 Constitution Road,
Windsor 4030
Q.L.D.

07 857 2485

Mk 11 1800 Man.

(Since new)

" I have owned the vehicle since purchase in September 1969. I installed a short motor on 20/11/79 at 98,616 miles(157,786km). The odometer now reads 159.627 miles(255,403 km). We have travelled south to Sydney, and north to Port Douglas, and the Atherton Table lands, and west somewhere where the typist cannot read. " Perhaps Geraldton W.A.

Matt Hill
23 Studley Ave,
Kew 3101
Vic

03 853 1592

Mk 11 1800



"one owner Country Tasmania. 107,000 miles. Full Leyland service history."

Helen Sexton
4 Blackburn Street
Surrey Hills 3127
Vic.

03 890 5336

Mk 1 1800 Man.

"2 previous owners. Sold to previous owner in mid 1970 s. He was a mechanic and maintained it well himself. I bought it from Surrey Hills Hyundai where it was traded from the mechanic. It was advertised as \$1490, but we got it for \$1240.

The following 2 members were acidently omitted from last newsletter's directory,

Keith Douglas
50 66 Mackelroy Road
Plenty 3090
Vic.

03 432 2820

Mk 11 1800 auto

Mk 11 1800 man.

Robert Tucker
box 242 Penguin
Tasmania 7316

004 372 673

Mk 11 1800 man.

EDITORIAL

After a recent interstate trip, in which full advantage was taken of Victorias new 110 km speed limit, I faced a mutiny when we arrived home!

(Mrs Editors note; I was asleep for the last 300 ks and during that period, fuel economy dropped from 30.8. to 27.9, and we averaged 115 ks)

(Senior Editors note; Fuel consumption is adversely affected by head winds, and the switch to daylight savings upset your average speed calculations.)

(Mrs E; Next, you will expect me to believe in Santa Claus)

Anyway, the war committee and the apprentice humans point blank refused another long trip in the 1800 unless I **shut up the exhaust!**

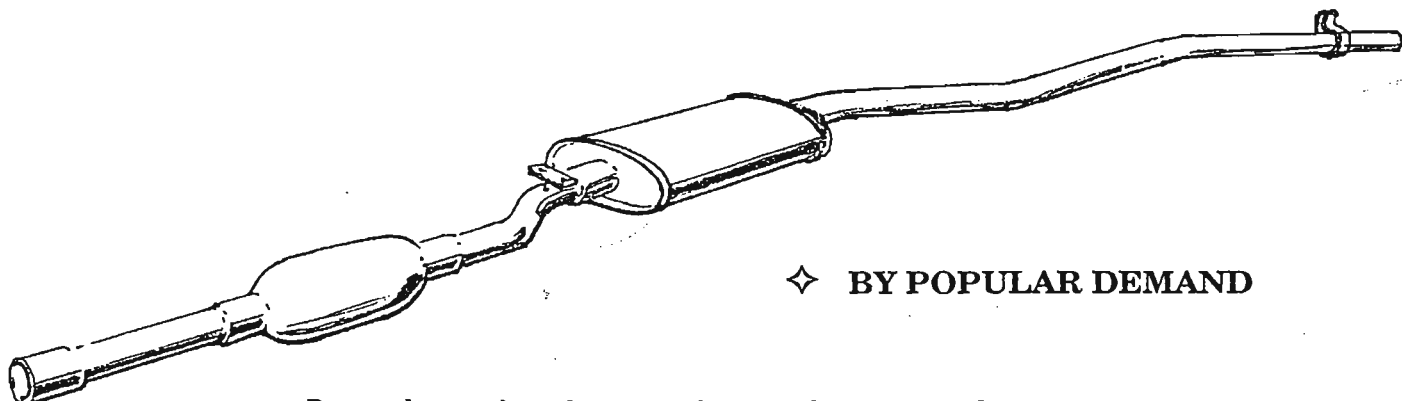
Rather begrudgingly, I removed the straight through sports muffler, trying not to think of all the power that would be lost.

The new **Austin 1800 Performance Exhaust** (Featured in this newsletter if it will fit) made by Hans Pedersen was very easily installed, and it promptly produced some pleasant surprises!

- 1/ Power was noticably increased, particularly in the lower R.P.M. scale .
- 2/ Decibel level dropped to about standard levels- only with a sporty growl instead of a bland rasp.
- 3/ No resonance whatsoever.
- 4/ Minor damage to the hip pocket!

The next newsletter will feature among other things, a report on fitting the bigger front hydro units to the rear, a simple additive to enable us to run lead free and a fuel economy device, and a report on the rear anti roll bar.

AUSTIN 1800 PERFORMANCE EXHAUST



✧ BY POPULAR DEMAND

Due to the number of requests for a **performance exhaust system** to compliment our Extra Long Centre Branch (X.L.C.B.) Headers.

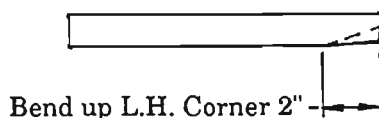
HERE IT IS!

FEATURES:

- Heavy wall 1 3/4" diameter. tubing - plated.
- Heavy duty spiral louvre resonator.
- 'Straight-thru' glass fibre packed muffler.
- Complete with all fitting hardware, brackets etc.
- Bolts onto original mountings.

FITTING NOTES:

- ① Heat shield will require one corner to be bent outwards to enable the exhaust clamp to be positioned for adequate ground clearance.



Bend up L.H. Corner 2"



Bend Heat Shield

- ② On some vehicles it may be necessary to bend the lower edges of the body-fitted heat shield to gain adequate clearance around the resonator.



**HIGH PERFORMANCE
PRODUCTS**

(03) 723 4838

P.O. Box 1155, Croydon Vic 3136



SALE NOTICE

Mk 11 1800 50,000 Auto Sugar Cane/ Green Deceased Estate

John Coomer Greensborough Vic. 03 434 3680

As new 1800 Gundaggi N.S.W. A collectors item Tom Doyton 02 209 6742

Ute in V.G. order Reg Blue 73,000 Man \$4000. Charles Hemming 047 394 761

Wheels, Modern Motor, Motor Manual, Car Aust. 1970- 1991 Full Set \$200

John Webster 02 295 9060

Austin **Maxi** 1500 Mk 1 Reg Red/ Black Castlemaine **\$500** Pat Farrell has details



51 Sth Coast Hwy
Albany WA 6330
19 May 1993

Dear Daryl,

Thanks for your last letter and sorry that I haven't replied sooner, but it has taken a while for enough to have happened to make it worth writing.

I mean that it took me quite a while to re-build my spare engine and gearbox. This is partly because I went a bit over-the-top and polished the crankshaft and con rods, then got things dynamically balanced before I started re-assembly. Also I polished and ported the head and was generally quite fussy.

The motor is now nearly run-in and the results are very pleasing.

Thought that I might pass on some "handy hints".

1) If your rocker shaft is a little worn, then it can be turned through 180° to utilize the virtually unworn upper face ... but you'll need to grind/drill the oil-way to accept the locating screw.

2) Leave assembly of the oil pump until you finally have the engine the right way up. When the pump can be filled with oil on assembly and, if the galleries are primed too, you'll get oil pressure straight away. (Well I did.)

3) If your diff pinions need to be shimmed, then get an old diff assembly and use it as a die and punch to make shims from appropriate copper sheet. You simply cut the copper roughly to size and anneal it, then place over the concave recess with a pinion on top. Then with a block to cover the hole, you hammer down the shaft to form the shim. Finally you remove the block and, with the end of the shaft ground to remove the chamfer, drive it down through the pinion/copper to pierce the hole. Fit the shims behind the thrust washers of course.

4) I found that a couple of old seat-belts (in fair condition) made excellent lifting straps for the engine/gearbox assembly ... one around and under the transmission case, the other (with padding) under the radiator mounting bracket.

Well I think that that's about all of note, but I did make a start on modifying/upgrading an early Mk1 input shaft using stock bearings. However I didn't end up having to use this gearbox/transmission, so I didn't complete the project and test it. Nevertheless I'll pass on the details if anyone's interested in taking it further.

Thanks again for the good job you do on the newsletter. I probably won't have much to contribute for a while, because I'm now flat broke ... but with a practically fully restored Landcrab and a reasonably happy wife, because I managed to juggle in doing some restoration on the house too. No wonder we're now broke!

Yours sincerely,

Gerry Hiles

51 Sth Coast Hwy
Albany WA 6330

10 June 1993

Dear Daryl,

I'm enclosing my membership fee. Keep up the good work!

Thought I'd pass on an idea which has worked for me and what was a bit of a 'billy-can' float chamber.

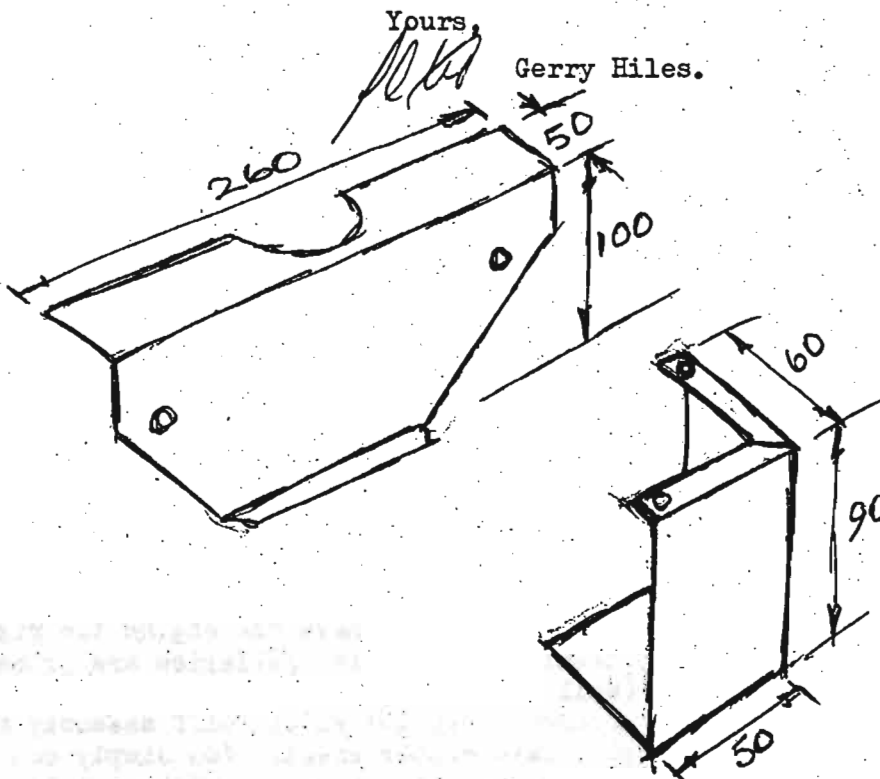
Weld two studs onto the exhaust manifold (1 & 4 branch).
Shape a piece of Zincalume to form a heat shield and attach to studs.

Take another piece of Zincalume (or whatever) and fold to form a shroud around float chamber, attaching it by means of existing screws.

I've had no more trouble with flooding/boiling.

Yours,

Gerry Hiles.



6 Celia Street
Burwood 3125

22nd July 1993

Dear Daryl,

Austin 1800 Mk.1 1967

I took up your suggestion and fitted the Pedersen modified and re-conditioned gear change assembly. After changing my bad habits learned with a deteriorating assembly I advise it has transformed the car. And all this with a diminishing throw from an ageing clutch mechanism. Thank you for the advice.

I have replaced the Pirelli webbing to both front seats. I did not repair the fractured lugs on both the rubber diaphragms as I found this to be a job of major proportions with little guarantee of permanency.

I telephoned Ken Patience about my proposed repair for the diaphragm but he said he has not had to make a fix as in the Mk.2 cars the diaphragms have been deleted. This indicated to me that the diaphragm was redundant.

For your records, I obtained the Pirelli webbing from:

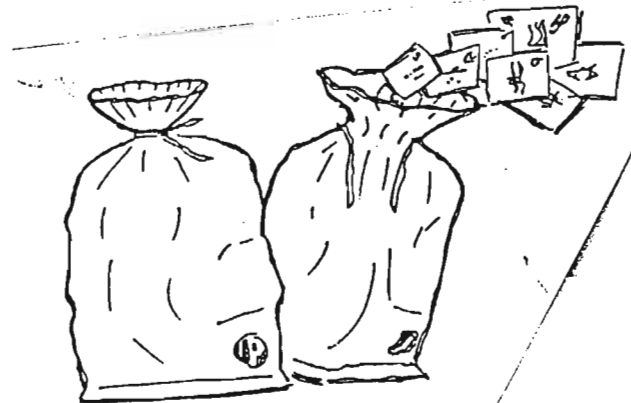
L.P.Slutzkin, 31 Flinders La., Melbourne ph.654 1588.
The price was \$2-00 per metre. You need 7 metres for two seats.

I do not expect any acknowledgment but I write for your information.

Best regards,

Yours sincerely


Robert Leslie.



20th April 1993

Record of conversations with Daryl Stephens (D.S) and Ken Patience (K.P.).

I asked D.S. if he knew of any fix for restoring the hinge pins in doors of the A1800. D.S. did not know of a recorded fix. I asked if it would be worthwhile talking to K.P.

I telephoned K.P. he advised that he had restored the hinge pins. He said that a heavy wind easily overcomes the door restraint and strains door hinges and bends door. He added that he has installed extra rubber washers inside door to restrict travel on restraint. The hinge pins are hardened 0.25in diam. K.P. said they frequently crack hence the door drops. He said remove door and use pin punch to drive pins UPWARDS. The pins are serrated presumably in the upper part of shaft to stop rotation and slip on operation. K.P. had to drill out pin using battery drill. A difficult job. He said drill oversize with 0.3125 in. and insert silver steel pin. Use lathe to provide oil groove to silver steel and fit new pin to hinge. Drill 0.0625 in. horizontal hole in upper part of hinge and insert 0.0625 in. pin to prevent hinge pin rotating or falling out. Silver steel is an "amateur" tool steel and is I believe called silver because it is ground, hence bright, and also it contains chromium. It is available, cut to length, from Sanderson Newbold Aust Pty Ltd 140 Gladstone St South Melbourne tel:690 2477.

I said to K.P. that I had seen reconditioned steering racks at Layco. What reconditioning was done? He said A1800 racks are indestructible and the hot rod boys are buying them up. K.P. said the racks are adjustable in situ. Shims are fitted and the end universals can be adjusted. The actual method of making these adjustments were described by K.P. but I will need to talk in more detail with K.P. before carrying out adjustments. K.P. said tie rod ends are made by Dufor and he thought available from Repco.

K.P. said there are many parts which interchange with other makes and I believe he said brake rubber parts are metric and soft converted to imperial for example. Use magnifying glass to read part no. on rubber.

K.P. also said that Timken bearings in suspension arms should be packed with high quality molybdenum disulphide grease not g.p. grease as he suspects the latter breaks down and becomes soapy with age.

NOTE:

Daryl I send this to you for your archives!. I hope I have not infringed K.P.s copy right rules.

IMPORTANT
THIS VEHICLE IS WIRED
NEGATIVE EARTH

IMPORTANT
THIS VEHICLE IS WIRED
POSITIVE EARTH

AUSTIN 1800 BALL JOINT REMOVAL MADE EASY.

If you have to remove either the top or bottom ball joints (both for drive shaft removal), an easy way of breaking the taper joint is to place a bottle jack between the upper and lower suspension arms, then loosen the nut(s) of the ball joints to be removed and then raise the jack until pressure is felt. Then with a medium hammer, strike the suspension arm which is to be removed from the ball joint until the taper releases itself, if both ball joints are to be removed, again raise the jack as before resting on the loose joint's nut and strike the other joint as before.

When removing drive shafts, it makes it easier if you place a 1 inch packing piece between the top suspension arm and the bump stop, this gives more clearance to remove the shaft.

If you damage the large diameter thread which holds the ball joint to the suspension of your 1800, it can be cleaned out using a 1/4 inch whitworth plug tap mounted in a handle and scraped along the damaged area.

P.A.J.

NOTES ON MODIFYING AUSTIN 1800 SPEEDO TO INCORPORATE TURN INDICATOR ARROWS

Supplied by Keith Douglas

The Austin 1800 speedo can be modified to incorporate the two green indicator arrows by incorporating parts from a Morris Nomad Speedo. It is interesting to note that from the wiring diagrams in the workshop manual there is reference to the two indicator lights.

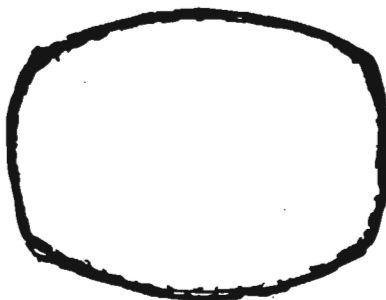
A description of the speedo components and which parts to incorporate into your new speedo is:

	1800	Nomad
Metal casing	Use	Discard
Speedo mechanism	Use	Discard
Fuel gauge with backing plate	Discard	Use
Temperature gauge with backing plate	Discard	Use
Face plate with speed markings	Discard	Use
Perspex face	Use or	Use
Rim to hold perspex onto speedo	Use or	Use

(a) Metal Casing

The 1800 speedo casing is re-used but the holes through which the fuel gauge and temperature gauge are inserted have to be modified to take the different backing plates and light tubes from the nomad.

Original Shape



Revised Shape



(b) **Speedo Mechanism**

The speedo mechanisms on geared differently as follows:

1800 Auto	1180 turns per mile
1800 Manual	1280 turns per mile
Nomad	1560 turns per mile

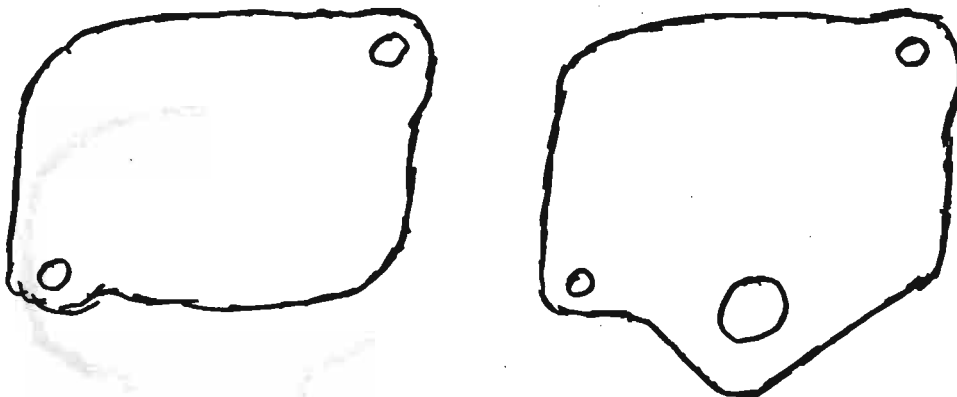
so you need to retain your original speedo mechanism.

(c) **Fuel Gauge with Backing Plate**

The fuel gauge mechanisms for the 1800 and the nomad are identical mechanically, however the backing plates on which they are mounted are different and the face is cut differently. The Nomad has a black plastic light tube mounted in the backing plate so that the globe holder can be inserted from the rear of the speedo and the black plastic light tube extend through to the back of the face plate to focus the light only behind the green arrow. The face has the lower edge cut away so as to allow the light tube to come forward to the speedo face plate. It is appropriate to use the Nomad fuel gauge, backing plate and light tube as a complete unit in the new 1800 speedo.

The shapes of the original and revised backing plates are:

Note in the late 1800's model YHS6 the face of the fuel gauge is correctly cut and the backing plate is the revised shape, however it does not have the hose for the light tube.



(d) **Temperature gauge with backing plate**

The temperature gauge mechanisms for the 1800 and the Nomad appear to be identical mechanically, however the backing plates on which they are mounted are different and the face is cut differently. The Nomad has a black plastic light tube mounted in the backing plate so that the globe holder can be inserted from the rear of the speedo and the black plastic light tube extend through to the back of the face plate to focus the light only behind the green arrow. The face has the lower edge cut away so as to allow the light tube to come forward to the speedo face plate. It is appropriate to use the Nomad temperature gauge, backing plate and light tube as a complete unit in the new 1800 speedo.

(e) **Face Plate with Speedo Markings**

Whilst the two face plates are identical in size and printing the nomad face plate has the green indicator arrows and should be used in place of the 1800 face plate.

(f) **Perspex face plate**

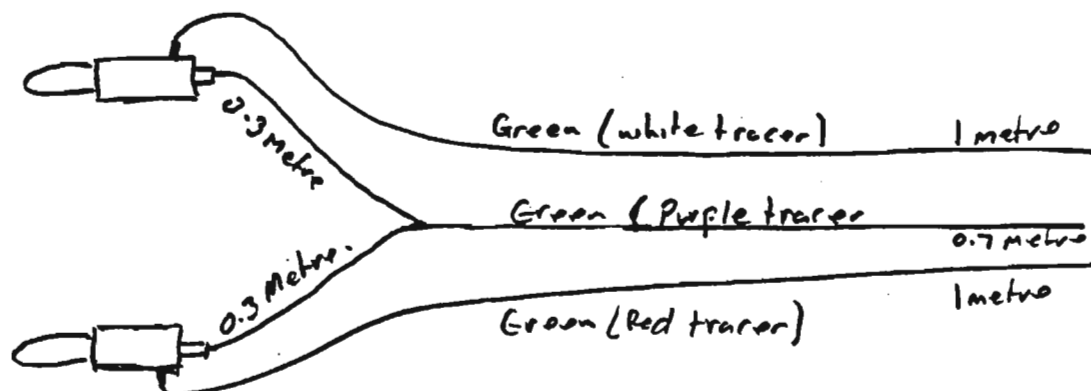
As these are identical for both the 1800 and Nomad it is appropriate to use whichever is in better condition.

(g) **Rim to hold perspex and face plate onto speedo**

As these are identical for both the 1800 and Nomad it is appropriate to use whichever is in better condition.

(h) **Wiring**

The wiring can either be pirated from a nomad loom or made up. The globes and globe holders are the same as used for the 1800's high beam light, oil pressure light and ignition light. The wiring lengths and colour codes are as



The cutting in points which I used for the wiring was:

- (a) green with white tracer cut into the wiring loom socket (car side) into which the turning indicator mechanism plugs;
- (b) green with red tracer cut into the wiring loom socket (car side) into which the turning indicator mechanism plugs; and
- (c) green with purple tracer put into centre terminal of flasher car in place of the existing wire which can either be taped off or removed from the loom.

LOT 57 REMEMBRANCE DR
TAHMOOR, N.S.W. 2073

13 AUGUST 1993

Dear Daryl,

just a few titbits of information to include in your next newsletter. This is in part to apologise for the lateness of fees; but also to submit that I do in fact exist rather than simply on a membership list! These are also things that I have hunted out at one stage or another, but are only now getting around to putting into writing.

Firstly, the articles enclosed are in response to your furlorn please in the last few newsletters. I have published them in a form that you can put straight in to the pages of the newsletter....I hope that you don't have to mumble and stuff to much- well, not about that, anyway! I know all to well the trials of having to type the articles, do the layout etc....

We were speaking some time ago about the concept of central locking for Landcrabs. The piece of kit you need for this is the conversion is produced by Moss Industries- I think they're the same mob who produce the Car Alarm DIY kits! The system is simple enough to bring on line - it virtually bolts straight in and then is wired up. The kit was available 12 months ago from Strathfield Car Radio stores here in Sydney, costing about \$100.00. This little gem of info comes via a mate of mine, John Howell, who has completed this exercise. John, I might add, is the fellow I told you about, who has 'chopped' and 'street machined' his 1800 Mk I to the point that it puts out something like 150 BHP, and is standing about the height of a Mini!!!! I have enclosed some pictures of this car, but they really don't do justice to John's efforts.

Next piece of news is for all those of us who suffer a Landcrab with leaking windscreens/backlights or door seals. All these are available through Peter Jacksons "Old Auto Rubber". These are both sold by the metre, and Peter also told me that if a Car could be made available to him, complete kits could be made up to suit. Perhaps a member living closer to Dunheved could ablige in this task? PJ's also have the correct trunking for under the 'guard- for those aiming for Concourse....but be warned! It's not cheap.

The "Wiring Harness" can also replace the Loom on all our cars if it is necessary. They will also restore and repair (along with rebrand) if that is all that is required or most cost effective. Their work comes recommended by many of the people I have acquaintance with in the old car movement.

Well mate, that's all for now - otherwise there will be nothing for next time. I will however enclose some photos from AOA that may interest. Hopefully this will inspire the LCOA to get right behind the next Rally and celebrate 90 years of Longbridge tradition and 30 years of Crabs in Australia. It looks like it will be in the border district.

yours travelling 1st class

Michael & Glenda

MICHAEL AND GLENDA GILMORE

5 Rossmore Ave
COORPAROO QLD 4151

August 12th 1993

Dear Daryl

Please find enclosed a follow-up story on the brochures; this time on the British sourced ones.

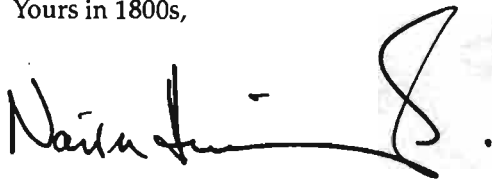
Reading this, you may think that I am a bit harsh on the way they did things in England. For this I make no apology; they were brilliant at coming up with the concept of the car along the lines of the Mini and 1100/1300 ranges, but when it came to the actual execution of these ideas, such as in manufacturing and marketing, they were disastrous.

As you know, I was with BMC here in Australia until 1970 before going to England where I worked for a BL dealer in London; Sprinzels of Lancaster Mews. It was here that my worst fears were confirmed. The quality of their cars were nowhere near as good as ours and in all the dealings I had with the factories, whether it be Cowley, Longbridge or Abingdon, they just didn't care. There was no rust-proofing to speak of on the underside- that was up to the owner to have it undersealed usually covering brakelines and everything else. We did that at the end of the Rotodip line before the car was painted here in Sydney. The paint work didn't seem to be as deep as ours, and their colours were drab and dreary to say the least. Their cars in the showroom lacked that extra something our cars seemed to have, and I'm not talking only 1800s, this goes for Minis and 1100s as well as our Australian assembled MGBs and Midgets. Their finish was rougher as well (I sliced my hand open on the drips of lead wiping on an 1800 when I was pre-delivering it) and their choice of materials weren't as nice as ours. The possible exception would be of the Wolseley 18/85 Mark 11 which was nicely done. The Six went to velour and they took the wood cappings off the doors which were trimmed in vinyl. The dash of the Austin/Morris 2200 was the shape of the Wolseley but covered in stick-on Fablon which of course was peeling off before you delivered it to the customer. If it's any consolation, Marinas were worse!

I remember that we here were thinking of using the British brochures as a cost-cutting exercise, but of course they would never have done. At the same time, Rootes were able to use the British Humber and Hillman ones here because they were beautifully done and suitable for any market. In all, I don't think the 1800 was marketed at all well in the UK and it is not surprising that in 1966 and 1967 40% of all 1800s sold in the world were here in Australia. British Leyland never really made very much of the London-Sydney Marathon efforts, and they left the 1800 just drift along virtually unchanged till 1975. It's a little sad that there were so many lost opportunities and of course if they had developed the 1800 and 2200 in particular that may well have taken sales away from the Triumph 2000 and 2500 range. It's not all BL's fault; when they merged (read took over) in 1968 the only new car in the pipeline was the half developed Maxi and that was nothing short of a disaster. There were no plans to upgrade the 1300 range at all! The 3 Litre of course is another story. British Leyland were beset with woes and their marketing efforts were not nearly as aggressive as Ford or Vauxhall or of course, the foreigners who were creeping into England at the time. BL were not even aware of the names of Toyota, Nissan or Honda at that time.

Hope these ramblings are of interest,

Yours in 1800s,



Nairn Hindhaugh

BRITISH 1800 BROCHURES

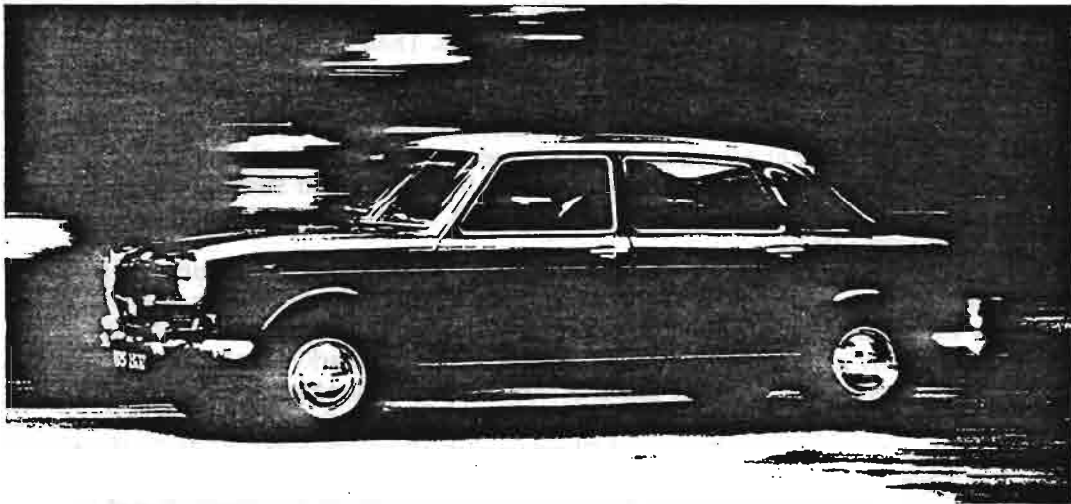
by Nairn Hindhaugh

AUSTIN

When BMC released a new model back in the '50s and '60s the full colour glossy brochure was usually preceded by a cheaper version in one or two colours only and was considered to be an 'advanced specification' issue. The Austin 1800 was no exception in October 1964 with a black & white folder and red overprinting promoting the fact that "The great BMC idea was sized up" following the footsteps of the Austin Mini and 1100. The Publication # was 2280. The full 16 page colour brochure (# 2267) featured mostly artwork with some photos. The centre pages showed Alec Issigonis and Chief Engineer Charles Griffin as well as some drawings from Issigonis' sketchbook. There was a lot of copy about the stowage space inside the car and in true Brit style room for mineral water (in the door pockets) and shooting sticks on the rear parcel shelf. Imagine the damage one of those could do to your skull in a head-on smack!

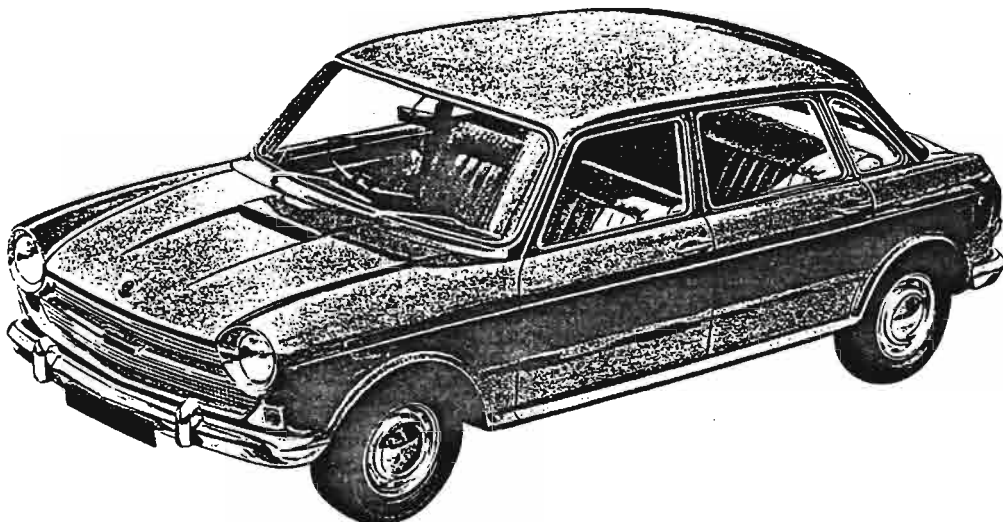
Another BRITISH engineering achievement by BMC

THE NEW AUSTIN 1800



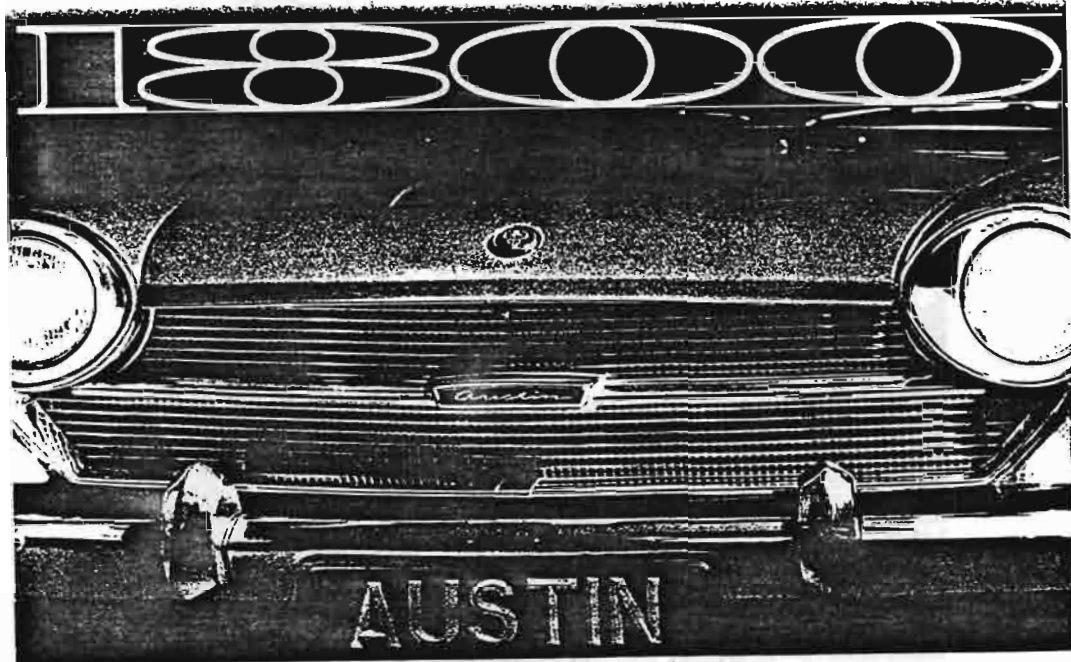
BMC presents the new AUSTIN 1800

the Issigonis concept with the Pininfarina line

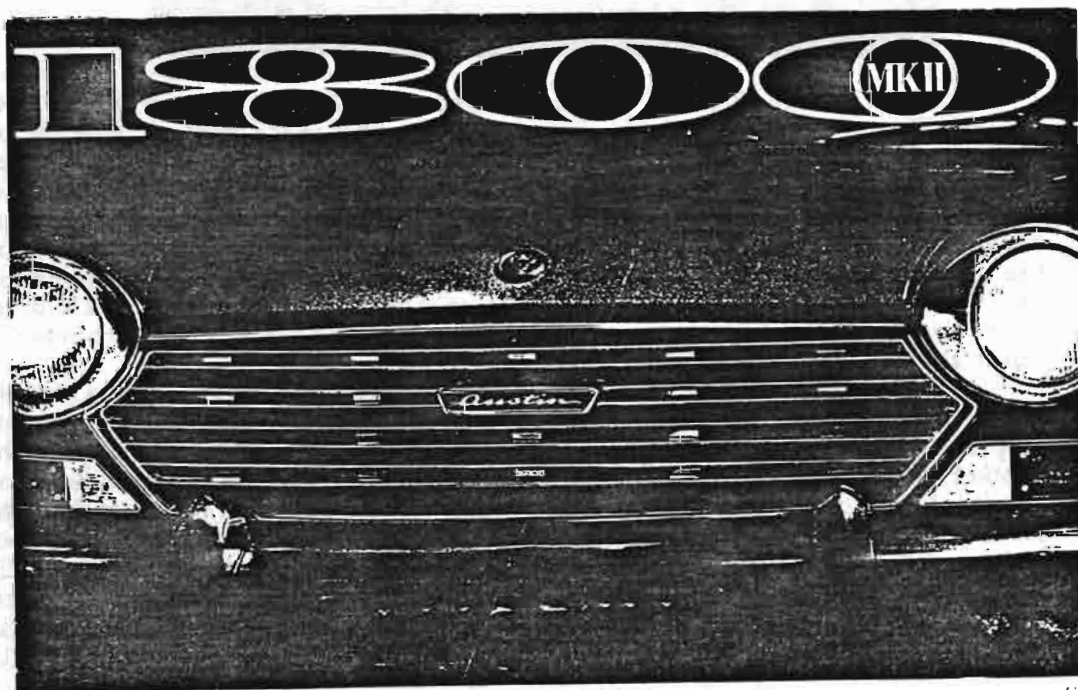


There may have been a few ammendments to this brochure over the next couple of years. They used to put a letter after the Publication Number, (e.g. Pub Number 2267/B) for each ammendment. The next brochure was introduced in 1967 (#2409) and was reduced to 8 pages. The illustrations were very heavily retouched photographs and were extremely drab and dreary, which did nothing for the image or the quality of the car. The centre pages showed the new wood-grained look for the dash and door cappings and there is a shot showing the drab coloured green they seemed to paint all their engines with.

For the Mark 11, BMC UK in their typical half-hearted way of doing things just re-touched up the Mark 1 brochure and the car looked just as uninviting as before. This came out in early 1968 (# 2508) and when the S was announced in 1969 they added reference to the twin carb arrangement and replaced the dreary artworked pics with nice photos of the car. One has driving lights in picturesque country with a lake in the background. They must have used this location more than once as I have a pic of an Austin A50 Cambridge in the same place..... The Pub # was by now 2508/G.



another great achievement by **AUSTIN**



another great achievement by **AUSTIN**

If BMC's marketing was inept, British Leyland turned this incompetence into an art-form, although some of the brochures were better. For 1970 they went all photographic. Again it was an 8 pager (#2719) and an S was featured on the cover (in Limeflower! We didn't call it Slimeflower for nothing). The centre spread showed a young Mum and two kids sitting in the car. She has her hand over the centre of the steering wheel which leads me to suspect she is in a Morris.



AUSTIN

1800 & 1800'S'

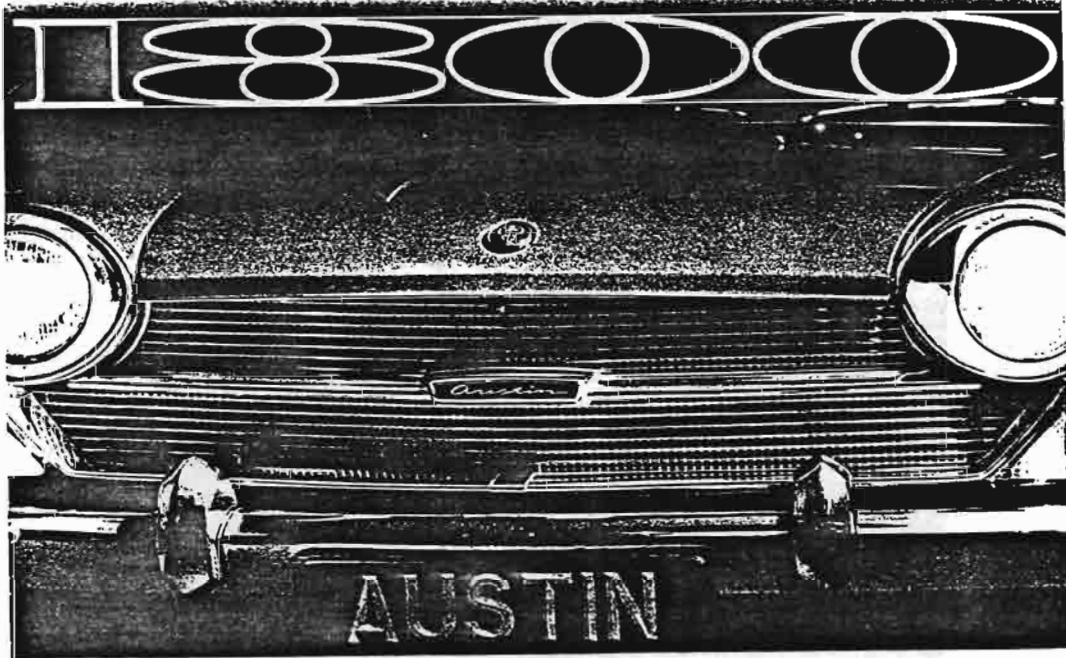


By January 1972 the 2200 was released and it shared a 12 pager (#2903) with the 1800. There is no reference to it being a Mark 111 either in the brochure or on the car by the way. By this time BL had picked their game up and there are some quite good motoway and studio shots of both models throughout the brochure. There is a good shot of the 2200's interior with quite inviting looking seats. From bitter experience, they were nowhere near as comfortable as the Australian seats, particularly our Mark 1s. They were like sitting on boards and really disappointing. The lady modelling the 1800's interior looks very like the same one in the Mark 11 brochure, only this time there was no need to cover up the steering wheel boss as by now in the Uni-sex Seventies, the only reference between Austin and Morris were the grille badge and boot lid badge.

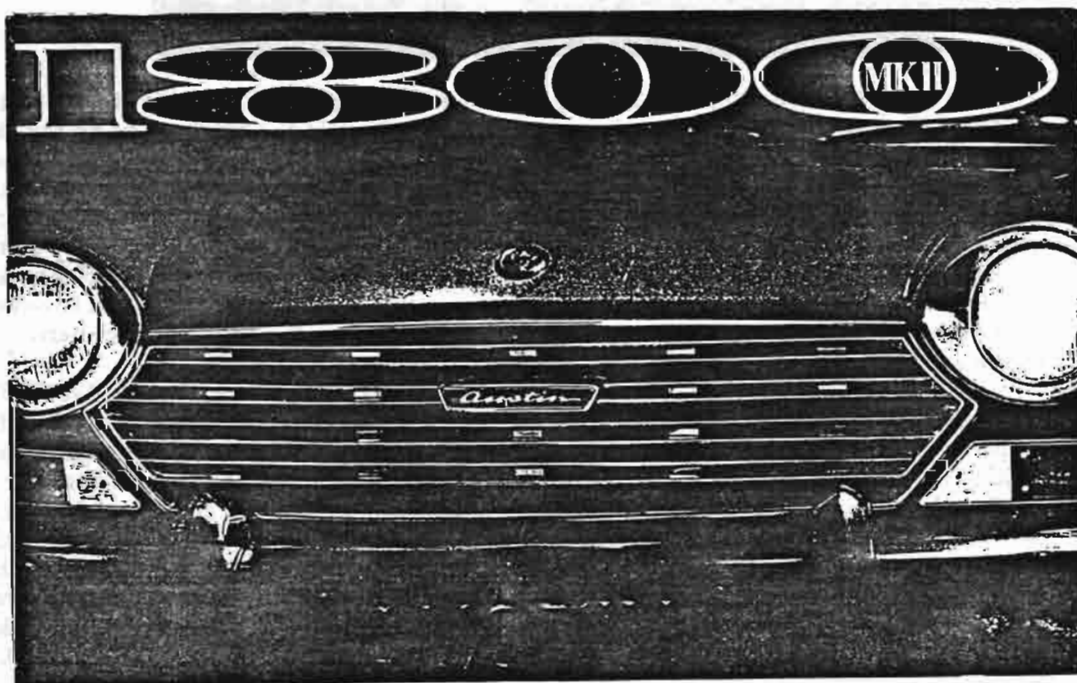
The final brochure for the ADO 17 Austin was issued in October 1973 (#2998). The cover has a photo of a 2200 in full flight on a concrete road, presumably on private property. All the people in this brochure appear in other BL brochures including the Austin FX4 Taxi and must have been cheap or some old BL retainers. Again, there are good interior shots, clear enough to see the haphazard way the Poms did things, such as the position of the choke and other switches dotted about. Most obvious was the steering lock ("Where are we going to shove this?" "Oh put it on the left-hand side where it's totally different from any other of our products like the Maxi or Marina; no-one will notice or care. Let's put the bonnet release over on the passenger side as well".) Look how neatly we did the steering lock on the Kimberley in 1970. This brochure covered both the 1800 and 2200.

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AUSTIN

1800 & 1800'S



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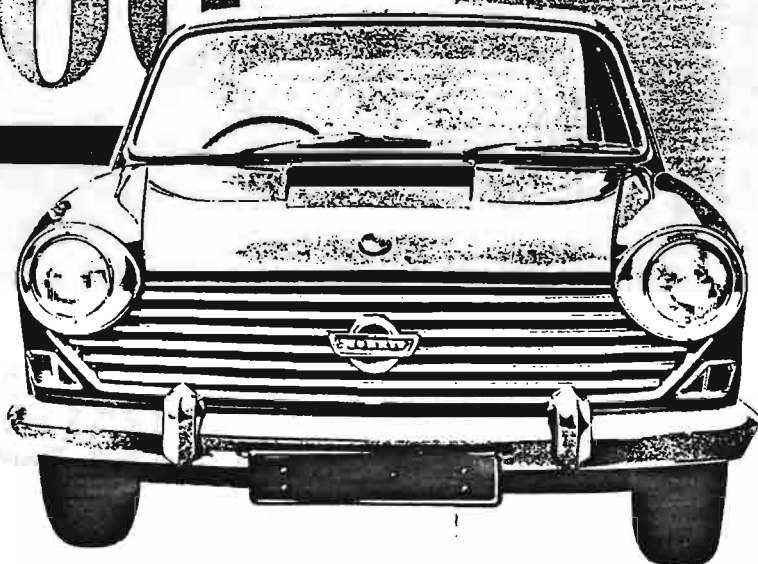
Small car action...Big car comfort  **Austin 1800/2200**

MORRIS

The first Morris 1800 was released in early 1966 and its advanced specification folder was along the lines of the Austin. "The Greatest Morris in Morris History" was touted as being super-spacious and the pics in this brochure must have been of an Austin, as it features the squared-off tail lights rather than the pointed version of the production Morris. Either that or they were still fiddling around with ways to make the Morris really different. The Pub # is 6600 which is very much out of order. I think all the brochures were printed by Nuffield Press, but they were not referred to in earlier Austin ones. (An Austin owner couldn't have anything to do with Nuffield or Morris, after all BMC was formed only 14 years before.) Nuffield brochures (Morris, MG, Riley and Wolseley) all included the date as well. This one was 2/66.

MORRIS

1800



The 8 page colour brochure for the Morris (#2339) was mostly photographic, the cover featuring two men in the front and two women (naturally their wives) in the rear. No feminist movement at Cowley back then. The two girls are well over to one side and one doesn't look at all happy. There's a pic inside of a car on a hoist and you can see all the painted body colour panels through the Morris slatted grille which cheapens its image. ("Don't bother to paint it black, no-one will notice or care, we certainly don't.") At least Australian Austin 1800s were properly finished off. The centre pages have an actual cut-away of an Austin which was an excellent way to see the vast amount of lounging room that the car had.

By the time the Mark 11 was announced, the air-brusher was on overtime making a Mark 1 into a Mark 11. The S was featured in this (#2513), but there was only a carby shot, the same one as in the Austin.



THE SUPER-SPACIOUS
MORRIS
1800



THE SUPER-SPACIOUS
MORRIS
1800 **Mk II**

NOW AVAILABLE WITH

Super-tuned

**S-TYPE
ENGINE!**

In December 1970, BL was in full swing and there is a nice Damask Red Mark 11 sitting on a fairway (#2720). Same young Mum modelling the roomy interior with similar looking kids. (They'd be in their 30s now!) Although the photos are different the copy is word for word the same as the Austin (#2719). The Morris 1800 S driver is wearing a crash helmet as he hurls the beast through a corner.

For the announcement of the 2200, the format is almost exactly the same as the Austin, but the pics are very slightly different. The copy is the same and the Pub # was 2904 as against 2903 for the Austin.

I don't have a final Morris 1800/2200 in my collection, but would imagine that it is similar to the Austin #2998.



1800 & 1800'S'



The new Morris 2200 & 1800.



The new Austin 2200 & 1800.

One would have thought that the 18/85 would have scored a brochure more in keeping with the Wolseley image, but not so. The original (#2426) dated April 1967 was a 12 pager and had a tasteless purple pop-art effect on the cover with an equally garish red background to the centre spread. (When I think of the beautiful brochure we Australians did for the Mark 11 24/80 you wonder what the Poms were playing at.) However, the interior shots were reasonably well done with photos lightly touched with the old air brush.



For the Mark 11, the Mark I brochure was rehashed (#2670) with a nice photo of a white car outside the Royal Garden Hotel (in Kensington I think). This location was used by other manufacturers, as I have an ad for a DAF 44 Estate in the same position. The interior shots were heavily air brushed, but the effect was less garish. There was reference to the S in this brochure.





Wolseley 18/85 MkII and 18/85 MkII 'S'.

For the later Mark 11 (#2721) dated 2/71 there is a stunning front cover shot of a Damask Red S with all lights blazing at sunrise or sunset with a white car in the background. There are some nice photos inside including one of a chauffeur holding the rear door open for no-one in particular. The interior dash shot is good and would be helpful for anyone trying to restore one now.

A white car is featured on the covers of the Six brochure(#2905) dated 1/72 and the photos in this 12 page publication are very good and for once does justice to the car. A dark blue car is pictured with a helicopter and it looks very tasteful. The chrome strip on the boot lid on the back cover doesn't quite match up but this is typical in a lot of my British BL brochures. (You ought to see the lead wiping in the bonnet of an Allegro and the Mark 111 MG Midget bonnet fit is a disgrace). The original Wolseley Six had a boot badge in a script more in keeping with a Niki, but this was rectified with a much more dignified form of letters and the brochure was up-dated accordingly.



BMC and British Leyland printed brochures featuring the whole of the Austin, Morris or Wolseley ranges for the London Motor Shows and usually the photographs were different to those in the model brochures. Often an 1800 would be pictured with a 1300 GT or the 3 Litre Austin, or in the Wolseley's case an 18/85 sits with a 1300 and a 16/60.

Brochures were also over-printed in other languages for their export market; a notable one being the Belgian version of the Mark 1 Austin. The car for that market was known as a Balanza. (The Danish 1100 was a Morris Marina - 8 years before the actual Morris Marina we all love to hate and the Mini was known as a Morris Mascot).

Like the Australian brochures I wrote about before, these all turn up at swap meets from time to time at usually not outrageous prices although I'm glad I got mine when they were new and free!

La nouvelle Austin 1800 Balanza... dernière venue dans la lignée du pedigree

- Traction avant
- Moteur 1800 cc.
- Vilebrequin aux cinq paliers avec amortisseurs de vibration
- Commande des vitesses centrale au pignion, par câble souple
- Synchronisation des quatre vitesses avant
- Freins servo-moteurs avec disques à l'avant
- Nouvelle suspension - G. - Guilles pour éviter le blocage des roues arrière lors de freinage brutal
- Pareus Dunlop Spécial conçus en collaboration avec les ingénieurs de B.M.C. pour assurer une tenue maximum en virage
- Robuste direction à crémaillère et pignon
- Suspension Hydraulique
- Essais réalisés aux quatre coins de la voiture
- Structure la plus rigide et la plus solide jamais réalisée pour une voiture de série

- Sièges confortables pour cinq
- Isolation phonique générale poussée
- Tableau de bord rembourré et pare-soleil souple pour la visibilité
- Cadre à loupes de 0.48 m. avec une roue de réserve logée sous le fond du coffre
- Avertisseurs latéraux
- Répartiteurs clignotants des indicateurs de direction sur les flancs de la voiture
- Feux stop et indicateurs de direction à brillance atténuée de nuit
- Reaches d'étriers réglables individuellement pour le conducteur et le passager avant
- Vitres des portes entièrement ouvrantes à action rapide
- Serrures de portes exceptionnellement silencieuses
- Caudale intérieure - De Luxe - également disponible

Cette nouvelle conduite intérieure à haute performance avec moteur transversal 1798 cc. traction avant et sur-traction Hydr. assure à toutes indépendances avec une connexion avant-arrière, marque une nouvelle étape dans les progrès considérables réalisés par les ingénieurs de la Société Austin. La puissance développée n'est pas inférieure à 84 CV, suffisante pour assurer une vitesse de pointe de 145 km. h. avec des accélérations étonnantes. Le montage unique du moteur ainsi que les cinq paliers du vilebrequin offrent une exceptionnelle douceur alors que la commande de la boîte de vitesses par câbles souples et la synchronisation des quatre vitesses avant font de la conduite un véritable plaisir. En plaçant le groupe moteur en travers à l'avant de la voiture et les roues aux quatre angles extrêmes, un maximum d'espace a été consacré aux clients aux passagers. Cette nouvelle Austin 1800 Balanza possède des freins servo-moteurs avec disques à l'avant et tambours à l'arrière, une direction à crémaillère et la structure de la carrosserie la plus robuste jamais réalisée dans la construction de voitures en série. Economie? Voici les chiffres obtenus par les ingénieurs d'essai routiers Austin : 529 l./100 km. à une vitesse constante de 48 km/h. — 7.45 l./100 km. à 80 km/h. et moins de 10 l. 100 km. à une vitesse maintenue de 112 km/h. Même à 128 km/h., la consommation n'excède pas 11.3 l./100 km. Cette conduite intérieure Austin 1800 Balanza appartient à la classe des voitures de 2.5 litres pour l'espace, le confort et les performances et à celle des voitures de 1.5 litre pour l'économie.



MORRIS can take it...

Whatever your needs there is a car in the new Morris range to suit you. Morris is the name for family motoring. From the exhilarating Mini Mk. II (with its new 998 c.c. engine) and the new 1300, to the luxurious and powerful 1800, there is a car sized, powered and priced to meet your exact requirements. Choose the car that suits you, whether a saloon, traveller or convertible, and enjoy the best of everything with comfort, economy, and lively performance. Whatever your family needs, it needs a MORRIS.



so—make it a **MORRIS**

 RANGE ROVER	LAYCO AUTO SPARES	 Austin
 ROVER		MORRIS
 JAGUAR		

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☎ 729 3066 FAX 729 0359

SPECIALS

Mechanical Fuel Pumps

Hi Volume Electric Fuel pump	\$99
Mechanical Fuel Pump	\$45
Ball Joints U.K.	\$39-50
X6 Top Hose	\$13
X6 Bottom hose	\$15
X6 By pass Hose	\$ 5
1800 Alloy Water Pump	\$65
▪ " Top Hose	\$10
" " Bottom Hose	\$19-50
Corrossion Inhibitor concentrate	\$18



RECONDITIONED

Modified Gear Change Assy	\$150
Radiator Assy Change Over	\$100
Hydro Units " "	\$85

COMING SOON.....

POLYURETHANE ENGINE MOUNTINGS AND BUSHES.....

PLEASE NOTE.....

ALL PRICES INCLUDE SALES TAX.

WISH LIST



Peter Jones wants a Parts book(Mechanical) for Mk 11 1800

Also Blue/ GreyCarpet.4; Yarandin Crt, Worongary QLD

Brian Burbridge Box 4 Talbot 3371 Vic. wants technical details and/or renovation spares for a suspension pump(original item)

And advice on where to obtain a ball joint breaker that does **not damage the boots**

Garry Fry 02 306 591 needs a Ute diff for his rally car

Rudi Bourdair 063 733 633 needs a Ute cradle to enable him to fit the larger displacers to his sedan

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

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STUCK ON YOU

Complete your Oil filter conversion modification(Z23 to Z9) with a professionally engraved label to mount on Grille support, adjacent to oil filter:

FILTER MODIFIED
USE: RYCO Z9 or
EQUIVALENT

Available from: COLJAN PLASTIC ENGRAVERS

85 Victory Street Keilor Park 3042.

Phone Colin: 336 3813. \$9.50ea. or \$7.25 in quantities of 10 or more.

Ken Patience, with input from Pat Farrell, has organized the re manufacture of these two popular stickers. The first lot of the float on fluid stickers were the wrong colour, but now they are perfect.

Send \$5-45 for the fluid sticker, and \$7-00 for the first class sticker to

Aspect Signs 614 Melbourne Road, Spotswood 3015 Vic. 03 399 1252

We're travelling 1st class!

ST
7081

The Car
of the Century
floats on fluid
too!

"So Wot, this car floats on beer!" is not under consideration for re production.

Articles for publication next newsletter must be received by 12/12. Newsletter will be posted at the end of January, unless the 1800 discredits itself on our January caravanning holiday !

GETTING SHIRTY!



The tea shirt is white
car(Ute is an option)
is dark blue.
Australia is red

This is the rear of
the tea shirt.

Tea shirts with the
front design are \$15
front and rear are \$20

Available from
Peter Jones
4 Yarandin Crt
Worongary 4213
Q.L.D.
(Don't forget to
send your **size**)

TEAM
LANIDCIRAIB

**Let's remember,
We're travelling 1st Class**