

LANDCRAB

The Landcrab Owners club of A/sia, Inc.



Hans Pedersen of High Performance products is very glad that 1993 is over.

During the Christmas season, he consumed something that he should not have. This resulted in a sprint to the smallest room, where his legs turned to jelly, and he fell to the floor.

Chris(wife) heard the resulting crash and bolted in to assist. She flung open the door, and in doing so, knocked Hans unconscious!

The promised articles on an economy device, and a device to enable us to run lead free juice have been omitted. Grave doubts were held about the reliability of the manufactures claims.

Introducing.....

Neil Porter 07 372 7308 Mk 11 Man.
21 Octans Street,
Inala 4077
Q.L.D.



Neils car looks very smart with wheel spats. (I could imagine them on my car!)

Paul Greasley 090 911 208 Mk 11 Man
8 Palmerston Street
Kalgoorie 6430
W.A.

"Previous owner was travelling from Esperance W.A. to Kalgoorie when the suspension collapsed. It was sold to the local wreckers - I bought it for \$400 and fixed it."

Donald Hale 053 48 035 2 x Mk 11
Box 108 2 x Mk 1
Dalesford 3460
Vic.



"KJJ137 in use. Purchased with interior gutted to facilitate colour change from dark green to cream, and restoration in progress. Repaint, reco engine. Drove home from Ascot Vale to Dalesford with no glass. This was in January so not too cold. Large amount of work in interior; dashboard was stripped- speedo was readingly wrongly. Have received other car(Blue as listed). Can now complete dash and fascia. Recovered dash top. Carpet fitted(red) at trimmers -\$220. Clutch problem fixed(Clutch shaft circular nut adfirt). Fitted other shaft and bearing, new oil seals(clutch shaft and rear main)

So I have of 1800 s Mk 11 in use(cream); Mk 11 complete(blue)
Mk 1 complete(white) Mk 1 stripped.

And the Kimberely to which I fitted a replacement drive plate(crankshaft to torque converter) and drove while I fixed the clutch in "my car"

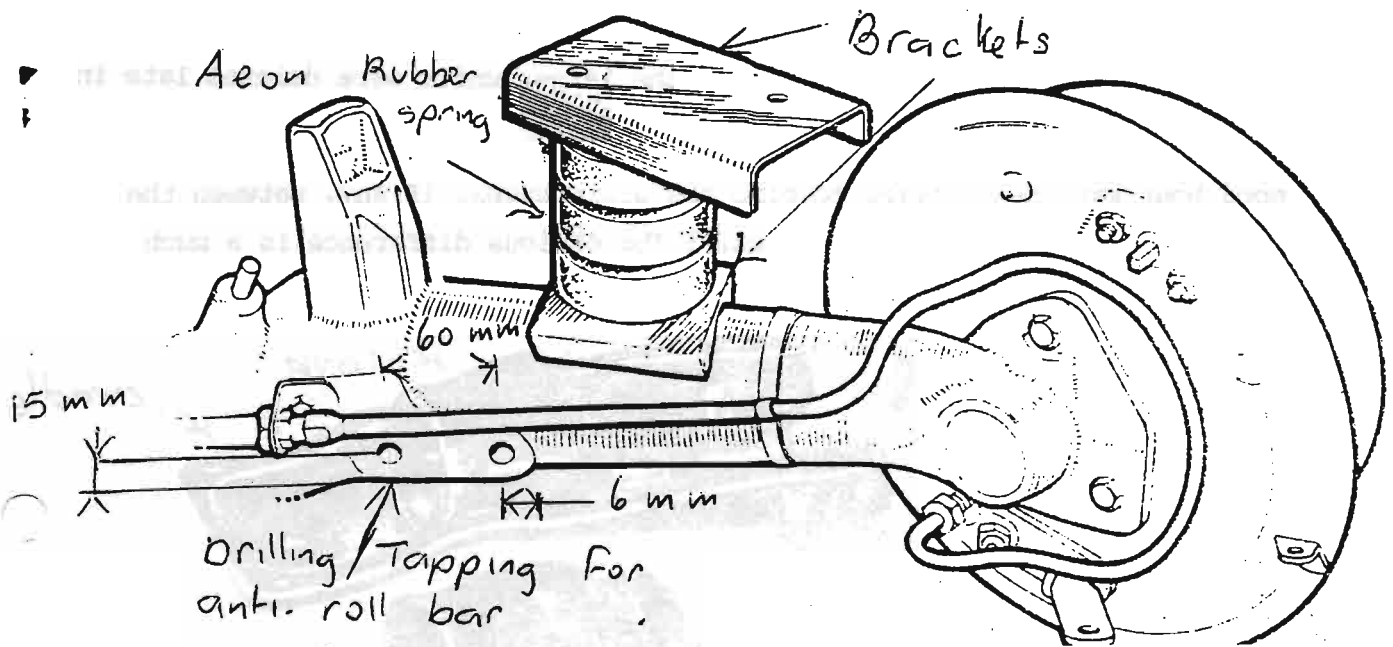
FLUIDS

by Daryl Stephens

The basis for this article goes back to 1968, when I traded the A90 six for my first 1800. Being unmarried at the time, a lot of weekends were spent absent from home.

The 1800 was often 5 up, and a full boot going hither, thither, and yon.

The rear end of course dropped appreciably, and upset the headlights no end. Even then, I wondered why the bigger front hydrolastic displacers were not fitted to the rear. B.M.C./ Leyland admitted this could be a problem by making aeons/ rear bump stops an option on the 1800 s and a similar system standard on the sixes.



These days, with always 2 teenagers, and often 3 occupying the rear compartment, and sometimes a caravan attached as well, caused me to enter a 60's time warp, and wonder again why the bigger hydro units were not fitted to the rear.

Hydrolastic units

In the original design of the suspension system for the A.D.O.17 model, Hydrolastic suspension units of 6½ in diameter were installed at both the front and the rear of the car. However, to match front-rear weight distribution of the car in the unladen condition, the leverage ratio of the linkage that actuates the rear springs was made numerically higher than that for the front springs. Later, because the 6 in diameter Hydrolastic unit was used in the smaller A.D.O.16 model, and was readily available, it was installed also in the rear suspension of the A.D.O.17. This made possible the use of a numerically lower leverage ratio for the linkage of the rear spring units, and, consequently, the loads on the bearings at the pivots of the trailing arms were reduced.

Automobile Engineer, January 1965

The above explained a lot, except I couldn't understand it. Then I was full of inspiration! The Morris 1100 used the same size(1800 rear) units front and rear, why not the 1800?

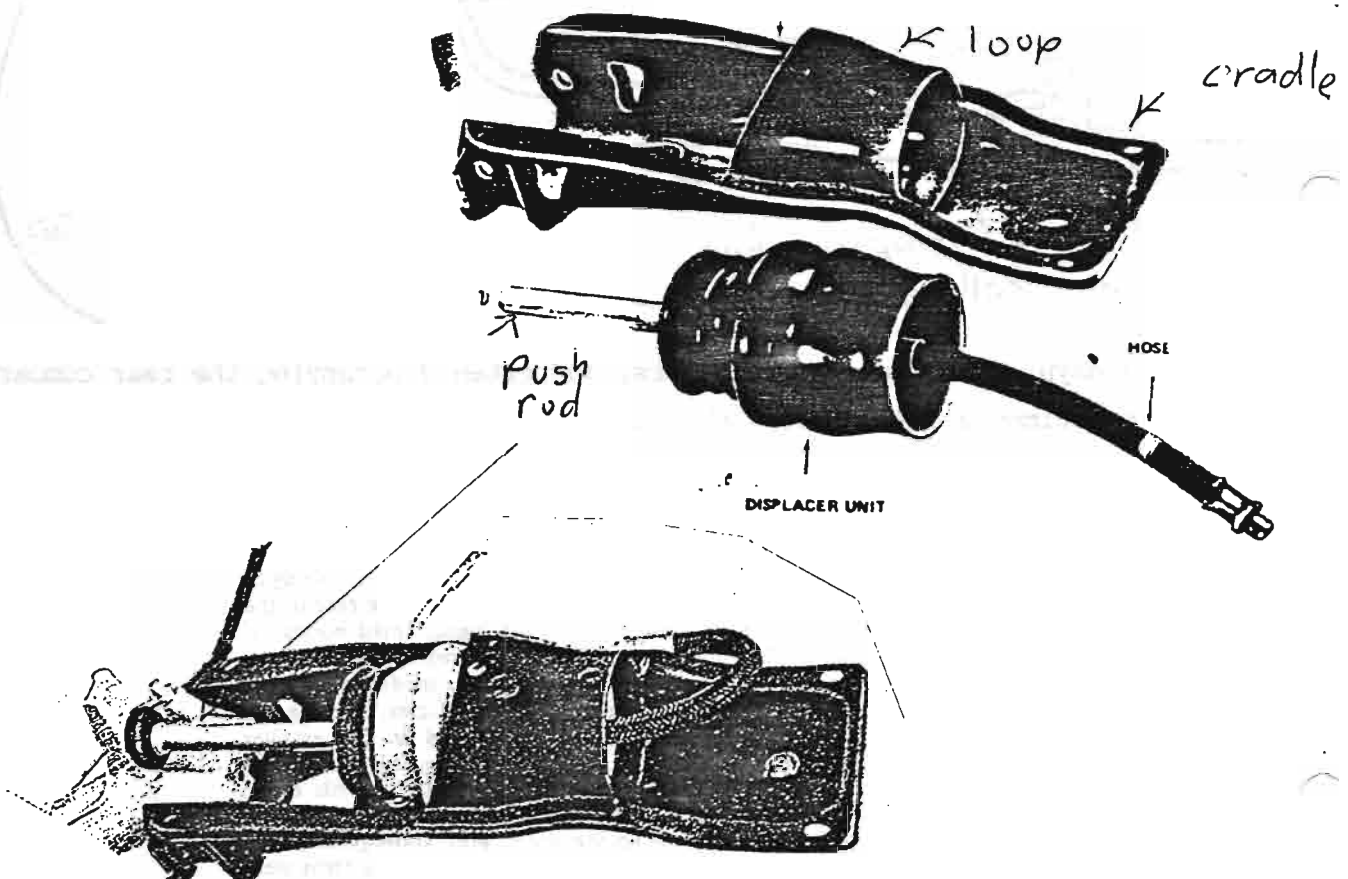
The basic assumption here is that the front units, being larger, have a greater load carrying capacity. Also noticed is that the front units are less likely to break.

A set of utility rear cradles(which house the larger units) was aquired from a very helpfull Geoff White at **Layco**.

By removing the bolt that joins the trailing arms to the cradle. the new cradle can be attatched to the existing trailing arms. If an **anti roll bar** is to be fitted, the drilling and tapping is more easily done on the bench, than a right angle drill under the car.

The fitting was so simple, I wonder if the larger units were deleted late in the cars development.

A good hour was spent trying to find the differences, if any, between the Ute cradle, and its sedan equivalent. (The obvious difference is a much larger "loop " holding the displacer into the cradle)

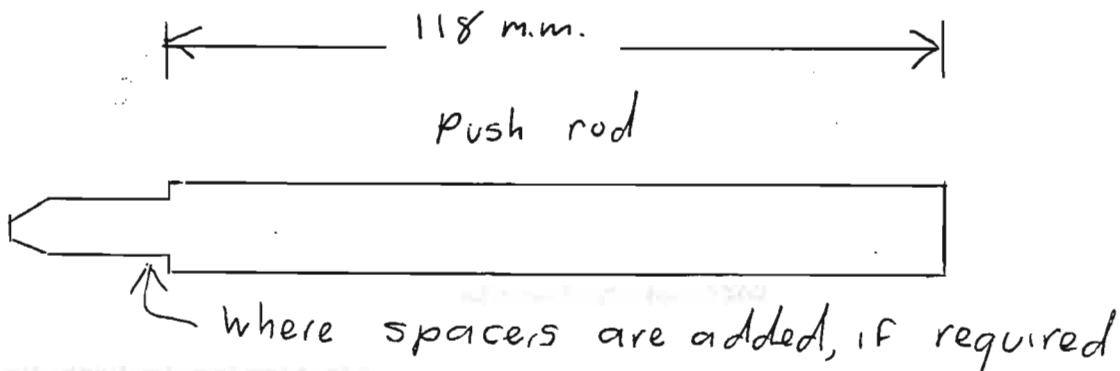


Not finding **any difference**, the loop was removed and a bigger displacer installed in the sedan cradle. For anybody contemplating this. I suggest either run a saw through the loop, open it wide enough for the bigger displacer, and weld in a support to join the loop together again.

Or the loop can be completely removed, and a larger one fabricated.

The next obstical to overcome is the length of the 'pushbrods'. Because the bigger unit sits further forward, the existing push rods cannot be re used- except after shortening.

A pushrod length of 118mm was finally settled upon. (Both sides must be exactly the same, as the suspension will mulipty any differences by a factor of just over 4)



Another problem to rear its ugly head(no, **Paul Keating**)did not come round) was the suspension pressure. Prior to the big units, 220 Lb at a ride height of 15". On the same pump, 250 Lb was needed to give 15". The manuals suggest around 245Lb for the 1800 s and 220 Lb for the X6 s

I was lucky that the 1/8 th" spacers fitted last year to the front had lowered the pressure by 30 Lb. For anybody else doing this job, I recomend, based on my experience, that a 7/32 nd + or- 1/32 nd" spacer be added to the front units at the same time.

The result is very pleasing! No loss of ride comfort at all; presumed ability to carry larger loads, like ma in law, and the need to carry only 1 spare unit when going bush.

The rear is sitting a lot heigher. Measured in the same manner as the front, the ride height is strangely enough 15". An additional bonus is much lighter steering!

Presumably, the steering is lighter because of the additional **castor**. To measure front wheel castor, an imaginary line is drawn between the top and bottom ball joints. If the top ball joint is slightly forward of the rear ball joint, it is called positive castor. On directly over the other in 0 degrees castor, and the top ball joint behind the bottom, negative castor.

Raising the rear about 3" has added 3 degrees positive castor, to whatever it was before hand.

SAME ROCK LESS ROLL

All the rear trailing arms on our vehicles have a machined flat spot fairly high up. These flat spots can be bored and tapped to allow the fitting of the very early model anti roll bar.

Geoff White of **Layco** kindly supplied the drilling centres - that is the measurements for the positioning of them, which is found on **page 3**. The anti roll bar uses the same holes as the torsion bars use on the ute.

Short of having a right angle drill, the drilling and tapping is best done on a bench.

The bar then bolts straight on(except on my late Mk 1 1800, which needed the handbrake equalizer moving forward 2 c.m.)

Ride comfort is not diminished- **body roll is**. I do not expect to remove it, except to have a copy made.

For those really keen, the next page shows a self levelling device which can probably be adapted to our cars!



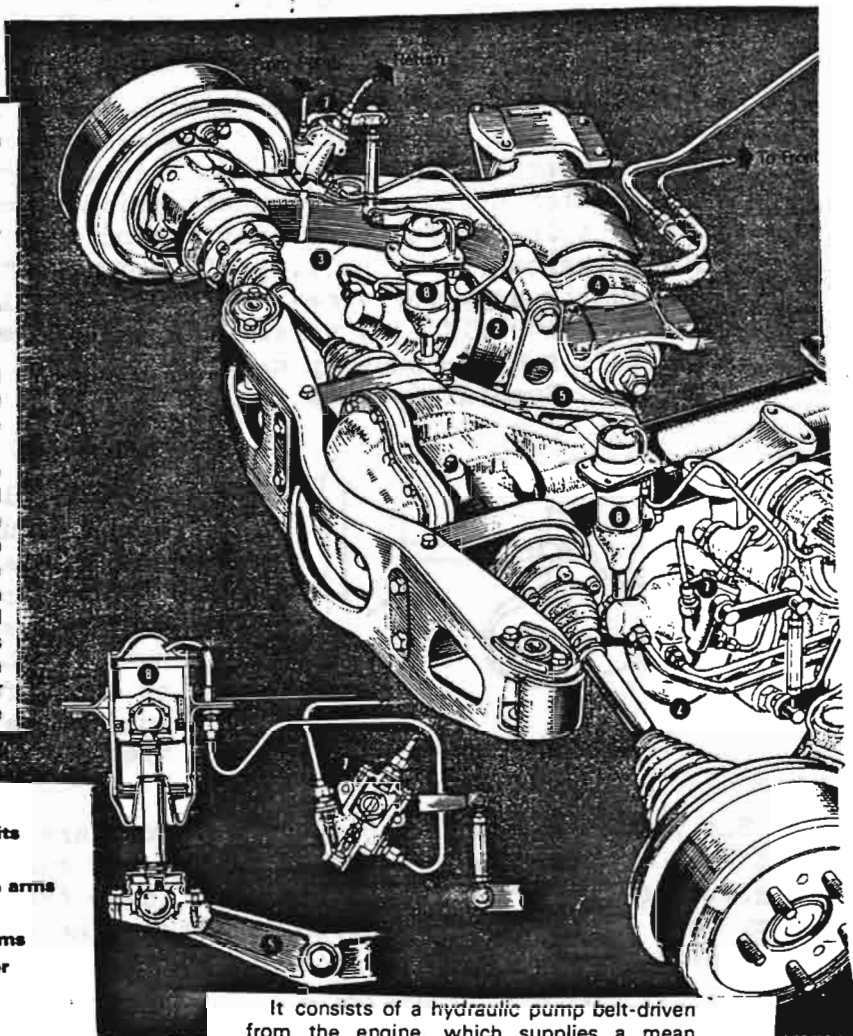
SUSPENSION...

Here is where the 3 litre is different!
Hydrolastic suspension was used, complete with self levelling at the rear. This was operated by a pump, driven by the engine.. a description follows.

On the front of the new Austin 3 Litre normal Hydrolastic units are used with both the displacer piston and the rubber cone

(together with damping arrangements) embodied in a single chamber. This is carried in a massive light-alloy casting which is bolted through the under-body longitudinals to the forged ends of a stout tubular cross member. The casting also carries the forged upper suspension links and the single transverse lower link, which is braced by a diagonal radius arm to the front body structure. An interesting point is that the lower link is mounted at its inner end in a Slipflex BRG bearing in which an oil-less bush is employed to accommodate movement and a surrounding rubber bush gives insulation against noise and vibration.

At the rear, the rubber spring units are divorced from the Hydrolastic displacers and mounted together on the under-side of the body structure. This is purely a matter of design convenience and in no way affects the principle. Another difference is that each spring chamber contains a pair of opposed cone-shaped rubber springs ("cheeses" as they are sometimes called); this again is a matter of design convenience as much larger chambers would be needed to accommodate



CONTINUED ON NEXT

PAGE...

KEY

1. Duplex rubber spring units
2. Hydrolastic displacers
3. Semi-trailing suspension arms
4. Displacer unit housings
5. Forged steel levelling arms
6. Displacer Actuating lever
7. Sensing valves
8. Hydraulic rams

the same wheel deflections if single cheeses were employed.

The wheels are carried on semi-trailing arms of malleable cast iron which are mounted on splined shafts running in bearings attached to the underside of the body structure. Also mounted on these shafts, but not splined to them, are light-alloy housings carrying the displacer units, these housings being prevented from turning by forged steel arms linked to the levelling rams.

When no levelling is involved wheel movements are transmitted by the semi-trailing arm to the splined shaft and thence by an actuating lever (which is also splined to the shaft) to the strut operating the displacer; this, in turn, passes on the movement by hydraulic pressure to the rubber spring unit—and everything goes according to the familiar Hydrolastic pattern.

It will be appreciated, however, that if the levelling arm is turned, it will alter the position of the displacer unit and either jack up or lower the semi-trailing arm carrying the road wheel—and this, when appropriate, is what the Armstrong Auto-levelling system does.

It consists of a hydraulic pump belt-driven from the engine, which supplies a mean pressure of 600 lb. per sq. in. to a sensing valve and a hydraulic ram for each rear-wheel unit. The sensing valve is mounted on the body structure and connected to the suspension arm by a linkage which operates the cams controlling the valves. In the normal position, the piston is at the top of its stroke and, in effect, acts as a stop for the levelling arm.

When the rear of the car becomes depressed under load the valves open to permit fluid to be fed into the top of the levelling ram to restore the normal attitude.

If this happened instantaneously the levelling system would fight the suspension; as, however, the time taken to deflect the piston from the "collapsed" position to the bottom of its stroke is 18 seconds, it will be obvious that the response is too slow to react to individual movements and acts, in effect, on the mean position of the suspension arms.

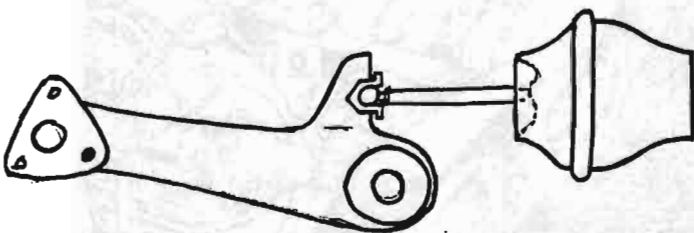
In this way it is possible to provide for bigger spring deflections than would otherwise be possible without risk of bottoming in the fully laden condition, the car looks better, and no problems of "skied" headlamp beams arise when boot and back seats are loaded to capacity. In addition, handling benefits from more consistent rear-end geometry, and the universal joints of the drive shafts have an easier time.

FLUIDS AGAIN

by Hans Pedersen

Those of us that drive a hydrolastically suspended Austin or Morris don't have to face the expense of replacing worn shock absorbers, sagged or broken suspension springs in the life of our car, but there are some components which need inspection/attention from time to time, if the car is to be kept in a safe, serviceable condition. So when we are presented with a suspension repair bill, let's remember that this sort of maintenance is usually only performed every 60,000 miles or so. This is generally not a "Do-It-Yourself" job unless you have access to:

1. A Hydro pump up machine
2. Special service tools.



In the long term comparative repair costs should be lower as the main components that usually need replacing will be pivot bearings and possibly, ball sockets. One drawback is that, to work on these suspensions the system on the affected side of the vehicle must be de pressurized, using the special pump mentioned above.

The road shock and suspension pressure are carried by the pivot bearings and ball sockets. Wear in these components can cause incorrect suspension angles and cause the vehicle to ride lower (For a given fluid pressure) they must be in good condition to obtain the best handling/performance from this design.

Let's look at the I800/X6 Range.

There was one major design change which affected this range. Prior to body No. YAHS 5 4928 taper roller bearings were fitted to the pivots of the front upper support arms and the rear radius arms. From the above body No. "Metalastik Slipflex" bearings were fitted. On later model X6's the rear radius arms only were changed back to the taper roller bearing type again.

The taper roller bearing type arms are generally a fairly straight forward (although not recommended as Do-It-Yourself) replacement job. The difficulty arising from parts availability, namely the inner seals between the bearings and suspension arm casting are N.L.A.* from Leyland dealers and these are usually damaged during dismantling of the bearing rings, the same applies to the spacers that fit between the suspension arm and relevant suspension housing.

*N.L.A. "Non Laying Around" or No Longer Available

A suitable alternative should be used in place of the inner seal to exclude foreign matter from the arm to the new bearings, and suitable spacers need to be acquired/made up to obtain the correct bearing pre-load. This is important because the bearing only moves thru' an arc, so the rollers tend to wear in two spots only on the outer ring, the correct preload ensures even wear. Because of the pounding they get and the fact that grease generally "ages" these bearings should be repacked every 24 months or 24,000 miles but I don't think any of us fancy this job nor in fact repack any bearings (like CV joints every 12,000 miles) in our vehicles as we should. We usually wait until a roller is crushed or some other noise causes us to look at this area. See remarks on grease life.

The "Slipflex" type bearings are not interchangeable with taper roller bearings as a different casting design is used. These bearings don't appear to hold any pre-load for any length of time and they wear in such a way that they can cause excessive negative camber on the rear wheel and in severe cases this can actually allow the inner sidewall of the tyre to contact the inner wheel well, accompanied by a "twitchy" feel on cornering as the complete suspension arm moves on the fulcrum bolt. There is also a tendency for these arms to "seize" to the housing making replacement difficult (read almost impossible) and sometimes elongating the pivot hole in the housing making the housing unserviceable. There is a tendency among "landcrab" owners to have the "Slipflex" type bearing replaced with complete taper bearing type arms, the idea being that these taper bearings should be easier to acquire in the future, compared to "Slipflex".

Remarks on Grease Life.

(Our bit of useless information for this month.)

Theoretically soap based greases should not be allowed to remain in a bearing for longer than 48 months due to oxidation and separation of the oil from the soap base whether the bearing is in use or not. This life expectancy is also reduced by factors such as diameter, speed and loading of the bearing.

Following on from last months comments about Hydrolastic Suspensions a few things come to mind which weren't covered fully. One is the ball sockets (which connect displacer to suspension arm.) These are sometimes overlooked but are usually best replaced at the time of suspension bearing replacement. When worn these affect the ride height as do the pivot bearings i.e. ride lower (for a given suspension pressure) and when worn thru' will transmit road noise to the cabin due to metal to metal contact.

TRIPLEX
LAMINATED

To obtain the correct trim height with worn pivot bearings and ball sockets sometimes the suspension is pumped up to trim height without regard to suspension line pressure. This can lead to a "Blown Bag" i.e. displacer failure if "Safe" pressure limit is exceeded over longer periods. These displacers, when new, are "Stretched" on fitting at 350p.s.i. for 1 hour minimum, then set at 260-280 p.s.i. on MKI's, MKII's are set at 240-250 p.s.i. The reason for this difference is that the manufacturer used longer push rods in an effort to lower "Hydro" pressure for the same trim height. If after obtaining trim height a difference of more than 10 p.s.i. from left side to right side exists, check for:

1. Body damage - Generally front fender as this is where the trim height measurement is taken.
2. Assembly fault - If the system has been dismantled check displacer location, displacer push rod location etc.
3. Correct parts - If using parts of unknown origin take comparative measurements from side to side. To ensure that a matched set is used.

While this work is being carried out it is advisable to check the rubber bushings in the front suspension and replace where necessary as this all adds to the "Compact" feel when the job is done.

On completion of this work the difference in ride and handling is quite noticeable, steering is lighter, cornering ability is returned to the sure-footedness that these cars were renowned for, making the "Sunday drive" much more comfortable. Another bonus is a marginal improvement in fuel economy (if negative camber was pronounced) due to the rolling resistance being reduced. On our I800 this amounted to 1-2 m.p.g. (not a lot, but it all helps). In this case some previous owner had decided that the rear "Slipflex" needed lubrication and proceeded to drill/tap the suspension arm casting and fit a grease nipple, then pump grease into it. The result was that the grease "dissolved" the rubber compound and the rear wheel assumed sufficient negative camber to have tyre to body contact on cornering.

If you anticipate carrying heavy loads or towing in your I800 and you don't like to drive with the "Nose Up" attitude these cars can adopt when loaded there were supplementary rubber springs available thru' Leyland Special Tuning which I can recommend. These are fitted to the rear suspension arms and only make contact on heavy acceleration or when a load is carried and being "Progressive" cannot be felt when driving normally.

AND MORE FLUIDS

DEAR DARYL

THANKS FOR CURRENT NEWS LETTER & WISH YOU ALL A VERY MERRY CHRISTMAS. THOUGHT I HAD BETTER CONTACT YOU & FILL YOU IN ON SOME INFO ABOUT TRAILING ARMS THIS INFO ORIGINATED FROM LOUI BUSETTI COWARAMUP W.A. THE CRADLE ON THE KIMBERLEY & TASMAN HAS BEEN MADE IN SUCH A WAY THAT BOTH DISPLACERS CAN BE USED, AS BILL FRAZER & JOE BARLING LANDCRAB INTERNATIONAL CLUB MEMBERS BOTH NOW KNOW. BILL & JOE REPLACED BOTH CRADLES ON PETER WOODWARDS MARATHON CAR & SPENT MANY HOURS SERVICING THIS CAR ON ITS ARRIVAL IN PERTH (HALF OF ONE DAY & ALL OF ONE NIGHT) THE WHOLE TRAILING ARM ON KIM & TAS CAN BE USED ON 1800 MK11 DUELL CIRCUIT ARRANGMENTS, & THE ADVANTAGE HERE IS THAT KIM & TAS TRAILING ARMS HAVE TAPER ROLLER BEARINGS (BONUS). LANDCRABING IN W.A. IS BOOMING, WITH PRICES REFLECTING SAME, GRAB THAT SPARE ONE WHILE YOU CAN & DO NOT WRECK IT.

I OFTEN REGRET WRECKING SOME OF THE CARS THAT I HAVE OWNED IN THE PAST & CAN ONLY BE THANKFUL THAT I STRIPPED THEM OF EVERYTHING USEFUL, FROM NOW ON THEY GO BACK ON THE ROAD THE VIDEO OF THE LONDON TO SYDNEY MARATHON SHOULD BE SHOWN SHORTLY ON CHANNEL 7 WORLD AROUND US SO KEEP YOUR EYE OUT FOLKS. AS OF NEXT YEAR I HOPE TO ISSUE AN A4 NEWS SHEET TO EACH MEMBER OF THE AUSTRALASIAN LANDCRAB OWNERS CLUB MEMBERS BETWEEN EACH ISSUE OF OUR OWN CLUB MAG, THIS IS PROMOTION FOR MY OWN BUSINESS & IT WILL HOPEFULLY STIMULATE INTEREST AMONG MEMBERS, KEEP THEM CARDS AND LETTERS COMING IN THATS THE TRICK!. OUR MEMBERSHIP NOS ARE CLIMBING FAST, AND IS A GOOD SIGN THAT THE WORD OF THE LANDCRAB HAS REACHED ALL PARTS OF AUSTRALIA. KEEP PLUGGING THE CLUB YOU GUYS & GALS AS WE HAVE A LONG WAY TO GO TO CATCH UP WITH OUR SISTER CLUB IN THE U.K. ENCLOSED IS A DATA SHEET THAT CONTAINS SOME USEFUL INFO FOR PEOPLE INTO NOS ETC & INTO THERE POSSIBLE VALUE. THESE ARE ABOUT 90% OF CARS THAT I HAVE KEPT INFORMATION ON, 15 OF WHICH I STILL OWN. MY THANKS TO BILL-JOE-CHRIS & LINDSAY OF THE LANDCRAB CLUB INTERNATIONAL FOR THE CHRISTMAS HAMPER TOP STUFF GUYS.

YOURS

KEN LYLE.



SALE NOTICE

Austin 1800 Mk 1. Has had ground up restoration; the engine has new rings, bearings, timing chain, seals and gaskets, clutch relined, brake system completely overhauled (front brake pistons renewed, discs machined, pads renewed, rear brake shoes, cups and seals renewed, brake master cylinder and booster renewed etc. Recoed carbie and distributor. The underside rust proofed, also inside of doors, the body work rubbed down, primed and given final coats of finishing mist green acrylic lacquer. It is regestered until 6/8/94 with R.W.C. Also has been re upholstered **\$3,700.**

Joe Hill 28 Blackthorn Cres, Shailer Park Q.L.D. 4128 07 2099 043

Mk 1 or 11 **Ute** Manual driving door rusty \$600.

John Moss 086 436 395 (Port Augusta)

Kimberely Auto straight, original, attractive - runs well-

Donald Hale Box 108 Dalesford Vic. 053 48 3035

VEHICLE DATA

MODEL	YEAR	BODY	ENGINE NO	CHASSIS NO	COLOUR	TRANS	INFORMATION ON SUBJECT
1800 MK11	1970	UTE	18YERCH4909	YJBBU3R563	SUGAR CANE	AUTO	RESTORED FOR PERSONAL USE & A STAGE 1 CONVERSION
1800 MK11	1970	SEDAN	18YERCH8218	YHS67478	SUGAR CANE	AUTO	RESTORED FOR PERSONAL USE & USED IN SHOWS
1800 MK11	1970	SEDAN	18YERCH10628	YHS69720	CRYSTAL WHITE	AUTO	VERY STRAIGHT & RUST FREE AN EASY RESTORER
1800 MK11	1970	SEDAN	18YERCH7240	YHS66533	CADET BLUE	AUTO	HAS BEEN WRECKED
1800 MK11	1970	SEDAN	18YDTAHL4531	YHS515076	CRYSTAL WHITE	MAN	RESTORED COLOUR CHGD TO MOONSTONE SOLD \$5200\$
1800 MK1	1967	SEDAN	18AMWUH73937	YHS213555	TOGA WHITE	MAN	HAS BEEN WRECKED
1800 MK1	1968	SEDAN	18YTAH9204	YHS223030	BURGUNDY RED	MAN	HAS BEEN WRECKED
1800 MK1	1968	SEDAN	18YTAH10667	YHS224465	JAY BLUE	MAN	A LITTLE RUST IN BOOT EASY RESTORER
1800 MK1	1968	SEDAN	18YARCH1484	YHS4877	SNOW WHITE	AUTO	SOLD TO FRIEND FOR \$390 & IS BACK ON ROAD
1800 MK1	1968	SEDAN	18YARCH2123-S	YHS41-1657	MALMO GREEN	AUTO	WILL RESTORE (STRANGE NOS)
1800 MK1	1968	UTE	18YCTAHL184	YJBBU1R675	SNOW WHITE	MAN	VERY RUSTY TRAY BUT CAN BE RESTORED
1800 MK1	1967	SEDAN	18YTAHL506	YHS215310	TOGA WHITE	MAN	HAS BEEN WRECKED
1800 MK1	1966	SEDAN	18AMWUH14923	YHS2627	TOGA WHITE	MAN	HAS BEEN WRECKED
1800 MK1	1969	UTE	18YCTAHL792	YJBBU1R1247	JAY BLUE	MAN	WILL RESTORE
1800 MK11	1970	SEDAN	18YDTAHL2471	YHS512824	SNOW WHITE	MAN	HAS BEEN WRECKED
1800 MK11	1970	SEDAN	18YDTAH7173	YHS56024	CADET BLUE	MAN	HAS BEEN WRECKED
1800 MK11	1970	SEDAN	18YDTAHL1651	YHS59965	SUGAR CANE	MAN	HAS BEEN WRECKED
1800 MK1	1968	SEDAN	18YTAHL1563	YHS225332	CLAY BEIGE	MAN	PART RESTORED SOLD \$2600
1800 MK11	1969	SEDAN	18YDTAH7173	YHS56024	CADET BLUE	MAN	HAS BEEN WRECKED
1800 MK1	1967	SEDAN	18AMWUH84439	YHS213970	SAND BIEGE	MAN	HAS BEEN WRECKED
1800 MK11	1969	SEDAN	18YDTAH7961	YHS56697	AMBER	MAN	HAS BEEN WRECKED
1800 MK11	1969	SEDAN	?	YHS65227	JET RED	AUTO	HAS BEEN WRECKED
1800 MK11	1970	UTE	18YFTAHL675	YJBBU3R1174	CRYSTAL WHITE	MAN	BAD SILL RUST SOLD \$300
1800 MK11	1970	SEDAN	18YERCH10297	YHS6	BURGUNDY RED	AUTO	RESTORED SOLD \$4500
1800 MK11	1970	SEDAN	18YERCH6257	YHS65609	CREYSTAL WHITE	AUTO	SMALL AMT DAMAGE TO RESTORE
1800 MK1	1967	SEDAN	18AMWUH75040	YHS212556	NEW CEDAR GREEN	MAN	RESTORED SOLD \$2000
1800 MK11	1969	SEDAN	18YDTAH8431	YHS57105	CRYSTAL WHITE	MAN	TRADED FOR 7BS61897
1800 MK11	1968	SEDAN	18YTAHL3914	YHS227602	SNOW WHITE	MAN	HAS BEEN WRECKED
KIM MK11	1972	SEDAN	20091214	YBS55136	ARIANCA TAN	MAN	SOLD \$500
KIM MK11	1972	SEDAN	22012742	YBS63522	ARIANCA TAN	AUTO	FOR SALE \$1500-\$2000 DEP
1800 MK1	1966	SEDAN	18AMWCH16853	YHS21124	SAND BIEGE	MAN	PERFECT RESTORER ANTI SWAY BARS
1800 MK11	1970	SEDAN	18YDTAHL3346	YHS51136	CAMINO GOLD	MAN	HAS BEEN WRECKED
KIM MK1	1971	SEDAN	22032417	7BS61897	ZIRCON WHITE	AUTO	SWAPPED FOR CAN OF PAINT WRECKED
KIM MK11	1972	SEDAN	22032828	YBS63578		AUTO	ON LOAN
1800 MK11	1969	SEDAN	18YDTAHL1010	YHS59301	INDIGO BLUE	MAN	HAS BEEN WRECKED
18/85 MK11	1970	SEDAN	18H306BH3789	WH5504678A	WHITE	AUTO	TO BE RESTORED
1800 MK11	1968	SEDAN	18YARCH4618	YHS44064	LAKE GREEN	AUTO	VG ORIGINAL COND FOR SALE \$3000
PRINCE HL	1977	SEDAN	18HAAH051697	4SG50093905M	MET BLUE	MAN	CURRENT RESTORATION
1800 MK11	1970	SEDAN	18YDTAHL3498	YHS511536	CAD&BALT BLUE	MAN	SOLD \$600
1800 MK11	1970	SEDAN	18YERCH959	YHS68795	CRYSTAL WHITE	AUTO	TPN REBUILD & FOR SALE \$2400

E-SERIES MATTERS

By Mike Gilmour

An anyone who has dealt with the X6 members of the Landcrab Family will know and love the E-Series block and what it can do for you! Regardless, those of us like myself and Glenda are often never satisfied with the power output and handling of even Australia's most successful 6', so, we can always look out for a little more.....I think Timo Makinen called it "a hundred and ten percent." This information contained in this article is something of a collection of ideas that we have either tried for ourselves or know have been worked out by others indulging in E-Series/ X6 pursuits. I will try to set out what can be done in as logical a fashion as possible.

SOME HEAVY BREATHING PLEASE

Firstly, let's look at simple bolt-on stuff to begin with. If you have a late model Kim' or any Tassie, one HS6 carbie is not exactly the most flattering compliment to your engine. You have some alternatives- a 2 " S.U. will bolt straight on to the manifold as is. The other direction is to get your hands on a twin

carb. manifold from an early Kimberley. Please bear in mind that this is a cast from the factory. This is pointed to by a noticeable group as not being the most efficient method of inlet/exhaust for a performance. Of course the other option is to make a manifold and (preferably) extractors. Others may venture to set-up 'triples'. One fellow who has run this told me that the engine was virtually drowned by the set-up. Another that I know said "Oh Wow!". We are yet to set-to with this concept, but it is on the agenda.

As far as I can work out, the way that John Taylor and his team completed this task



was to use a series of Lynx inlet manifolds that were produced for the E-Series fours (1500 Morris and 1750 Marinas). These were designed as after market items in which to drop twins! According to those who have seen the manifold, they claim that these were cut and welded to fit the bill of triples. Other smarta...s have claimed to make their own...God, I hate show-offs! If there is anyone out there that has other ways of doing this august task, I would certainly like to know about it. Yes, this is reasonably new information to us and so, I can only go on what I have been told.

As was mentioned earlier, one gent who had done this modification did tell me that the power output was most satisfying, but the engine was somewhat drowned by the over supply of fuel the set-up produced. Everyone else has said the bolt on effects are wonderful. Therefore, be warned... This may not be to all tastes.

Whilst on this subject, let us consider the virtues of engine breathing. Many in the club have already extolled the virtues of H.P. air cleaners and the resultant performance increase that comes from using them. So it stands to reason that these are another addition-

either in addition to / in conjunction with what has been said before. The price of these is certainly value for money (speaking of which, Hans, you may forward the cheque for this advertisement) and certainly not much of a fiddly job to fit them.



Triple S.U.'s
on a custom
inlet manifold.
REMEMBER EXTRACTORS
An opening
for an enlarger
Header tank Her
Re-routed
piping & secondary
radiator.

LET THE WIND BLOW FREE

I'm sure there are any number of people out there that will feel that S.U.'s aren't the way to go. That is Webers, Dellorto etc...I just feel a Landcrab isn't the same without S.U.'s! If you think/ know different, then put pen to paper and publish it for the rest of us to consider.

Extractors are the bane of my life at the moment, but will be an important improvement to the performance of the X6 ! The factory didn't produce them; as far as I can tell, no one from the after market brigade made them; and the price tag for them to be custom made STARTS at \$5-600. To this end I am experimenting on

how to do this custom job myself. My thoughts at the moment look at a 2" system, and possibly twin pipes. It is now a case of watch this space for my success. If, once again, someone has already done this or knows a way of doing this without costing an arm and a leg- let the rest of us know about it. To put the record straight, Liverpool Exhaust, here in Sydney are the ones to make them up for you, as they apparently have the mandrels small enough to do the job! I just couldn't justify the spending on a very limited budget!!!!

WOULD SIR/MADAME LIKE A LITTLE MORE GRUNT?

Moving on from here we can look at better breathing via a better cam. A very good compromise here is with a 30/70 configuration. This gives more grunt,



idle is not too difficult to bear and definitely an improvement on the standard. Our own experience has shown that at places where we would need to change down -this was no longer necessary due to the extra oomph that is on line. Sure, this will be lost in some respects by the addition of gear tinkering- but I feel that in the long run it will all come together.

Our cam was re-profiled by Westend performance of Cambeltown. In doing this they originally came to grief with shims- but after this false start, the eventual results were most satisfying. The dollar value of this conversion was in the vicinity of \$450.00 to undertake. If the MG

30/70 cam is anything to go by, we should be looking at about 6-8 BHP- the impression of power is a definite buzz!

Surely this would be backed up with porting and polishing to get a bit more of a competitive edge...in for a penny, and all that!

Another thing to keep in mind here is that you will probably need to invest in a change of needles and jets to deal with the changing of engine breathing dynamics. Your friendly card specialist will be able to advise you on what you need, given your spec's.

You will more than likely need to have the distributor re-graphed. This stands to reason since the cam is now opening and closing the valves much earlier and later than standard. Other solutions that can be looked at are such things as the

electronic ignition systems (eg: Piranha) or arranging for a custom built distributor. Another option is to run the distributor much advanced on normal. We have found that this is a good interim measure, but not a long term proposal.

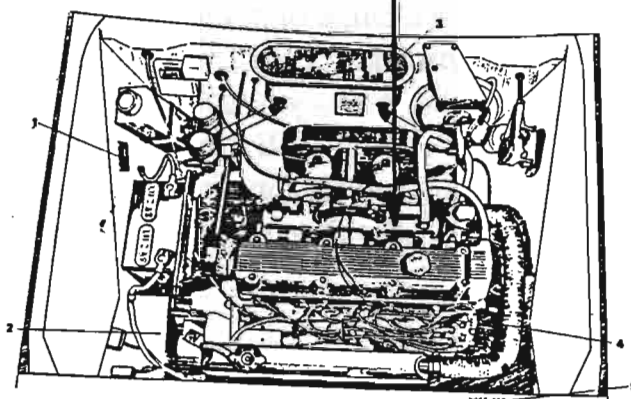
Further to this, the transmission/final drive could be looked at. Firstly, I must confess that the gear box of the X6 is quite a nice box. A major reason for this could be that the clusters are MGB. Performance is gained (according to Special Tuning- Works teams to you and me) from a 4.1 diff. These were the standard on all X6's - although some have said that 3.7 diff's were available on very late Kim's as far as manual transmissions are concerned. All Automatic boxes had a 3.8(?) diff. So if it is power to the wheels, then a 4.1 is your answer. A 3.7 (or there abouts) is a much better solution for a modern feeling, long-legged Highway tourer. A bonus for this is that on the X6 range, the diff can be swapped without an 'engine out' operation. The possibility of use of an Auto diff is still being looked into...however many are split on this. If this is the case, the full operation will be laid out in the near future as a separate article. For those who have the taller diffs installed into their cars, I have heard only praise and questioning of why this option had not been available originally.

My next question is "what's happening to the 5- speed box?" This will be another bonus to a go-faster, more 90's style Kimberley / Tasman.

On top of these ideas, let's consider increasing the capacity of the engine. A P76 or 6 Cylinder Marina had E- Series motors that weighed in at 2.4 litres. When bored out here, we could be talking about close to 3 litres capacity. What is making this possible is the fact that these engines were stroked to get the extra capacity. The procedure involved in this revolves around the crankshaft. Beware, however! The backend of the P76/ Marina crank is noticeably different. You need, therefore, to have the clutch end of this crank machined to match an X6 crank. On speaking to Bill Stevenson about this project, he informed me that the best way to do this is to weld a blank onto the P' crank, and then have it machined to match the bearing. Any other way of tackling this tends to be an inferior method. He also informed me that he knows a person who can do the machining. This process apparently costs about \$500.00- do you think it's worth it? No doubt the Minister of Finance is giving this matter all the thought it deserves.

DIAGRAM SHOWING NEW
LOCATION OF VAC. ADV. TAKE OFF

RELOCATE VACUUM ADVANCE
TO HERE



All these things result in your engine running warmer. There are a number of ways that this can be combated. The first, easiest solution comes via the 'Dad' of the X6 - Roger Alan Foy. Alan was a major contributor to the design team of many BMC/Leyland cars and has spoken at Austin Motor Vehicle Club NSW Meetings. The advice he gives is to redirect the vacuum advance hose. The original take-off at the carb is blanked off. Then the hose is placed at the manifold...closer to the engine block. The technical side of this is now lost in the mists of time now; nonetheless I am sure this is good advice! The next step is to reset the timing and reconnect the Vac Advance to the new connection - hey presto! Running temperatures, especially in city driving is noticeably reduced.

Further to this, you could also consider the addition of a header tank-an 1800 unit works well. This sits nicely into the recess on the bulk head opposite the water pump (be sure to use reinforced hose- about a metre does the trick). A better idea is to make a header tank with a large capacity. This can be stored under the front left guard and accessed via the engine bay.

The Taylor Tasman had what looked to be a Mini radiator set up in the engine bay for this same purpose. It was situated on the passenger side of the factory radiator and appeared to be hooked up in series with the system (Kimberley owners take note- this is where your second left hand light is, making it a littlebit of a bummer).

Of course, we can also look to up-ing the ante of the original thermatic fan. By simply changing the fan to a Craig-Davis unit can, as shown in a previous newsletter, up the air being sucked in by almost 100%! Two small units mounted side by side would therefore have a noticable effect on the cooling of the system. The logical wiring of this would be one thermatic switch would cut in at a give temperature; then the second would come in if the temperature continued to rise. This would also be beneficial to those contemplating Air Conditioning in their X6 (but that's another article).

All these ideas singularly will make some difference to your all Aussie Landcrab. However, for the seriously deranged, a combination of / all the above items will make something of a world beater. Those in the know of such things tell us that we could easily look at about 160 BHP. Alas, I am not in a situation to confirm or deny these allegations. Our 'expertise comes from running a series of Kim's over the course of the last 12 years; and our families being involved with the marque since their release. As a result we humbly ask that if people out there know what has been said in this tirade is incorrect or not advisable, you do two things:

- (a) put it in writing and send it to Daryl for printing in this learned journal; and
- (b) Let Glenda and I know as we are always interested in matters Landcrab and certainly matters X6.

So, there it is! In the near future, we hope to bring a 5000 mile (8000km) report on our Aeon set up- using the stronger, 2 convolution rubbers, central locking and Air Co nditioning....watch this space!

Michael

~~~~~  
PRELIMINARY NOTICE:

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*plan to be there!*

~~~~~



Engineering Bulletin

AUGUST 1993

Submitted by Robert Leslie

Using unleaded fuel in leaded fuel engines

- **Very few pre-1986 vehicles could operate on unleaded 91 octane fuel without modification.**
- **Most engines would require a reduction of compression ratio and the fitting of valve seat inserts.**
- **Iron headed engines originally designed for standard grade leaded petrol should only need valve seat inserts fitted to the cylinder head.**
- **There could be problems running on a "shandy" of leaded and unleaded unless the unleaded was premium grade.**
- **Reducing compression ratio results in a loss of power and fuel economy.**
- **Retarding the ignition is not a means of retuning for unleaded petrol.**

Unleaded petrol has been available in Australia since 1985 and all cars sold since 1986 have been designed to run on it.

Although leaded fuel continues to be available, suggestions have been made that pre-1986 cars which were designed for leaded fuel could be converted to use unleaded, thus facilitating an earlier phasing out of leaded fuel.

Unfortunately it's not that simple. Some cars can be switched over without any modification, some will require extensive modification, and there may be instances where modification will be impossible or too costly.

There are two features of the unleaded fuel which need to be considered in this context:

- a. octane number requirement, and
- b. valve seat wear.

Octane number requirement

In order to optimise engine efficiency, engine designers strive for the highest compression ratio possible, consistent with the avoidance of detonation in the cylinders. Most pre 1986 engines were optimised for the premium fuel available at that time, i.e. 97 octane leaded petrol. This octane rating permitted compression ratios of around 9.0 - 9.5 depending on the engine type.

(Octane number is a measure of the ability of the fuel to resist knock or detonation. The higher the number, the better the fuel).

When unleaded fuels were developed, their octane ratings were generally set at around 91. This is not because a higher octane number was not achievable, but because the cost of refining the fuel to achieve an equivalent to the super leaded fuel was much higher.

As a result of this, engines for those early days of unleaded fuels had to be redesigned to operate at lower compression ratios, and typically this resulted in values around 8.0:1. With continuing improvements in combustion chamber and overall engine design, including the use of knock sensors, it has been possible for compression ratios to be gradually restored back to the old values, and some current engines are running compression ratios as high as 10.0:1 on 91 octane unleaded petrol.

Now if we want to use 91 octane unleaded fuel in an engine designed for 97 octane leaded fuel, it is only possible to do so if the original compression ratio is low enough to allow use of the lower octane fuel, or if the compression ratio is reduced to the point that knock will not occur with the lower octane rated fuel. (Knock, whether audible or inaudible, can cause piston and gasket failure).

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There are a few engines built pre 1986 which could happily run on lower octane fuel and some were actually made to run on the old "standard" grade leaded petrol, which had an octane rating of 88. Reference would have to be to the relevant car company or dealer, or an oil company or a State motoring organisation to find out whether a particular engine was suited for low octane fuel. Generally these are in the minority, and in terms of the vehicles still on the road from that era, by far the majority could not run on unleaded fuel without some form of modification.

Valve Seats

However there is another catch! This concerns the valves and seats. One advantage of leaded fuel was that the lead helped to reduce exhaust valve seat wear, especially in cast iron headed engines which were not fitted with alloyed valve seat inserts, but which had the valves running directly into the head. The use of unleaded fuel (or gas) in these engines is likely to cause rapid valve seat recession and eventually burnt valves. Clearly those engines with a cast iron head, for example the Holdens, Chryslers, Fords etc, would not be suited for use on unleaded petrol (even though some had a low compression ratio and some were even specified for standard fuel) unless good quality valve seat inserts were installed. As a guide, most of the engines with aluminium alloy cylinder heads, all of which have valve seat inserts, are suitable for unleaded fuel **but only if their compression ratios were low enough to run on the old 'standard' fuel in the first case.** It must be pointed out however that the materials used for valve seat inserts for leaded fuels were not as good as the later insert materials which are more resistant to wear. Such materials were developed specifically for unleaded fuels.

Reducing Compression ratio

Almost without exception the car companies faced with this change to unleaded fuels lowered compression ratios by increasing the size of the bowls in the pistons, though some enlarged the combustion chambers in the cylinder heads. Some did both. To reduce the

compression ratio in a pre 1986 engine would normally require fitment of different pistons and there are very few instances where such pistons are available. Some of the earlier 6 cylinder Fords could be retrofitted with the ACL Duralite piston RA 4100, which has a 26.8cc combustion bowl, in place of the normally specified piston, but there were many combinations of combustion chambers and pistons for these engines and so it is difficult to nominate many specific examples.

Compression ratio could be lowered by the fitting of two cylinder head gaskets, however, this is not a good practice and in any case the reduction in compression ratio by this means is seldom enough to allow use of 91 octane fuel. Also, the geometry of the valve actuating mechanism and or the valve timing would be altered by such a modification.

Whichever way compression ratio is reduced, there will be commensurate loss of performance and fuel economy, in round figures at least 5% for most engines.

Ignition Timing

It must be noted that retarding the ignition is **not** the correct way of retuning a leaded fuel engine to run on lower octane unleaded. Apart from the obvious reduction in power, the later burning of the fuel/air mixture will result in overheating, burnt exhaust valves, engine running on, poor starting and loss of power and economy.

Running a "shandy" of leaded and unleaded fuel

It has been suggested that unleaded fuel could be used in a "shandy", mixed with leaded fuel. This would work in some engines, but care would have to be taken to always refill in the same proportion so that any time the ratio of leaded and unleaded in the tank is the same. Just running (say) every third tankful on unleaded fuel may be okay if the engine is basically a low compression type that was designed for low octane leaded fuel. In that instance the occasional tankful of leaded fuel will alleviate valve recession problems.

If however, the engine is one with a high compression ratio which demands 97 octane fuel, then there is a danger of knocking (detonation) when running on the tankful of unleaded 91 octane, and this could destroy the pistons and the head gasket. In such instances premium grade unleaded fuel would probably be suitable rather than normal unleaded. Premium unleaded is more expensive, however, and moreover not universally available.

Gas Conversion

Of course the use of gas overcomes the problem of leaded fuel, and having a higher octane rating gas could be used in virtually any pre 1986 engine without the need for reduction in compression ratio. The only proviso here is that iron heads would need to be fitted with valve seat inserts, and if the conversion is of a dual fuel type, then when petrol is used, it would have to be leaded 97 octane.

However, it is unlikely to be practical to consider gas conversion for cars which are now nearly 10 years old and which, in the main, are second family cars where the low annual mileage would hardly warrant the cost of conversion.

Summary

It can be seen from the forgoing that the conversion of a pre 1986 leaded fuel engine to run on unleaded fuel is not as straightforward as it may at first appear.

As a general statement, if a compression ratio change is needed, as well as the fitting of alloyed iron valve seat inserts, then the cost is likely to make the conversion too expensive and the end result will be reduced performance and economy. If, however, the engine has an alloy head and was intended to run on a low octane standard fuel in the first place, then changing over to unleaded is probably feasible.

Nigel C Tait

Chief Engineer

Automotive Components Limited

ACL is Australia's largest manufacturer of automotive engine components.

MAILBAG

47 Moores Road
MONBULK 3793
2 December 1993

Dear Daryl,

A note in the last mag. has prompted me to put pen to paper. The note in question referred to the fitting of a rear sway bar, which at first seems like a fairly smart thing to do.

After many months searching, we found a rear sway bar. Unfortunately, it was firmly attached to a sad looking example that was residing in an extremely muddy paddock with collapsed suspension. To make matters worse, it was 38 degrees C on the day we set out to retrieve it. We shouldn't have bothered! On the bitumen it did not appear to make a lot of difference (but we weren't really pushing the car). The dirt was where it did its worst (and remember, we are trying to develop a MK I rally car). The rear of the car was uncontrollable, unpredictable and very unnerving. I would go so far as to say that the biggest improvement we have made to the handling of the vehicle was to take the damn thing off!!

It had been my intention to send you photos of the adjustable front end which is now fitted. However, after doing my best to follow the examples of Bailey and Snowdon, I left the camera in the rain for two days!

The design is quite simple. The webs in the lower control arms were built up with weld, and then machined to form a round. The arm was then cut in half and a fine left and right thread cut. The arm was then joined by a sleeve with the necessary left and right thread. Locking nuts were fitted to both ends of the sleeve. The same method was employed on the radius arms. The present settings are: camber 1 degree negative, caster 1 degree positive, but these may change as we experiment further.

You may be interested in how we have modified the car in its first year of development: laminated screen; Q.H. headlamps; 2 QH driving lights; 80 amp alternator; battery relocated to the boot; fuel, brake and hydrolastic lines inside the car; 80 litre foam filled tank in the boot; fuel filler on top of the rear guard; Q.H. reversing lamp; 'kill' switch between the seats; Sass driving seats; alloy roll cage; rear seat removed; spare mounted on the rear squab behind the navigator; tool box on the rear squab behind the driver; two internal lamps individually switched; MK II handbrake lever between the seats; full

harnesses; built out the dash, and fitted with full instrumentation including a Halda, a clock and a map lamp; washer reservoir located in the navigator's foot well; H.P. modified gear change; ute displacers; rear aeons; twin master cylinders; P.B.R. booster fitted flat to the fire wall; overhaul brakes; 2-speed wiper motor; removable radiator grille; 4.1 diff; MK II gear box; rebuilt motor 60 thou over size bore balanced and lightened; Wade 1069 camshaft; tuned cylinder head; twin one and three quarter SU's H.P. extractors; new exhaust system; MK II sump guard; front shockers; new ball joints; polyurethane engine mounts and suspension bushes; front and rear mud flaps; painting BRG with a white roof and black bonnet; rewired; radiators mounted to the body; superlight wheels; Bridgestone 60 Series rally tyres; 14" steering wheel.

You can work out the cost for yourself. I'm not going to put a figure on print - my wife may read this!

Future development: change the cam shaft (the existing one comes in about 3000, I need something that comes in about 2000); close the gap further between 2nd and 3rd gear - maybe a lower 3rd. Perhaps I could get some suggestions from club members, perhaps a 4.3 diff (yes Gary, I've got one!); an oil cooler and temperature gauge.

I suppose there are two questions which remain to be answered:

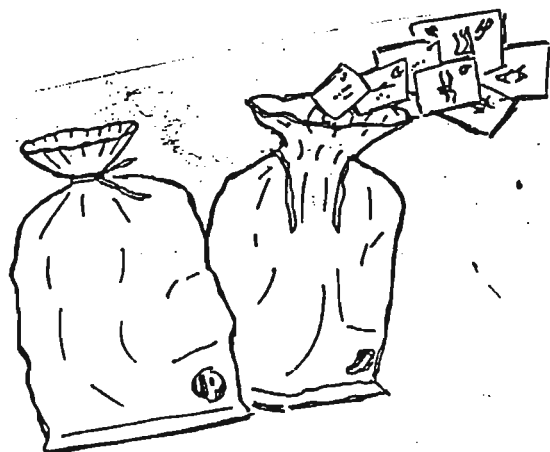
1. Why? - To compete in historic rallying
2. What does it go like? - Handling is brilliant, performance is good - but it needs the different cam. So far (touch wood) it has been reliable, and we haven't hit anything.

I hope this is of interest. You can edit to suit.

Paul

PAUL NICHOLLS

PS For sale: one rear sway bar - cheap!



How British Leyland Australia led the way in the Seventies

DID you think the Austin 2200 of 1972 was the first transverse six-cylinder front-wheel-drive car? Well, it was and it wasn't, because that engine and layout had first appeared in British Leyland Australia's hope for the Seventies, in November 1970. It took the form of a substantially re-engineered Austin 1800, sold either as the Austin Tasman or Austin Kimberley.

The most dramatic innovation was the 2.2-litre overhead-camshaft straight six. BL Australia took a Maxi 1500 engine and added two cylinders; the camshaft and crankshaft were about the only different moving parts! The engine was manufactured in Sydney and the 1800's transmission was used. The same engine was not to reach British roads until the announcement of the Austin 2200 and Wolseley Six in March 1972. Strangely,

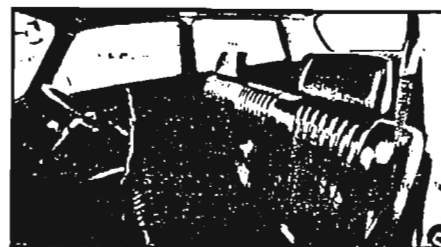
Australians were told that the new engine was 26lb lighter than the 1800, but when it reached Britain it was 20lb heavier!

Believing that high local content and identity were more important to sales than economies of development and production, the front and rear ends of the 1800 were redesigned and retooled for the Australian market; the styling was simple and clean, but not inspiring. Even the interior and dashboard were redesigned and the massive investment in tooling was to lead to financial problems for British Leyland Australia. Truth is ever in the eye of the beholder; *Wheels* reported to

Australian readers that local content was 98%, while *Motor* in Britain reported it as 85%... After \$4.5 million of capital investment, it was also rather naive to sell it for just \$1 more than the 1800 and the result was a \$2 million loss for the 1970/71 trading year.

Tasman and Kimberley were well received in their home market; the latter with its twin SU carburettors and higher trim levels attracting more attention than the single-carb Tasman. With a serious 118lb-ft torque at 3,500rpm and 115bhp (gross) the Kimberley was claimed to top 105mph. The 102bhp Tasman was not so fast, but still packed 116lb-ft of pulling power.

Former Deputy Editor of *Motor*, Rab Cook, found himself in Australia in September 1971 and wrote back in raptures, recommending Britons who wanted something a bit different in saloon cars to consider importing a Kimberley! Particularly liked were the tremendous



This Tasman (above and below) is owned by Australian Robert Dudley - Wodonga, Victoria Australia - who might be persuaded to sell...

torque, pulling cleanly in top from 5mph, the stability in crosswinds, lack of torque steer or roll, relaxed 90mph cruising, better performance than an Austin three-litre, good ventilation and the uprated hydrolastic suspension. Rab's only hates were the ghastly cable gear linkage (replaced by rods for Britain's 2200) and the poor seats. "It's a fair dinkum beaut motorcar", he wrote...

TASMANIAN DEVIL?



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SWAP MEET GUIDE

Supplied by Peter Jones

1994 FEBRUARY:	5/6	TOOWOOMBA	OLD	NEW GLENVALE SHOWGROUND	076	30 6222
	19/20	ALSTONVILLE	NSW	ALSTONVILLE SHOWGROUND	066	24 4411
	26/27	BALLARAT	VIC	BALLARAT AIRPORT	053	42 0702
MARCH:	12/13	CARRARA	OLD	CARRARA SPORTSGROUND	075	94 1240
	13	BARGO	NSW	BARGO SPORTSGROUND	046	84 1196
	13	BEENLEIGH	OLD	BEENLEIGH SHOWGROUND	075	46 5016
	19/20	DENILQUIN	NSW	MEMORIAL PARK	058	81 1535
	27	BRAIDWOOD	NSW	BRAIDWOOD SHOWGROUND	048	42 2389
	27	ORMISTON	OLD	ORMISTON STATE SCHOOL	07	209 9812
	27	TEMORA	NSW	TEMORA SHOWGROUND	069	77 2289
APRIL:	3	CUDGEGONG	NSW	RYLESTONE SHOWGROUND	063	79 4668
APRIL 30/MAY 1		GYMPIE	OLD	AUSSIE RULES GROUND	074	82 1072
MAY:	29	IPSWICH	OLD	DINMORE PRIMARY SCHOOL	07	281 6155
JUNE:	4/5	FOOTSCRAY	VIC	VDC SPORTSGROUND		
	11/12	CHARTERS TOWERS	OLD	DALRYMPLE SALEYARDS	077	87 3258
	11/12	CARRARA	OLD	CARRARA SPORTSGROUND	075	78 2653
	18/19	MOUNT ISA	OLD	OPPOSITE AIRPORT	007	43 6338
	19	GOSFORD	NSW	GOSFORD SHOWGROUND	043	41 8088
JULY:	17	COFFS HARBOUR	NSW	COFFS HARBOUR RACE CLUB	066	53 2726
	31	NAMBOUR	OLD	NAMBOUR SHOWGROUND	074	42 1382
AUGUST:	20/21	NEWCASTLE	NSW	CESSNOCK SHOWGROUND	049	82 6393
	21	PENRITH	NSW	CHERRYWOOD VILLAGE, LLANDILO	047	77 4245
	28	DUBBO	NSW	DUBBO SHOWGROUND	068	81 8626
SEPTEMBER:	10/11	GUNNEDAH	NSW	GUNNEDAH SHOWGROUND	067	42 1197
	10/11	TAMWORTH	NSW	GUNNEDAH	067	42 1439
	11	BEAUDESERT	OLD	BEAUDESERT SHOWGROUND		
	11	LIVERPOOL	NSW	DEVONSHIRE ROAD, KEMPS CREEK	02	606 0583
	11	SHEPPARTON	VIC	SHEPPARTON SHOWGROUND	058	21 6042
	17	LAURIETON	NSW	KENDALL SHOWGROUND	065	56 9644
	18	COOTAMUNDRA	NSW	COOTAMUNDRA SHOWGROUND	069	42 2972
	18	TWEED HEADS	NSW	FOOTY CLUB, FRASER DRIVE	075	98 6524
	18	WOLLONGONG	NSW	KEMBLA GRANGE RACECOURSE	042	28 7048
	25	BEGA	NSW	MAIN STREET CARPARK	064	92 2185
1994 SEPTEMBER 25		LISMORE	NSW	LISMORE SHOWGROUND	066	24 4411

A COOL IDEA

Submitted by Herman Pedersen

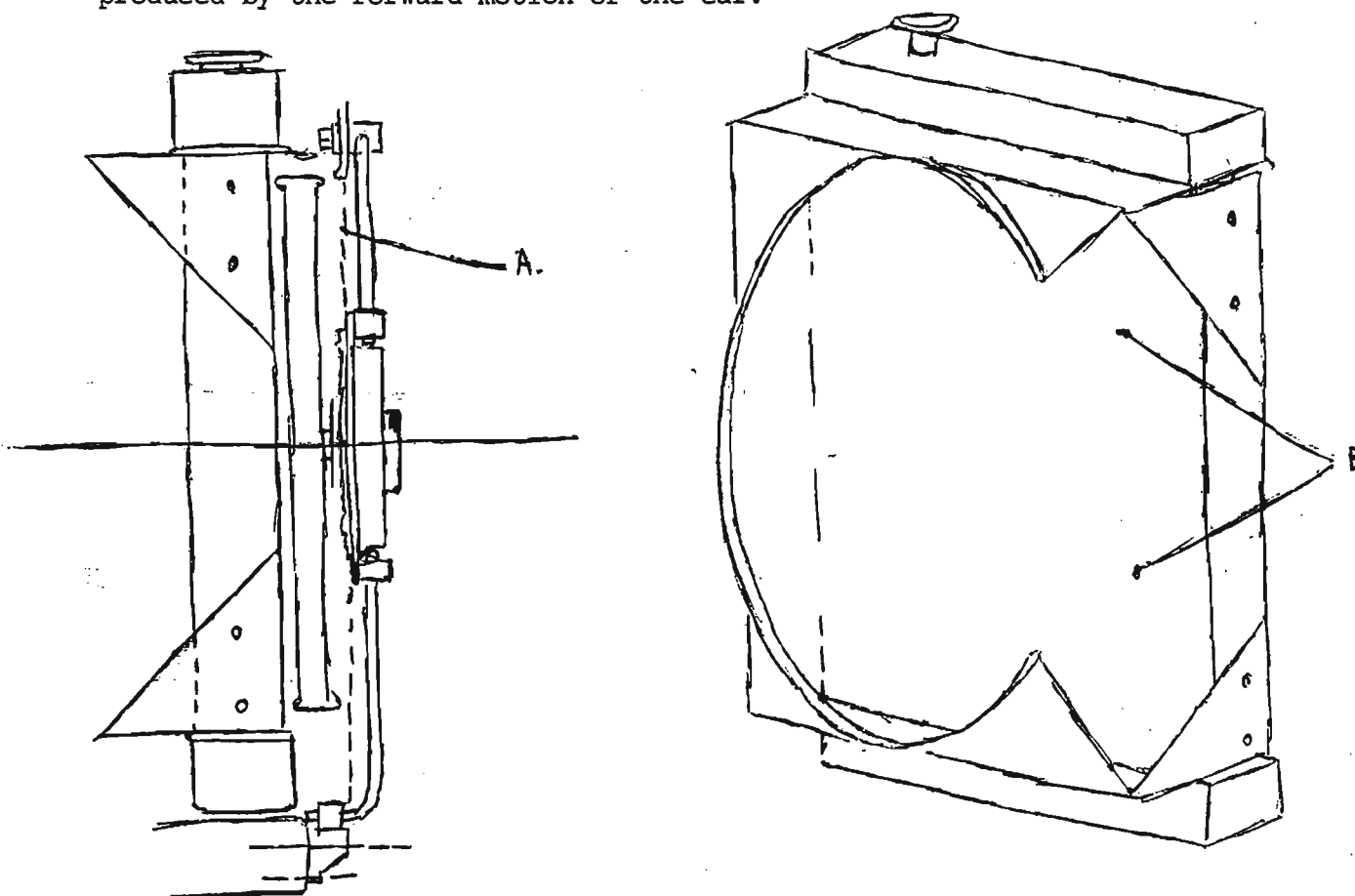
AUSTIN/ MORRIS 1800 (Transverse) supplementary fitting sheet
KLF 1094 equipment ref.317/L(1800)

The equipment should be mounted between the radiator and the wheel arch. To allow adequate clearance between the fan blade, and the radiator core, it is necessary to cut out the slotted grille underneath the near side wheel arch, using a pad saw, or small hack saw. Mount the pivot block attached to the short length of the L shaped arm to the side face of the chassis sub frame as shown in the diagram. Adjust motor and blade to the centre of the square metal box on wheel arch side of the radiator.

Adjust second arm to allow clevis to fit parallel to the sheet metal above radiator grille opening

Modify existing radiator fan ducting, top and bottom as in diagram(A)(B)

This ensures greater cooling capacity resulting from the ram effect airflow produced by the forward motion of the car.



Herman Pedersen acquired these drawings, while he was pioneering electric radiator fans, on behalf on Davies Craig PTY LTD. They were researched by Kenlowe radiator fans(which Davies Craig import). As is obvious from the drawing, the ram effect provides much improved cooling. Herman has done this modification on quite a few 1800 s, with great sucess!

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PH 09 2713737

DEAR ED

THE 1.45hr VIDEO OF THE LONDON TO SYDNEY MARATHON IS COMPLETE
AND AFTER WATCHING IT WHILST THE MASTER WAS BEING COPIED ALL I CAN SAY IS
(ITS A MASTER PIECE)

WITHOUT GOING TO DEEPLY INTO IT THE VIDEO USES A FAIR BIT OF ORIGINAL
FOOTAGE WITH PADDY HOPKIRK POPPING UP FREQUENTLY, THIS FAZES IN & OUT OF
THE 1993 RALLY, IT IS WONDERFULLY DONE WITH MUSIC TO MATCH THE SCENERY.
OUR LANDCRABS HAVE BEEN DONE PROUD BY THESE GUYS EVEN IF WE DID NOT GET
ANYWHERE SERIOUS IN THIS RALLY.

THIS IS ABOUT THE BIGGEST PROMOTION YOU COULD ASK FOR WITH AN INTERVIEW
WITH JOE BARLING & PAT FARRELL PLUS LOTS OF 1800 SHOTS.

NOW FOR THE SHOCK!, M.R.G. INTERNATIONAL ARE ASKING \$75 FOR THE 1.45hr TAPE
THAT BY THE WAY IS A CHRISTMAS SPECIAL, NORMAL RETAIL PRICE \$85. THE VIDEO
HAS BEEN ADVERTISED IN RALLY SPORT AUSTRALIA & U.K. + UNIQUE CARS AUS.
THE T.V. VERSION HAS HAD MOST OF THE CAR STUFF CUT OUT & IS MAINLY DIALOG
AND SCENERY, M.R.G. INTERNATIONAL SAW THIS AS THE ONLY WAY TO AVOID COPY
RIGHT INFRINGEMENT, THIS TAPE IS NOT AVAILABLE FOR PUBLIC SALE.
FOR THOSE MEMBERS INTERESTED IN PURCHASING THE 1.45hr TAPE WITH GUARANTEED
SATISFACTION!. THE ADDRESS IS.

M.R.G. INTERNATIONAL
P.O. BOX 18
TUART HILL 6060
PERTH
WESTERN AUSTRALIA
PH 09 3703644
FAX 09 3703769

PRICE INCLUDES POST & PACKAGING!

A big thankyou to **Ken Lyle** for informing us of this. The club has purchased
this video for the benefit of everyone. **Pat Farrell is custodian.** Please form
an orderley queue!

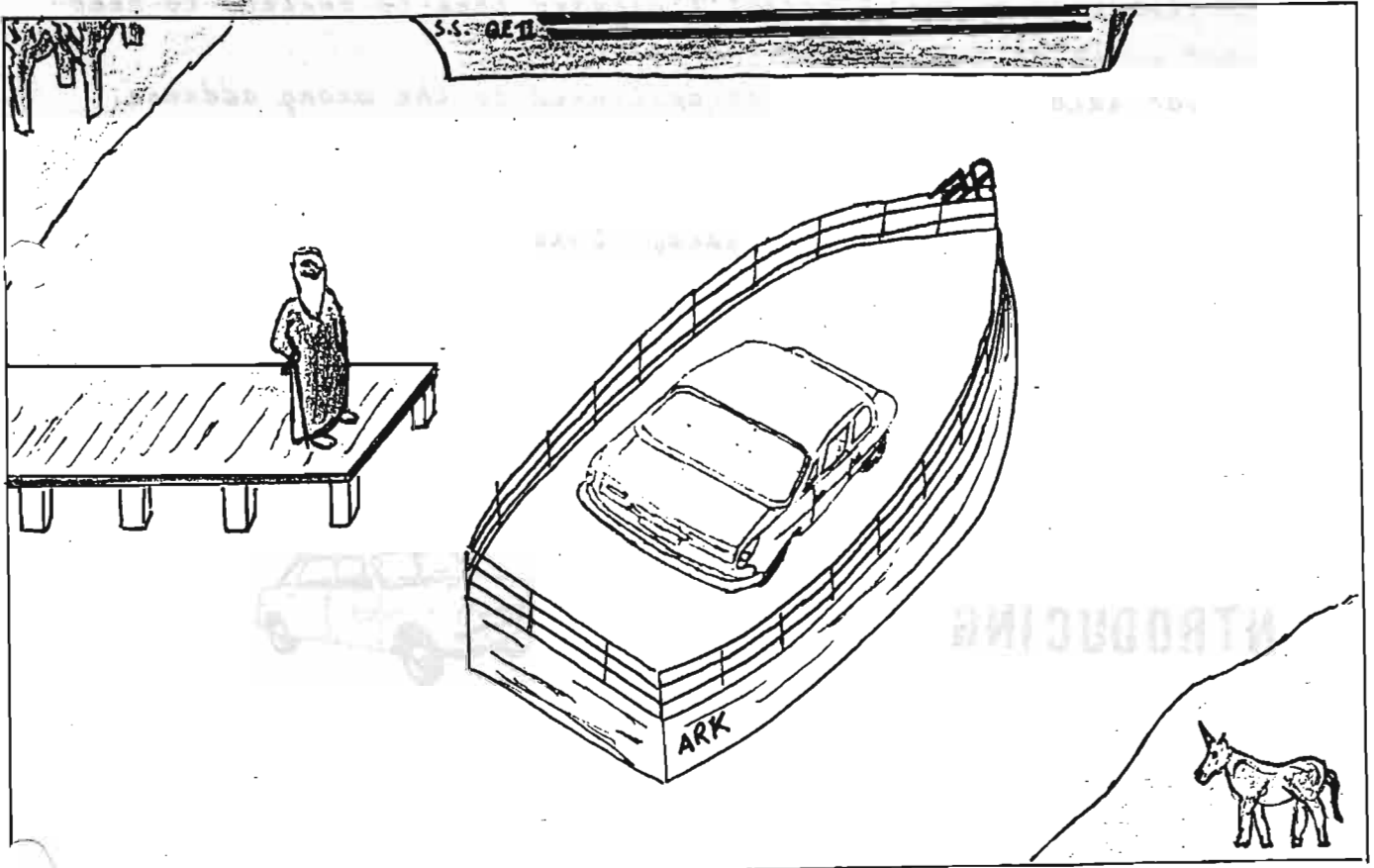
Opinions expressed within are not necessarily shared by the Editor or Officers
of the Club. Whilst great care is taken to ensure that the technical information
and advice offered in these pages is correct, the Editor and Officers of the Club
cannot be held responsible for any problem that may ensue from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

Shut off date for newsletter articles to be published is the 25 th of the even
month, and posting date is the 25 th of the odd month.

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

LANDCRAB

The Landcrab Owners club of A/sia, Inc.



The Lord saith to Noah, "where is the Ark I have commanded thee to build?"

Noah said unto the Lord, "Verily, I have 3 carpenders off ill, the redgum supplier hath let me down, yea even tho' the redgum hath been on order for nigh on 12 months. What can's't I do, Lord?"

And the Lord said unto Noah, "I want that ank finished in 7 days!"

Noah said, "It will be so!"

But it was not so, and the Lord said unto Noah, "What seems to be the trouble this time?"

Noah said unto the Lord, "The sub contractor hath gone out of business. The pitch which thou commandest me to put on the outside and inside of the Ark hath not yet arrived- all the drawings are in cuds, and the materials are in metrics- the plumber hath gone on strike!"

"Then my son which helped me on the Ark side of the business, hath formed a pop group called the floating bones, with his brothers Hapeth and Ham. Lord, I am undone!"

The Lord became agno and said, "what about the animals, both male and female of every sort that I ordered thee to collect to keep their seed alive on the face of the Earth?"

Noah said, "they have been delivered to the wrong address, but will be here next Fridayeth."

The Lord said, "what about the Unicorns and fowls of the air?"

Noah wrung his hands and said, "Lord, Unicorns are a discontinued line. They can't not be had for love nor money; also the fowls of the air are only sold in metric dozens. Lord. thou knowest how it is!"

Then the Lord in his infinite wisdom said, "Noah, my son, why doest thou think I am causing a flood to descend upon the Earth?"

INTRODUCING * *



Ian Powell
7 Acacia Street
Elsternwick 3185
Vic.

03 523 7097

Mk 11 Man 1800

Ray Thompson
329 Canadian Bay Road
Mt. Eliza 3930
Vic.

03 787 6391

Mk 11 Man 1800

Max Warren
13 Hawkins Road
Montrose 3765
Vic.

03 736 3529

2 X Mk 1 1800s

Mk 1 Ute

Mk 11 1800

Kevin Maas
186 North Road
Langwarrin 3910
Vic.

03 789 9047

Mk 11 1800

'Keeping in Touch'

FOR SECRETARIES REPORT

by Daryl Stephens

As I sit here before the typewriter wondering what to write, I am sure of one thing. I would much rather be driving **Paul Nichols British Racing Green** rally car!

Paul was brave enough to let me at it recently, and I have never enjoyed driving so much!

One sits in magnificent body contoured rally seats, strapped in by a racing harness, and surveys a thoroughly professional custom made dashboard.

The B series starts easily and settles down to a lumpy idle. Under 3,000 revs it gives no indication of what is to come. At 3,000, the camm bites and the Mk 1 shoots forward as if propelled from a **cannon!** (with similar noise levels) The handling is absolutely sensational, and with only 12 months development behind it, the best is yet to come!

And now for a more mundane secretaries report. The clubs surge toward 100 members has temporarily failed to proceed. Most membership inquiries come from our free advert in **Unique Cars**. However, late last year our advert dropped off the computer. (**John Webster** was kind enough to draw my attention to this matter). The advert should have appeared in the March Unique cars.

CLUB CONTACT: (Contact name, phone number and club postal address)

QLD COLIN JOHNSON 07 208 6546; NSW GARRY FRY 02 306 591

ACT JOHN WEBSTER 062 959 060 or The Secretary

DARYL STEPHENS 22 DAVISON STREET, MITCHAM VIC 3132 03 873 3036

CLUB DESCRIPTION: (Eg: goals, events, who the club caters for, etc) in 30 words or less

The Club is comprised of nearly 100 enthusiasts, through out Australasia.

Members receive a bi monthly award winning newsletter, and assistance with spares(U.K.) repairs and modifications

The Club is putting on a more professional face, with A4 envelopes finally located at a sensible price and computerized address labels Computerized return labels will appear soon to.

MONEY MATTERS

by Daryl Stephens

Balance as at 25/2/94 \$288-82

Receipts since last newsletter \$100-00

Payments \$274-66

The Club continues to be very fortunate that **Richard Locke** prints the newsletter at no cost to the club. Ditto for **Peter Davies** and "The B.M.C. 1800".

EDITORIAL RAMBLINGS

by Daryl Stephens

In the course of business, I recently drove into a customers driveway in the 1800, just as he was driving out. He jumped out of the new Mazda Astina, leaving it idling. I also left the 1800 idling. Business was discussed for a few seconds, and I was paid in advance. Obviously the best way to do business!

I then asked, "Whats wrong with the ricemobile?"

"Nothing, its a beauty why?"

"Well, normally its a lot quieter than the 1800, but today its not".

(Listening pause) " Ok, so the A40 motor is now a boat anchor, and you've put in something decent. Lets have a look".

The bonnet went up to reveal a 25 year olde B series idling smoothly and quietly!

"Perhaps I do have a problem".

Of course, my customer did not know that **Herman Pedersen** had just installed **Hans Pedersens** light weight camm followers light weight pushrods. and roller rockers.

As I understand it, most of the valve train noise goes because of much heigher tolerances than standard. The smoothness occurs because each valve opens **exactly** the same amount. And because the valves are now opening wider, with less internal resistance, the is more go.

The practise is a smoother quieter engine with lots more grunt. Power increase is more than the twin carbies extractors gave. On a recent holiday on the N.S.W. south coast- a notoriously hilly region- the car 5 up had more urge up hills than previously with 1 up.



THE PREZ SEZ

Greetings! I have recently received several telephone calls regarding social gatherings, activities etc. As this club is a national club with members in every state, this poses some problems. However, Daryl is now organizing a social night combined with A.G.M. later in April. (See elsewhere in this issue).

So I will see all the people who have telephoned me about this meeting.(I wish)

On a lighter note- those who know me know I have a passing interest(obsession my wife says) with Historic rallying and the X6 range.

I have now decided to combine the two interests into one. Consequently, I have given my Mk 1 1800 to someone else to compete in, and am now preparing to develop my Kimberely into a works replica to use in rallies such as the Repco Mountain Drive etc., which allow pre 1975 cars to compete. I will keep you all informed of development.

Also I have received requests for copies of the marathon re run video. This cannot be done as it the subject to copywrite- however it is available for loan to members.

Lastly, my **We're travelling 1st class** and **The car of the century floats on fluid** stickers arrived today. There latest types are brilliant!

PATRICK

AIR CONDITIONING

by Daryl Stephens

The following details were extracted from a friend of **Ken Patience**, who is an air conditioning expert, and who has an air conditioned **Mk 1 1800**

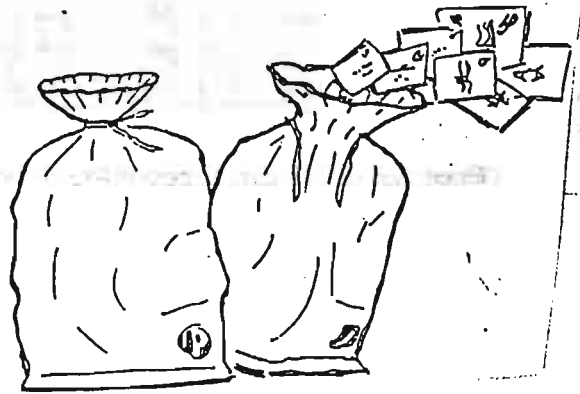
Compressor; 8 cubic inch, or the equivalent in a rotary compressor is the size necessary. Sanko 508 is recommended. Rotary compressors are easier to fit because they are smaller.

Condenser; 260mm (10½") X 430mm(17") just fits inside the front grille. It must have a slimline electric fan behind it.

Unit itself; Cool drive underdash unit is the best. Piping can go through the firewall, where the left hand drive brake and clutch master cylinders go. The 1800 cooling system only needs the fairly common electric fan in the mudguard, to stop it getting over excited.

The compressor is mounted where the alternator is, and the alternator above it. (On the Mk 1 1800, the handbrake needed moving sideways 2") The expected result is 40° outside and 23° inside! 5

MAILBAG



6 Celia Street
Burwood 3125

9th October 1993

Dear Daryl,

A TIMELY WARNING For AGEING 1800s

I have just finished replacing my rubber couplings with the Hardy Spicer variety and when attaching the RH front brake hose I noticed that the outer casing was separating.

I replaced the hose with a s/hand one from my parts box and then went to BGT Brakes in Hawthorn for a price for new hoses. BGT quoted about \$49 each for PBR hoses. I was astounded!! and the bod at BGT said I am giving you trade prices. The retail cost is about \$69. All this was correct. BGT have always done the right thing by me over the years.

In the recent newsletter Layco had front hoses for \$18-50. This is a very good price. Jeff at Layco said that PBR have put up prices 400% lately!!!! The hoses offered by Layco were 3/4 in. shorter than the original 1967 one removed from my car but I am assured by Jeff that they are ok. It would appear Austin fitted two different lengths over the life of the car!

The timely warning is that Jeff said that 1800 hoses are starting to deteriorate so I thought you should alert members to check all hoses for deterioration on early cars. The BGT bod said this can be done by getting somebody to put foot on pedal and then examine each hose in turn, firstly unpressurized and then pressurized, look for surface breakdown and undue expansion when depressing pedal. You need a good light and a dental mirror or equal to thoroughly examine rear hoses.

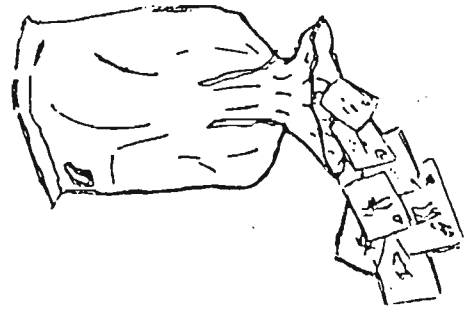
I thought this may be of interest and perhaps a note should be put in next newsletter. No acknowledgment is required.

Yours sincerely

Robert Leslie
Robert Leslie

A. R. ENGLISH
WS 299, QUARRY ROAD,
BUNDABERG, QUEENSLAND
AUSTRALIA. 4670

18/2/94



Dear Daryl,

Please find enclosed a copy of the article referred to in last months news-letter, it may be of interest to some of the members that have *NOT* previously saw it.

I recently purchased a Broquet Fuel Catalyst, and to date I am very happy with it, although the car has only done about 1,000 miles with it since it was fitted. As suggested super was used for the first 500 miles and unleaded has been used since then. For the first 500 miles I couldn't detect any difference in the performance, although it is claimed to raise the octane rating up 4 units, my car obviously not obtaining any benefit from the higher octane fuel. Fuel consumption was slightly better, about 1 MPG. Since changing to unleaded fuel consumption has gradually improved, as shown below. There has been no sign of pinking or any other adverse affects to date. The makers claim that it takes about 3,000 miles to obtain the full benefit from this devise, which is the probable reason for the increase in fuel consumption and power that appears to have occurred since changing to ULP. Although power appears to be appreciably better it is not confirmed. As soon as time permits I will check it against my stop watch.

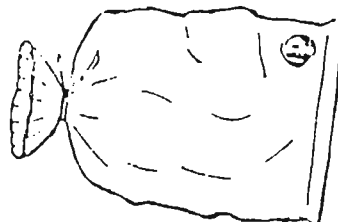
The figures listed below are average figures taken from fill to fill, since fitting the Broquet.

29.32 MPG to 30.6 at highway speeds. 60 to 70 MPH
32.83 " at highway speeds with some city driving, through Bris.
at highway speeds up to the odd 85 MPH, as some people
do not like an older car passing them, with the inevitable result.

34.96 MPG around Bundaberg and district, 60 to 65 MPH with about 1/3 town driving.

However it is early days yet and only time will tell the whole story.

(Editors note; I think everyone in the club will be waiting for the next progress report)



50-66 Mackelroy Road
PLENTY 3090

Mr D Stevens
Editor
Land Crab
22 Davison Street
MITCHAM 3132

MAILBAG

Dear Daryl

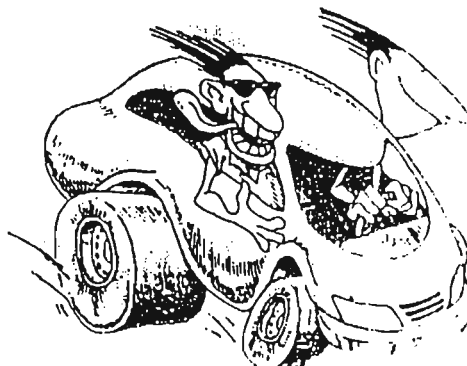
As promised I have documented my emergency trip to Coober Pedy two weeks ago to carry out repairs to Jason's car, an 1970 Austin 1800 MKII with 3.7 diff.

My son Jason is a pilot and like many people his age (21), is seeking work in his chosen field. Three weeks ago he heard of opportunities at Alice Springs and announced that he would be leaving at the end of the week and of course could dad check out his car to see if it needed any thing done to it.

Over the next week I replaced ball joints, replaced tie rod ends, replaced brake pads, replaced tyres, did an oil and oil filter change, supplied 3 spare wheels, fan belts, radiator hoses, tools and checked everything I could think of. Even had the suspension done and was pumped up to 15 3/4" which is 300 I bs.

He put the car on the train to Adelaide and then set off to drive to Alice Springs. Two nights later the phone rings and it is a very unhappy Jason saying that his car suspension exploded about 25km south of Coober Pedy and he was going back with the towie to have the car towed into Coober Pedy.

I then phoned you to see who we know in that part of the continet. You remembered that the Subaru dealer in Alice Springs had a pump to adjust the suspension and also a member in Adelaide had similar equipment. The outcome was that I came over that night and borrowed a full set of displacers (2 front and 2 rear) and your hand made pump.



By the time Jason rang back, later that night, to say his car was now at Bulls Motors in Coober Pedy and he was at the Opal Fields Motel I already had the car (a 3 month old Ford Fairmont), packed with the displacers, your pump, 6 litres of fluid which I had accumulated from cars that I had wrecked, all of my tools and had already rung my boss to get 3 days leave. Jason was in RACV Plus (he took it out 4 days before departing), and that gave him three options which included tow in (which cost \$160), accommodation for 3 days, while repairs were done, taking the car onto its destination or bringing the car home. Given that the supply of parts was unknown, knowledge to fit the parts was unknown and equipment to pump up the suspension was unknown, we opted for the accommodation option with me coming out to effect repairs.

Next morning I told the family what was happening and received a deputation from Kara (15) and Yvette(13) who assured me that they would be good company for me, School could get by without them for 3 days, it was early in the year so they could easily catch up. Paulette (19) wanted to come but had to work and Sonia (not allowed to put a figure in) also had to work.

Kara, Yvette (and all their luggage) and I left at 7.45 am with the intention of reaching Port Augusta that night.

Target achieved after 1055km we arrived at Port Augusta at about 7.00 pm. I have always thought that car phones were a bit "yuppyish" but being able to talk to George Moore who has been doing work on BMC vehicles for 40 years, whilst travelling and being able to make late motel bookings whilst travelling was very useful.

On Thursday morning when we went to book out of the Port Augusta motel we realised that we had changed time zones and were 30 minutes ahead of South Australia time. Coober Pedy is about 540km from Port Augusta and we arrived there just before noon. The girls counted 18 dead kangaroos and emus along the Stuart Highway and we missed one by only centimetres at quite high speed. I now appreciate the comments you hear from people about Kangaroos appearing from nowhere.

An inspection of Jason's car which was sitting on ramps at the back of Bulls Motors indicated that the problem was the rear displacer on the drivers side. I then discovered that Telecoms Mobile net does not cover Australia as the mobile phone could not access any signals. It subsequently panned out that we could not get a signal until we were back within 30km (approx) of Port Augusta.

Back to the car. Since I couldn't talk to George Moore I got under the car with my trusty workshop manual and successfully removed the displacer. To my surprise it was not a break at the hose connection but rather most of the centre piece of the displacer had blown out. I put in a new displacer put everything else on and hooked up the pump. To my despair the pump did not pump.

The concept of the pump was great. It was a MK1 master cylinder connected to a one way valve and a hose and fitting to hook onto the valve on the car which is used to adjust the suspension. The mechanic at Bulls Motor checked out the master cylinder and found that the rubbers were shot. He could recollect a local who had Austins and had a pump. Salvation seemed at hand. When we tracked this guy down it was true that he had Austins and a hand made pump but that was 10 years ago. There was only one place to turn "Ben the Wrecker" but he didn't open until 9.00 O'Clock Friday morning.

Back at the Opal Fields Motel with the help of ^{Jenny} the lady who manages it we were able to work out that the Subaru dealer in Alice Springs was Suttons Motors and they confirmed when we rang that they still had the equipment to pump up the suspension. Also that a person in Port Augusta had a pump. The children told me that it took me all of 30 seconds to fall into a deep sleep and my deep breathing kept them awake.

Next morning Jason and I were at Ben the Wreckers at 8.30 and the yard was open. What a collection of cars he had. A considerable area of old wrecks piled 5 high. Of those still spread around the yard were 4 1800's a Tasman and a Kimberly all coated and penetrated with red gritty dust. After spending an hour going from car to car we found a Cortina 440 which had a master cylinder similar to what we needed and it seemed to be in working order. \$15 and a few tight bolts later it was ours. Whilst there I was surprised to see tourists buying number plates as souvenirs.

To cut a long story short we fitted the new master cylinder to the pump flushed it out and started to pump. Well the fluid was going somewhere but the car did not change level. We checked underneath and nothing was leaking so Jason kept pumping. Jason who is 6 ft 5 inches and about 90kg was getting weary from the number of pumps it took to push almost two litres of fluid into the car but finally the right hand side lifted. I set out at 14 7/16" and dropped the left side from 15 3/4" down to 14 7/16". Jason drove around the block and came back looking very happy. I again checked the levels and they were still 14 7/16" each side. I gave him more parts including displacers, he set off for Alice Springs and we came home. The attached photos are at Coober Pedy and one shows Jason's EKE 684 with Coober Pedy in the background, Jason in the car and me next to it, the other at the same location shows Jason's car, my car, Kara, Jason, Yvette and the sign in the background points to Alice Springs on the right and Port Augusta on the left.

That afternoon we travelled 850 km to the Melbourne side of Adelaide where we stayed the night and arrived home next afternoon. The cars trip computer was very handy for judging distances and fuel stops. Consumption averaged 11.2 litres per 100km and average speed is now 79km per hour.

As a result of the experience:

- (a) I intend upgrading my car insurance to RACV Plus;

- (b) I intend constructing or acquiring a pump so that I can attend to my own suspension adjustment;
- (c) I suggest to the club that we develop a register of service and parts locations for our cars in areas that we may travel through; and
- (d) I no longer trust Telecoms advertising.

I also extend my sincere thanks to you for the loan of the parts and equipment to get Jason out of trouble.

Yours faithfully,

KEITH G DOUGLAS



X6	X6 Front park & indicator lens	\$18		
	Rear Stop & indicator lens	\$30		
	Complete tail lens	\$36		
	Tasman & Kimberely Grille	\$36		
	Wiper Blades(Suit 1800 as well)	\$6		
1800	Oil pump	\$144	top hose	\$10
	Gearbox baulk rings	\$ 36	lower hose	\$20
	Exhaust flex repair	\$ 30	VRS Gasket set(Thin copper)	\$45
	" flange "	\$ 12	Rubber steering coupling	\$18
	Green trafficator lens	\$ 3	Electric fuel pump	\$99
	Auto brake pedal pads	\$ 6	Lower suspension bush	\$ 7
	Alloy water pump	\$ 65	Front brake hose	\$18-50
	Ball joints(U.K.)	\$ 39-50		

RECONDITIONED

Modified gear change assembly	\$150	Change over
Steering rack assy	\$150	" "
Clutch slave cyclinder	\$ 50	" "
(Stainless steel sleeve)		
Radiator assy	\$100	" "

MAILBAG

Bill Wheeler

R.M.B. 123 Wickerslack Lane

Queanbeyan, N.S.W. 3/2/94

I suppose I am too late to write an article on the two articles which have appeared in the newsletter stating how poor the British 1800 was(or is). Mine has given no trouble in any of the areas critised and the paint and chrome are in **great shape** after 25 years. As for the bits and pieces that were beefed up here for Aussie conditions, all I can say is "If it ain't broke, don't fix it!"

My Sydney garage had a fit when they saw that my car had no sump guard, and I'm glad they fitted one, but that is about the only short coming of British export models.

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THE SNOWY MOUNTAINS 1000 CLASSIC CAR RALLY

20th - 23rd November 1993

- Wed 17th I assured Judy for the 93rd time that the car was finally ready and guess what - it almost was! 1971 Austin Kimberleys need a lot of tuning and TLC.
- Thurs 18th We set off for a leisurely morning drive to Canberra. We're lucky to have made it out of the street, I had enough clothes and bags to last the summer/winter not to mention what my navigator had. But we made it. The car got 23.9mpg which was good seeing that I hadn't driven it more than 150 miles since we put it together again and the fact that it hadn't run for years before that.
It was a dark and stormy night day!
- Frid 19th Canberra was clear and sunny but it wanted to rain. We were scrutineered and everything worked which was really interesting, because half didn't work before we left Sydney. It's amazing what a shakedown run will do. We went to the driver/navigator briefing and everyone nodded wisely at the words, we wondered what language they were speaking. Peter Wherrett said some wise words about not killing cameramen - the equipment is too expensive! Everyone nodded wisely, then it was dinner time. We mixed and made new friends. Everyone was interested in the Kimberley, mostly asking why 'that' choice! Later on I heard people talking about sanity tests being made compulsory. I agree. Why would you want to run an Escort RS2000 or a Cooper S. It takes all types I guess.
I've been videoing all these going ons but I just can't mount my navigator with camera, in the headlight well, yet.
- Sat 20th 9.30am Been up for hours. The hubcaps had to be polished and a large breakfast consumed. Twenty seven starters and we were 22nd out. The navigator's received the route instructions half an hour before out time - it was trying to rain. We were flagged out by the local Minister for something, videoed by Healthy, Wealthy and Wise and went. The Fiat Arbarth made its first mistake! It caught the cameraman's cable up in the spoiler and nearly pulled Channel 10 off the air.
Using an NRMA map, freehand map, tulips, stripcharts, shortest mapped routes, transport section, assembly section and questions including cryptic clues we breezed down to Cooma and thence vaguely towards Maffra, Dalgety, Buckenderra and lunch at Adaminaby. After lunch a pleasant run to Tumut along the Snowy Mountains Highway at sub sonic speed. The road was damp and interesting!!! We clean sheeted, equal 1st, one of nine on no loss of points on day 1 and so we partied on. Very social and pleasant. Publishing results is a good idea.
- Sun 21st At the start of this stage, we had proved that our marriage was bullet proof and so set out to give it a good shake. Seemed simple!
9.00am off to Corryong via Batlow, Tumbarumba, Tallangatta Valley, Red Bluff, Coral Bank, Germantown and finally into Bright. This was another experience. We made some firm and possibly life long friends in the whole of Tallangatta Valley. All of the roads there are dead ends, usually ending in a farmhouse. I swear I could hear duelling banjos, but that's another story. I was prepared to have us airlifted out of the area when we discovered a secret escape and took it. Meanwhile my navigator pointed out that I hadn't filled the car with petrol at lunch and it was my job anyway as she was busy.
We coasted from the top of Kosciusko to Myrtleford but still ran out of petrol one and a half miles from the service station.(this was after using our reserve we carried with us) My navigator wouldn't walk with me to get petrol -now that says something doesn't it!! The only Controls we found were in the wrong place and we W.D'd a number of times. We finished equal 22nd on the second day. Damn them for being so efficient!
Publishing results each night is a silly idea.
The Kimberley started to stretch its legs today - now listen carefully, I will only say this once! The instructions are given in Km and miles, the maps are in Km, my speedo is only in miles without a tripmeter (or HALDA). My distance is right but the speedo is wildly inaccurate, so 40mph is 60Kmh, 55mph/80Kmh, 70mph/100Kmh or 60mph.

This much I knew. I seemed to cruise between 85mph to 95mph which is probably really 70 to 75mph. After this I no longer looked at the speedo or rev counter. I think I need a 'heads up' display.

These speeds mightn't seem very fast but on a one lane bitumen country lane that goes forever and you slow to a real 60mph to see which way the corner goes, is quite exciting. I have aged considerably but can't get the smile off my face.

Dinner was excellent and our new friends kept asking where we had been all day - there's no answer to that!!!

Mon 22nd The weather was fine and mild - 245 miles from Bright to Tumut. This time we went via Barwidgee Creek, Mudgeegonga, Allans Flat, Staghorn Flat, Bowna, Holbrook, Ralvena, Little Billabong, Wondalga to Tumut. The roads out here are fantastic, I don't think we saw another car on them. We were doing quite well until they started to put controls in the wrong places again. Will this never cease? But it's always good to make up time - SMILE. A BBQ tonight with kangaroo steaks - very tasty. Too many people running up front so a special section was to be run first stage Tues morning. The decision - take the easy stage and lose 75 points straight up or take the special forest stage and possibly never be seen again. Pros and Cons were discussed. Points of view put. Will we or won't we? We lost more points today and we're 24th. We took our 75 points on the chin.

Tues 23rd A beautiful day and only 3 cars took the easy way out. This time it was Tumut to Coolac, Bookham, Galon, Binalong (Motor Museum - now we know where the 1936 Delage D6/70 came from) Illalong Creek, Murrumbateman, Hall to Canberra and the finish. Well at this stage we'd broken the code, found the Rosetta Stone. (it was in my shoe actually) We went everywhere on time, found the Controls and they were in the right places this time etc etc and clean sheeted the day. Finished equal 18th outright and 10th (out of 14) in class. We were ready to start our rally now. This would have been a snack. Meanwhile, back in the special first stage in the forest, three cars were still lost at finish time. This certainly sorted out the men from the boys - I'm glad I wasn't there! Eventually everyone turned up.

There were no incidents. All cars that started did finish except for an Austin Healey - Big End. The accommodation and catering was excellent.

We did 1600 miles including trip to and from Canberra. Entrants came from all over NSW, Vic and Canberra. The event will be on 'Healthy, Wealthy and Wise', Channel 10 in the first quarter in 1994.

As an inaugural event, it was very successful - the organisation worked. Not enough places had Old Beer, but you can't win them all!

OUTRIGHT	1st	1970 Mini Cooper S
	2nd	1975 Morgan 4/4
	3rd	1953 Holden FJ (Triple SU's Grey motor)
CLASS 1 (prior to 1950)	1st	1949 Jaguar Mk IV DHC (4th outright)
	2nd	1935 Lagonda Ripede 4 1/2l
	3rd	1948 Holden FX (the Red Wherrett machine)
CLASS 2 (1950 to 1963)	1st	1953 Holden FJ (Triple SU's Grey motor)
	2nd	1961 Porshe 356B (Silver of course, 5th outright)
	3rd	1962 Arbarth Belina Corsa (6th outright)
CLASS 3 (1963 to 1976)	1st	1970 Mini Cooper S
	2nd	1975 Morgan 4/4
	3rd	1976 Austin Healy 3000 Mk III (7th outright)

The 'Austin' used about a cup full of water a day until someone discovered a leaking hose. They were all new and had softened, I could get a quarter turn out of each clamp. It used about a litre of oil a day, but I can never see it as blue clouds of smoke, so I don't know where it went.

The Michelin LX1's performed excellently with 40psi in front, 35 in rear but still had plenty of sidewall flex. My East Coast rebuilt steering rack and alignments were perfect, so the car tracked accurately. There appears to be no wear on anything, though I might just torque down the head again just in case.

I'd like to take this opportunity for thanking my navigator for enjoying herself and my advisors and supporters for their help.

I think more SSCC members should try this.

The Lagonda only had one speed - 80mph all the time. The Delage was faster and got 4,800rpm at one stage (whatever that is!), the Lancia Fulvia rally coupe was beautiful, the Peugeot 404 TI got in first every leg, the Ford Mustang sounded great, the 1964 Falcon Coupe V8 even better (ex Targa Tasmania), the 1975 Escort Mk1 RS2000 was very trim and taut, the 1963 Morris Major Elite was up there all the time, the E Type was just excellent, the MG TF was cute, the Jaguar Mk1 V open coupe was spectacular.

By the way the Lagonda was also just back from the Milli Migla, but the driver considered that this event was more enjoyable.

Special preparation: Rulers, pencils, coloured pencils, pens, protractors, compass, calculator, rubber, average speed calculator, rally romer, lollies, a Halda would be nice, I think, but I've never used one, a sponsor, new tyres, brakes, bearings, oil, water, petrol tools, jacks, bits and pieces and this is only in the first door pocket.

The cars running wire wheels and tubes in their tyres all seemed to have some problems ie: flat tyres.

The organisers were nice people, but unfortunately they were fair too.

Teams would be nice but I can't think of how because once you're on the road, it wouldn't help and phones, CB's are not allowed and everyone was friendly anyway. Have you ever noticed how nice we Motor Club and Motor Sport people are and we all tell a good story.

Allan Hogg - Driver
Judy Hogg - Navigator

SOCIAL NIGHT – AGM

WHERE

Here! 22 Davison Street, Mitcham Victoria.

WHEN

Saturday night 23 rd April at 8 pm

B.Y.O.G.

WHY

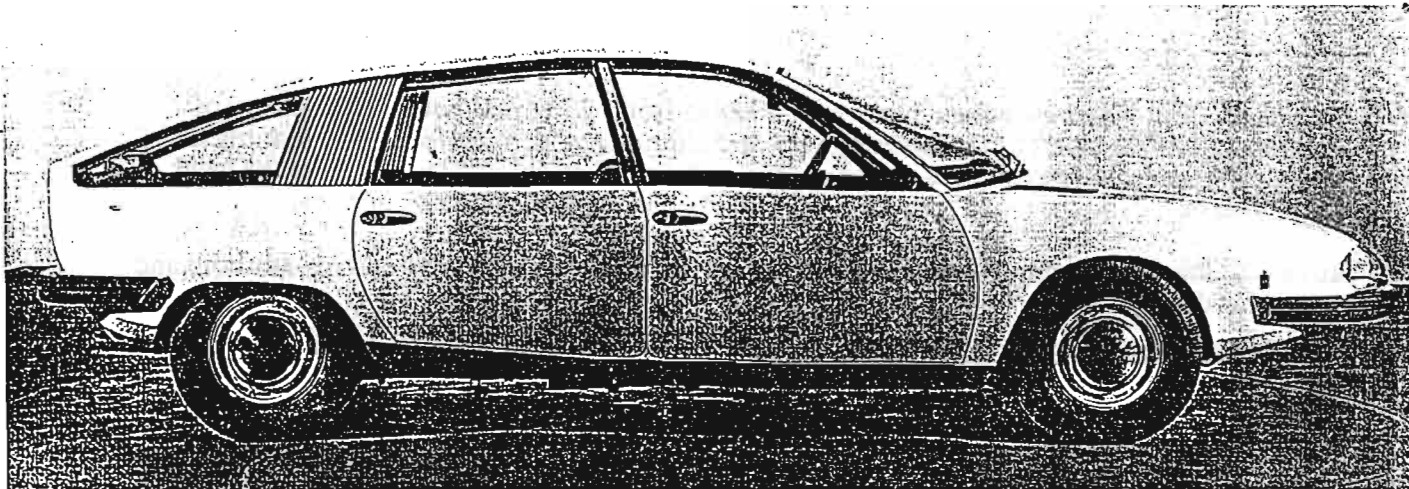
Get to meet other club members - besides, our fridge needs emptying!

WHO

Everybody and their wife/ partner/ friend.

Interstate visitors can stay at Motel Manhattan 1 Km away

RSVP to Daryl & Janice Stephens 03 873 3038 (Do not leave replies with our teenagers!)



Austin-Morris 1100/1800 prototypes, 1968, by Leonardo Fioravanti at Pininfarina. Oh, if only! If only BMC or BL or whatever had made these superbly designed and practical machines instead of the embarrassing Allegro and Princess. Still, Fioravanti had the satisfaction of not seeing his hard work consigned to the wastepaper basket: both the small and large developments of a smooth-nosed, gracefully-sloped saloon were adopted, then adapted, and became the Citroën GS and CX respectively

Supplied by Peter Davies



WOULD SIR/MADAME LIKE A LITTLE MORE GRUNT?

Here are the engine specifications of the 'works' Kimberely, as given to Pat Farrell by John Taylor.

Fully balanced and blue printed
cylinder head machined to give 9.8. to 1 compression ratio; also ported and polished
fitted 3 HS6(1 3/4) S.U. carbies on special manifold
special exhaust system- extractors etc.
standard camshaft, but special valve springs to allow no valve crash at 7.000
longer radiator with water pick up from rear of head.
Motor was dynoed locally to give 140/150 B.H.P. depending on fuel and air cleaners
suspension was a straight copy of Johns Marathon 1800 ie large rear displacers
of a ute; special fabrications to take special Koni front and rear shockers.

The car was painted B.L. works colours of Leyland blue with white stripes and a matt black bonnet

The **TAYLOR SPEED TASMAN** was an Austin X6 Tasman which was modified to compete against the Hillman Hunter Hustlers, GS Falcon S etc.

It was an X6 fitted with Globe Rallymaster aluminium wheels- same as the rally car- special rally style front seats; motor modified by fitting 3 HS4(1 1/2) S.U. and straight through silencer. We sold 4, I think. (Pat Farrell is willing to exchange house or wife and off spring to obtain one)

MOTORING

WITH BOB JENNINGS

Figure it out

ACCELERATION: 0-30 m.p.h., 3.4 sec.; 0-40, 6.0; 0-50, 8.0; 0-60, 12.1; 0-70, 16.1; 0-80, 23.3. Top gear—20-40, 9.1; 30-50, 8.1; 40-60, 8.6; 50-70, 9.1; 60-80, 11.6. Standing quarter—18.6.

GEAR SPEEDS: 1st, 34; 2nd, 51; 3rd, 79; top, 101.1.

FUEL CONSUMPTION: 18 m.p.g.

ENGINE: Six cylinders, in line, transversely mounted; front-wheel drive; bore, 76.24 mm., stroke, 81.28 mm.; 2,227 c.c.; compression, 8.6:1; single o.h.c.; triple 1½ in. SU carburetors; 120 b.h.p. at 5,500 r.p.m.

PRICE: \$3,290.

TEST CAR FROM: J. W. Taylor & Sons, Main North road, Prospect.

Black bonnet and mag wheels do not a sports car make — but the Taylorspeed Austin Tasman has the internal works to back up the image.

Triple 1½ in. SU carburetors, a different camshaft grind and heavier valve springs give the Taylorspeed car around 20 b.h.p. more than the standard Tasman's 102 b.h.p.

The conversion is done by the British Leyland dealer J. W. Taylor and Sons of Prospect, which has had a long history of preparing front-wheel drive cars for racing and rallying.

It is a simple enough matter to boost the power of an engine, but the success of the Taylorspeed conversion is the way in which the car's over-all performance is improved.

By carefully choosing the cam grind and using SU variable venturi carburetors, flexibility is improved as well as outright performance.

The engine pulls away quite happily from low revs, and in fact it is no strain using second gear of the four-speed gearbox for starting.

The big improvement in performance is in the mid-range r.p.m. — when cruising in top gear the passing acceleration in either top gear or third is very strong and is maintained through to the top speed of around 101 m.p.h., which is determined by low overall gearing rather than power.

Straight line acceleration is also improved of course — 50 m.p.h. is available in eight seconds, 1.2 seconds better than in the standard car, while the standing quarter mile is covered in 18.6 sec., almost a second better.

And what about the disadvantages? Well, the engine noise level of the Tasman is considerably higher than that of the standard vehicle, almost entirely due to intake roar from the carburetors, which sport individual pancake-type air cleaners which do little to muffle sound.

Although high under acceleration, the noise level does ease off considerably during constant speed cruising.

And if the car's performance is used, naturally enough the fuel consumption increases — 18 m.p.h. during brisk round-town use for the Tay-



SPORTING LIFT FOR THE TASMAN

lorspeed car compared with 23 m.p.g. for the standard job.

Other additions to the Taylorspeed car include locally-made Globe light alloy wheels with 6 in. rims, twin Lucas quartz-halogen driving lamps, radial ply tyres, lowered suspension, blackened bonnet (to reduce glare), other matt black bits of paintwork (for effect), and a big-bore tail-pipe (same reason).

On the inside, the non-reclining bucket seats have undergone considerable re-shaping, and are now nicely bolstered around the edges to provide lateral support, the backs have been raised to act as head restraints, while the test car's seats were two-tone beige and black.

The standard steering wheel has been replaced by a very with-it Moto-Lita alloy-spoked job of small diameter and thick, padded leather rim.

On its wide wheels and with the added preciseness of the little steering wheel, it handles well, the usual front-wheel-drive understeer being rather less than with the standard car. Overall cornering power is enhanced.

Cost of the car is \$3,290.

TO SUM UP: The Taylorspeed conversion on the Austin Tasman is sensibly carried out and certainly does not make the car "halry." The handling and brakes have sufficient reserve to cope with the added performance.

SILLY BUSINESS

FOR SALE

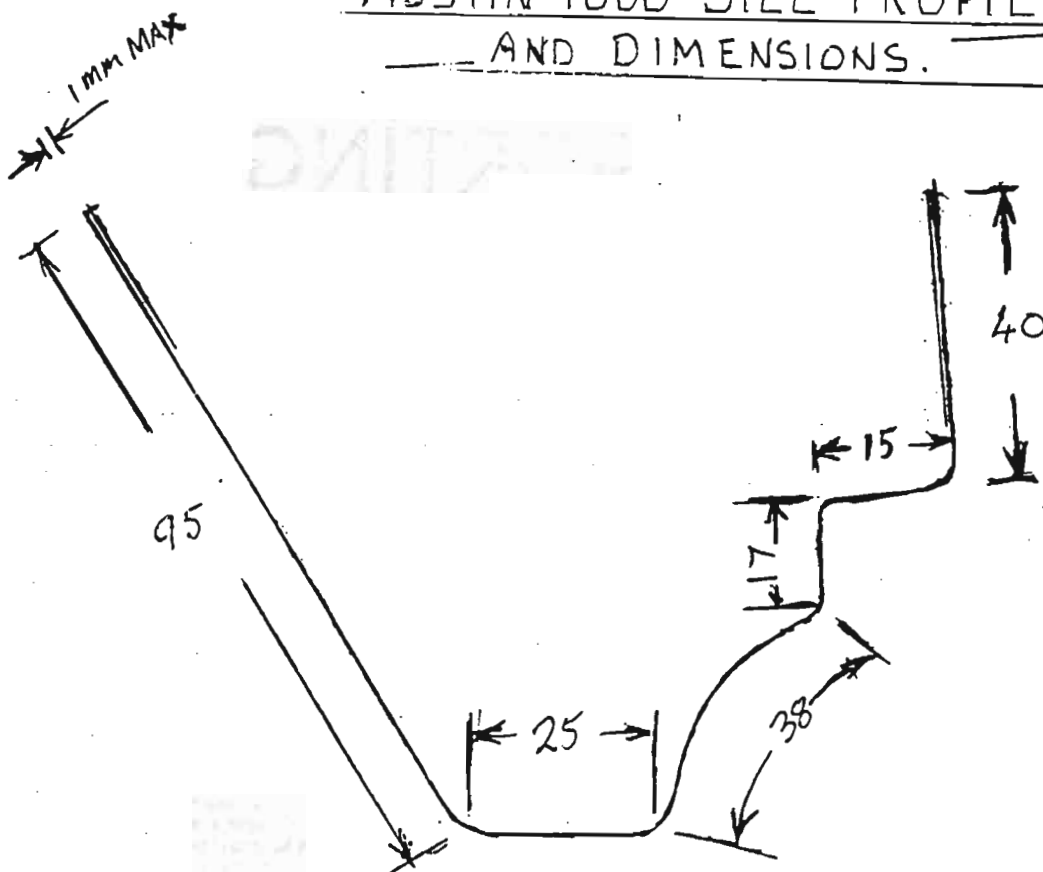
HENLOR SHEETMETAL FABRICATORS
46-48 Mologa Rd
West Heidelberg 3081
Phone: 4598100.
Chris & Phil Foreman.

We can manufacture panel parts for all motor Vehicles, to sketches drawings and copy sample profiles.

For example Austin 1800 SILLs can be made up as follows:
Sill @ \$60.00 per 6Ft Length, Zinc coated-rust resistant, steel, easily welded.

Initial quote obtained by K. Patience.
Sketch of sill profile is with above Firm.

AUSTIN 1800 SILL PROFILE — AND DIMENSIONS. —



SCALE: FULL SIZE.

Deadlines - submissions - 25th even month
posted - 25 th odd month

PETER JONES TIPS * *

PARTS CHANGING

After a problem with my Landcrab dueing its last run with the Queensland Austin club, and finding that the replacement parts came from a Mini, I check to see what other parts could be used. A quick trip to my MOSS supplier and an MGB & Sprite catalogue later I now have some useful new part numbers as listed below.

1800 interior lamp: same as MGB GT tail gate lamp,
1800 no. 24G3388, MG no. EAM1650, Moss no. MC032.
lens no. 1800/MG no. 24G3389 Moss no. MC033.

Thermostat housing, 1800 no.12H797, Moss no. AE016.

Most engine gaskets like head ect. are the same. More numbers to follow.

Replacement rubbers for the gear lever control box are;
GEX 7251, as used on the later mini clubman and Midget 1500, (also good for the exhaust tail pipe).

POLARITY CHANGE.

Many owners of old cars would like to fit a new FM radio, cassette deck, or CD player to there car. But because the car has a negative earth system, and all new electronic gear is positive e unable. Well why not change the earthing system of your car, it's as easy as A,B,C.

step A; disconnect the battery,

step B; reverse the battery connectins, so that the negative terminal is connected to the car body,

step C; connect a wire to the battery positive and spark the other end to the 'F' terminal of the dynamo,

step D; remove any old clocks and radios;

step E; reverse the connections to the coil and ammeter (if fitted),

you can now fit your modern electronic's to the car with no danger

a good idea is to put a sign under the bonnet to warn other people of the change of battery polarity.

P.A.J. 23/09/93.



Tappered joint, on track rod ends and ball joints, often display the bad habit of unseating before the nut is fully removed, allowing the pin to turn. This problem is most often caused by the exposed thread rusting. A good scrubbing with a wire brush and a good dose of penetrating oil will often help. Do the same when fitting a new nut to an old part.

To restore chrome surfaces to as-new condition, wash with mild soap or detergent and then apply a little kero to a damp cloth, or bicarb. of soda on a dry cloth, and rub vigorously for a high shine.

If a cylinder head is stuck on its studs, lock two nuts together on each in turn and try to rotate them. Always fit new studs if possible.

CAUSTIC SODA RUST REMOVAL PROCESS

This process will remove rust, grease and paint from steel or cast iron parts. The part is left in the bath for upto 24 hours, and upon removal is hosed gently with wet & dry paper or a wire brush. The process is extremely effective if the following details are closely followed.

CONTAINER: Any type of strong plastic watertight container.

SOLUTION: Carefully and slowly add caustic flakes into warm water and stir until dissolved. You will need approx. two kilo's of caustic for 20 gallons of water. Allow 24 hours for the bath to start working effectively.

ELECTRODES: The part to be cleaned is connected to a battery charger's negative lead, and the positive lead is connected to a piece of steel approx 3 inch's square and then lowered into the bath (not touching).

ELECTRODE SUPPORT: AT least one of the wires must be supported by a piece of wood.

DURATION: The part may be left in the bath for days with no damage, but 24 hours is long enough for most parts.

WARNING: Under no circumstances allow the caustic solution to touch your shin or eyes. The bath should be well ventilated and away from children.

KNOW YOUR LOCTITE

While restoring your old car, you may find difficulty in locking down screws, where you cannot use a spring washer, retaining a bush or bearing which is loose on a shaft, or sealing pipes and so on. This is where a series of products from Loctite can help; listed below are some of their more useful items.

FOR LOCKING

- 222 low strength, stops vibration loosening of screws.
- 242 as above, medium strength.
- 262 high strength, may require heat to loosen,
all types help stop thread corrosion.

FOR RETAINING

- 241/242 medium strength and gap filling.
- 601/635 high strength for gears and bearings.
heat may be required to remove these parts.

FOR SEALING

- 592 pipe sealant with teflon.
- 504/515 gasket eliminator, replaces paper gaskets.
- 209 seals porosity in welds and castings.

P.A.J.

Most of us have an old inner tube lying around, this can be used to make up rubber gaskets of the type which some accessories like sidelight lenses fit into. Also if you cut complete sections of the tube, you have a very strong giant rubber band which is ideal for slipping over containers to stop them coming undone in the boot of your car.

If the starter fails even though the lights and horn work, feel the battery clamps. A warm clamp indicates a bad connection, Try tapping the clamps
them then refit and tighten the clamps.



for
thoroughbred cars
and motor cycles

PENRITE

PENRITE OIL CO. PTY. LTD., 3 CROSS STREET, EAST BRUNSWICK 3056 TELEPHONE: (03) 387 2633

(Supplied by Herman Pedersen, who converted his car to Silicone 20 years ago)

INFORMATION SHEET — MARCH, 1983

Over the past ten years research and development of an entirely different type of brake fluid based on silicone has been underway in the U.S.

Current type of brake fluids are based on poly-glycol chemistry and have problems due to their attraction and absorption of water.

Penrite Silicone Brake Fluid has the following advantages over all other types of non-silicone fluids:—

- ABSORBS NO MOISTURE — greater safety through elimination of boiling and vapour locks.
- Boiling point of over 550°F makes it suitable for disc and drum brakes — especially under racing conditions.
- NEVER NEEDS CHANGING — lasts for life of vehicle.
- No water so NO CORROSION in wheel cylinders.
- Extends life in all rubbers and seals in hydraulic systems.
- Decreases maintenance costs through reduced corrosion.
- Safe to handle — DOES NOT DAMAGE PAINTWORK if spilled.
- Compatible with normal fluids — best results attained when 100% Silicone Brake Fluid used.
- Has U.S. Federal Safety Standard rating of DOT 5 — the highest attainable for motor vehicle fluids.
- Long shelf life — deterioration minimal in re-sealed container.

These factors make Penrite Silicone Brake Fluid suitable for the following suggested applications:—

1. All motor vehicles and motor cycles.
2. Caravans and boat trailers.
3. Public Service vehicles as they offer far greater security (Silicone brake fluids are the only type allowed in all Public Service vehicles in the U.S.).
4. Seasonally used agriculture machinery, such as cane harvesters, headers, tractors, etc.
5. All classic and vintage cars and motor cycles.
6. All cars and motor cycles used in motor races or any other type of competitive event.
Penrite Silicone Brake Fluid is now being used by many of the Australian Formula 1 and Touring car drivers.
7. Commercial vehicles where down time can be expensive.
8. Cars and hot rods specially prepared for show events where damage can be caused by the accidental spilling of normal brake fluids.

Changing brake systems already filled with non-silicone fluids is fairly simple and the following procedure is recommended:—

1. Drain existing fluid from system.
2. Disassemble wheel cylinders and master cylinder. Wipe dry with a lint free cloth.
3. If possible, blow out brake lines using dry air or flush lines with silicone brake fluid to remove the old fluid.
4. Inspect cylinders and pistons for signs of wear or corrosion. Replace if necessary.
5. Reassemble system using new rubber seals, cups, etc. N.B. Use Penrite Longlife Silicone Brake Fluid to lubricate all rubber parts for ease of assembly.
6. Bleed system using a pressure bleed if possible.
7. Fix Penrite Longlife Silicone Brake Fluid label to the master cylinder or reservoir in a conspicuous spot.

Penrite Silicone Brake Fluid is available in 500 ml. and 1 litre plastic packs for cars and motor cycles. 4 litre packs and 20 litre drums can be supplied for workshop or other applications.

SALE NOTICE

Austin 1800 Mk 11 Utility. The first automatic Mk 11 ute down the production line
Over \$12,000 spent on ground up restoration, including rebuilt automatic transmission,
bare metal respray, retrimmed velour interior etc. Reluctant sale.

George Hulley 46 McMillan Rd, Narooma N.S.W. 044 762 114. \$5,000-00 not negotiable,
or willing to swap for lesser vehicle, such as Suzuki 4 x 4 (1985 or so) or similar.

Lynx twin carb inlet manifold, with twin 1 3/4 S.U.s already attached. Specially
made for the 1800. Comes with sports air cleaners \$150 Richard Geary 067 662 399
Also an alloy rocker cover - \$50

Mk 11 1800 Automatic less than 100,000 miles; Excellent Condition. \$1000-00
David Christian 02 451 5866

1971 Austin Body Shell Only- take away Alan Hogg 02 522 8184

Green Mk 11 1800 Front seats, good condition Colin Johnson 07 208 6546

Murray Smith of Ringwood Vic 03 879 4183 has 16 years collection of 1800 parts
including a Mk 1 car, up for grabs.

WISH LIST

Richard Geary needs a Ute petrol tank 067 662 399

Peter Jones wants a Parts book (Mechanical) for Mk 11 1800

Also Blue/ Grey Carpet. 4 Yarandin Crt, Worongary QLD

For 1971 Kimberly Manual

- 1 only chrome strip under doors
- 1 " interior lamp cover
- 2 " light green door arm rests, not cracked
- 1 " " " rear seat back rest " "
- 2 " boot side linings, interior

Alan Hogg 02 522 8184

Keith Douglas of 50-66 Mackelroy Road, Plenty Vic. 03 432 2820 is importing at least
3 Wolseley 18/85 heated rear windows. Those who wish to add to this number need to
come up with A\$110-00 (possibly plus freight and customs) by 1/5/94. Money up or
shut up!

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

Number 56 June and July 1994

LANDCRAB

The Landcrab Owners club of A/sia, Inc.



NEVER EVER GIVE UP!

INTRODUCING..

Doug Poad
32 Sandra Crt
Knoxfield 3180
Vic

03 763 7513

Mk 111 2200 Manual
(NOT for sale)

Have bought the car from John Biggins mechanic and co owner of Pomwreck Parts and repairs- Hilton Street, Dandenong Vic. He has had the car since the early '80s. Previously imported from England in 1973, engine replaced early '80 and car refurbished over recent years. Unsure of number of owners prior to John Biggins, or whether it was imported as a new or used car.

Eric Wake
14 Wyoming Way
Happy Valley
S.A. 5159

08 381 4453

Actively searching!

AUSTIN

ST 136

"I currently do not own an Austin, but I am looking for one. My heart tells me I should get a Mk 1, but my head tells me I should get a Mk 11 ! I have always been facinated by the 1800 ever since its introduction, and have never understood why it was not a spectacular sales success. No accounting for taste, I guess."

Brad Prentice
1/49A Darlington Dve
Cherrybrook 2126
N.S.W.

02 680 1559

1966 Mk 1 1800 Manual

Christopher Roane
R.M.B. 568 Colac Road
Enfield 3352
Vic

053 420 081

1970 Mk 11 1800 Auto.



A young women and an elderly man were having dinner at an expensive restraurant.

He to she. "For \$1 million, would you sleep with me?"

She to he. "Yes"

He to she." For \$10, would you?"

She to he. "No way, what do you take me for?"

He to she. "We've established what you are- now we are haggling over the price!"

THE AGM.

Peter A. Jones
Commissioner for Declarations (Qld)
Justice of the Peace (NSW)
4 Yarandir Court, Worongary, Qld. 4213.
AUSTRALIA

12 April 94

Dear Dery:

Just a short note to apologise to you for not being able to attend the clubs AGM. I have enclosed a photo of my 1899 taken at the old Surfers Paradise race track so that we can be there at least in spirit. I only have three reasons for not attending as listed below:

1, not arriving home from work until after 5pm on the Friday, and with road and traffic conditions as they are, I do not think I will make it in time.

2, the uncertainty of the climatic conditions below the Tweed River.

3, the uncertainty of the availability of "four X" so far south.

(Editors note: We here in Melbourne think that Queenslanders call it four X because they can't spell bear oops I mean beer)

Apogogies were also received from Keith Douglas, Neil Hussey Chris Pederson & Max Warren

Gwen Patience gave Ken Patience's apology. Ken, although by means old. has suffered a heart attack. At present, he is making good progress from triple by pass heart surgery. We wish Ken a speedy recovery!

Main business discussed was **Austins Over Anstalia** at Wangarratta next Easter. Later pages of this newsletter contain everything we need to know for a great Easter.

And now for the **bad news!** There is no change to the committee!

Deadlines - submissions - 25th even month

posted - 25 th odd month

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 PREZ SEZ

Greetings!

I'm writing this before the A.G.M. so I am only assuming that I am still the President, although if anyone wants the job, they can have it. No charge!

My mk 1 1800 has gone to pastures new, so thats one less. I am now going to reduce the fleet by disposing of the ~~Mk~~ 11 utility vehicles that I have. If anyone is interested, I am open to offers. (For the utes that is!)

Late in April, another club which I am a member of had a meeting at **Layco Auto Spares**. At the meeting, a list of parts for sale was distributed, which is reprinted in this magazine. I recommend this list to you as I find that the prices are very competitive.

With regard to my Rally Kimberly- if anyone has a set of extractors, I would very much like to have them.

T.T.F.N.

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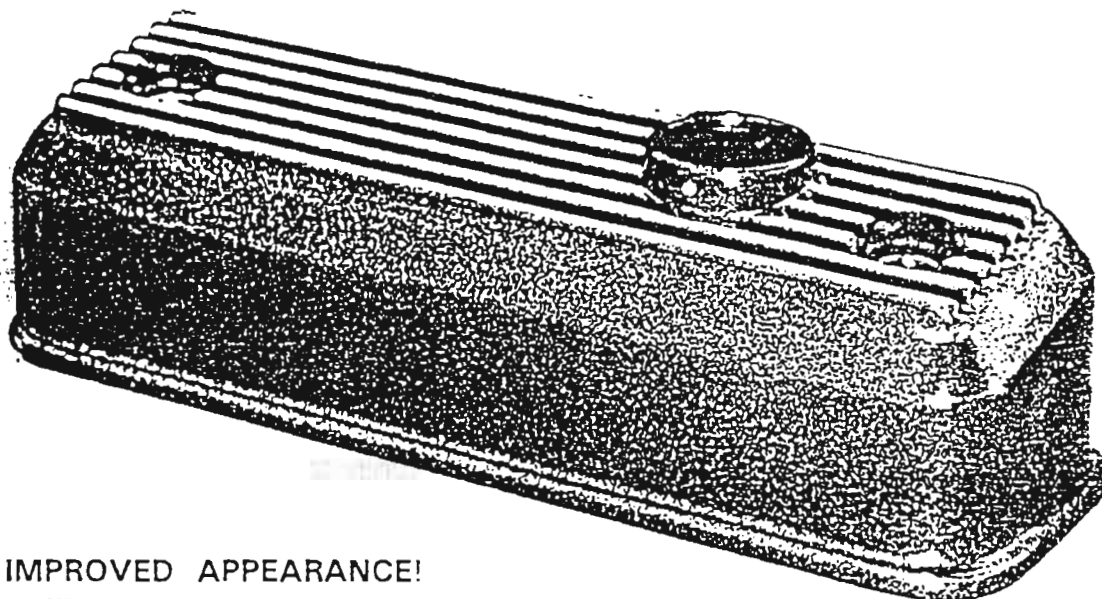
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03 337 4661



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FINNED ALLOY ROCKER COVER FOR THE B.M.C. "B" SERIES ENGINES



- IMPROVED APPEARANCE!
- QUIETER OPERATION!
- FOR YOUR "B" SERIES

This attractive *Cast Aluminium Alloy** Rocker Cover helps dampen the noisy valve gear often found on these engines.

Featuring an angled finned top (*ideal for East-West Engine Installations*) and clearance bulges at each end to provide additional clearance around roller rocker or reinforced end rocker pedestals.

Accepts standard and P.V.C. type filler cap.

Available in Special Silver Speckle Finish with machined fins.

* *Cast Aluminium is a very good sound absorbing material.*



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Telephone: 729 3066



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Why use fancy slogans or distorted prices ...
...when we are talking top quality??

We would like to take this opportunity to
offer you our genuine specials list with some amazing buys.

We hope we can be of assistance to you with
your PARTS, PUMP UPS or REPAIRS.

REMEMBER OUR PARTS FIT!!!

Sorry but all specials are only available
to club members, so don't forget to tell us.

Expiry Date 30/06/94 or until stocks are exhausted.

**YES, WE KNOW YOU TRAVEL 1ST CLASS
SO WHY NOT BUY FIRST CLASS??**

BMC SPECIALS

STEERING & SUSPENSION

1800 Drive Shaft & CV Joint Ass	\$250.00
1800 Tie Rod end	25.00
Tie Rod	10.00
Reconditioned Steering Rack	150.00
Rack Pinions	15.00
Rack Bearings	10.00
Front Displacer (New)	190.00
Inner Drive Flange Manual	10.00
Mini 1100 Tie Rods	\$ 7.50
Tie Rod Ends	12.50
Lower Bushes Early	1.00
Lower Bushes Late	3.50
Tie Bar Bushes	1.00
Ball Joint Kits	35.00
Front Wheel Bearings & Seal Kit	39.50
New 1100 Drive Flange	30.00
Reconditioned Steering Racks	150.00
1100 Wheel nuts	.50

TRANSMISSION & BRAKES

Wheel Cylinders Mini Front & Rear	@ \$ 21.00
1100 Rear	@ 21.00
Brake hoses Mini 1800	25.00
1800 Cables Assy (Change Over)	165.00
Mini 1100 Engine Mounts	11.50
1100 Sandwich Mount	25.00

COOLING & GASKETS

1100 Radiator (Change Over)	\$100.00
1800 Radiator (Change Over)	100.00
Thermostat	7.50
Mini 1100 VRS	29.00
1800 VRS	45.00
1100 Mini Water Pump (Life time warranty)	35.00
1800 Water Pump (New)	80.00
1800 Water Pump (Reconditioned)	39.50

BODY & MISCELLANEOUS

1800 x 6 Wiper Blades	\$ 5.00
1100 Front Park & Flasher Lamp	7.50
1800 MK II Rear Lenses	20.00
1800 Boot Lamp	2.00

JUST ARRIVED

1800 FRONT AND REAR ENGINE MOUNTS

*** ALL PRICES INCLUDE TAX**

SPARE A THOUGHT

Here is but a sample of what is available from **Tony Wood** (Spares secretary of the Landcrab Owners Club, International) 31 All Hallows Road, Bisham, Blackpool, FY2 0AS England.

2200 Timing chains	£5	New Interior lights	£5 (Eam 1650)
2200 Pistons	£20	Lenses £1-25	(2493389)
2200 Valves	£5	Carriage	£2 for 1 light.

1800 Hobour Eaton oil pump £36 each, £60 for 2, £85 for 3(Prices include cartage)
Girling slave cyclinders £15 post paid. Thermostat housing 12H797 £25

5 Rossmore Avenue
COORPAROO
QLD 4151

April 1st 1994

Dear Darryl,

Here is a description of the Zetland factory as I remember it, when I used to do factory tours from '67 to '70 occasionally. It is all completely from memory, so hopefully there are not too many errors! If someone asks me where on the line they installed the dashboards for example, I wouldn't be able to say, but no doubt it would be in a reasonably logical sequence of assembly procedures. Whenever I tackle anything on my 1800 I always think that it should be easy as it was put there by someone with probably a limited amount of mechanical acumen (like me) and also not much English. This doesn't always help though!

Sorry I can't dredge any pictures up of 1800s on the line, but if you can use your imagination, they can be substituted for the Wolseley 1500s. Most of the pix come from an early (1958) publication for the employees when Majors and Lancers were the go. The sad thing was that when the plant was closed at the end of 1974, it was still the most modern and efficient car plant in Australia. Most of GMH's have also been closed since; with Acacia Ridge here in Brisbane lasting for even less time than Zetland. British Leyland was also the largest private employer in Sydney at the time and nearly 5000 lost their jobs; a huge waste of skill and talent. Many of BMC's managers were culled from GMH in the early '50s including Managing Director, Bill Abbott, who was involved in the 48/215 Holden development. He was certainly the force behind moves to dramatically 'Australianise' the British product so they would stand up to our conditions and different market requirements.

With respect to my last article, I will concede that the British anti-burst door locks on their Mark IIs were an improvement, although the ones on my Maxi (same as the British 1800) don't seem to have the same solid 'thunk' when closing that the earlier zero torque ones do. The reason they were not adopted on our 1800s was that we would have had to import them and that would have lowered the Australian content. The government of the day insisted that the local content be increased as much as possible, and that is why many features, particularly on 1800s were starting to be deleted as production continued. This may have been one of the contributing reasons why BMC and BL started to lose profitability during the late '60s. Car manufacturers were told to nominate models for the new local content plan and therefore receive protection. GMH had two (Holden and Torana), Ford two (Falcon and Cortina), Chrysler two (Valiant and Hunter), Volkswagen two (Beetle and 1600), while we had three which were all selling in about the same numbers: Mini, 1100 and 1800. Meanwhile the Japanese were coming!

Anyway, yours in 1800s



Nairn Hindhaugh

WHERE YOUR AUSTRALIAN 1800 WAS MADE

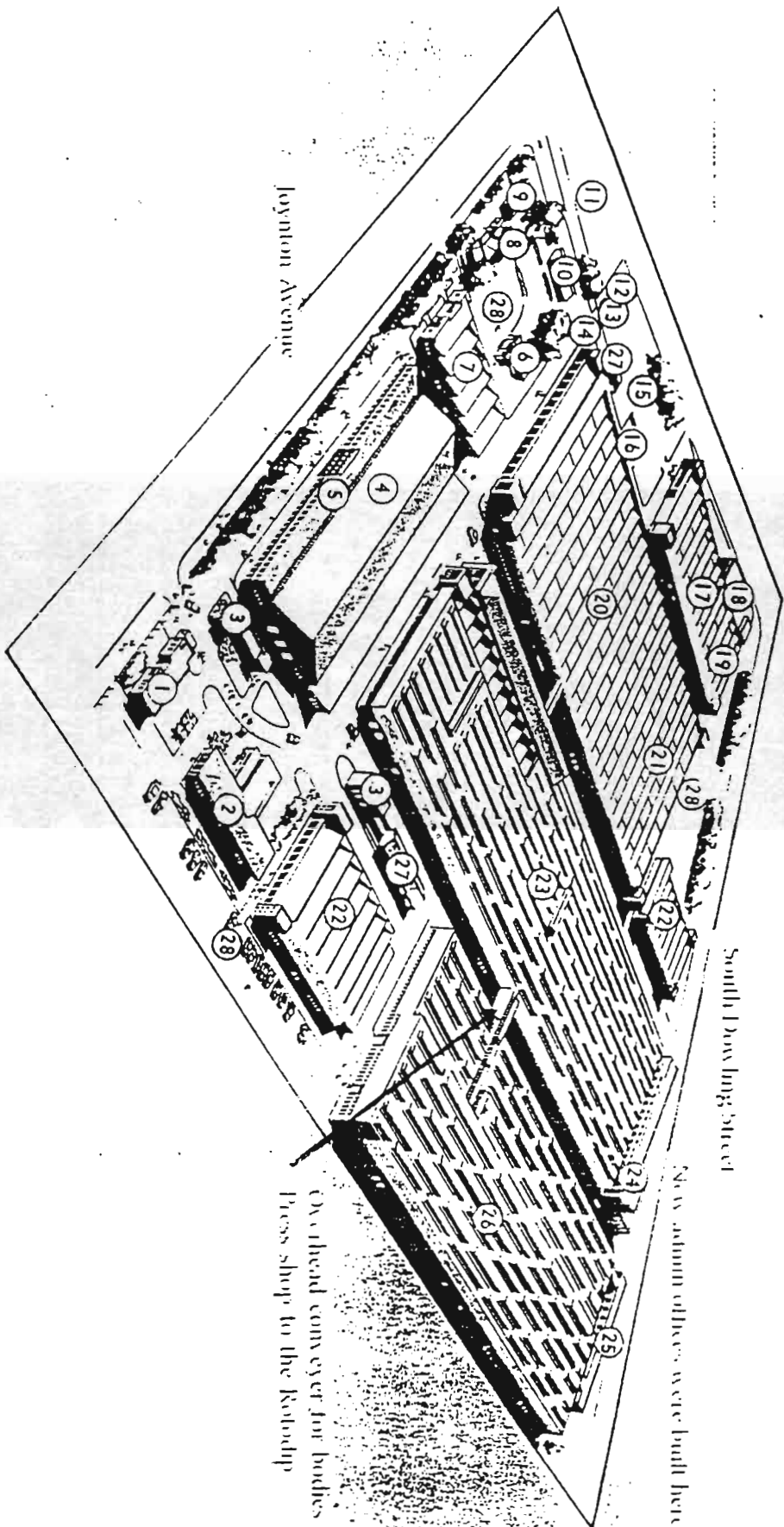
Zetland, NSW

History. Victoria Park in Sydney used to be little horse racing track about 3 miles south of the city in the suburb of Zetland until just after the Second World War. Lord Nuffield visited this country just after the war and realised the potential that was here in Australia for its own car manufacturing industry. The racecourse was up for sale and, failing to convince his own board in England of its worth, bought the land with his own money. A car assembly building was constructed and by 1951 Morris, Wolseley and MG vehicles were being put together from CKD (completely knocked down) packs. The race course was still open and evidently it was hard to keep workers inside on race days! Some of the land was sold off to other motor industry suppliers, whereby Nuffield got most of his money back. It left 63 acres for car making. (If he had been a bit quicker during the war, Morris might have been where Holden is now).

Australia's economy was booming in the 1950s and plans were made to have a self-sufficient manufacturing entity at Zetland. A press shop was built with the help of Fisher and Ludlow and by 1957 a huge car assembly building (CAB 1) was built alongside it. On the other side an engine plant was also built. The first cars to be completely made here was the Wolseley 1500, closely followed by the Morris Major and Austin Lancer. By the way, the Series 11 Majors and Lancers had an Australian content higher than the FC and FB Holden at 99%. Morris Minors were still assembled in the original building still known as CKD. By the early 1960s a pattern was set; the Mini was made in CKD and larger cars such as Majors, Lancers, Freeways, Wolseley 24/80s and 1100s all came out of CAB 1. The Mini had its own line because it employed fewer people; a Wolseley following it on the line would have needed more assemblers.

By 1965, the Austin Freeway and Wolseley 24/80 had been phased out and for a while the only car being made in CAB 1 was the Morris 1100. By about July the first pilot 1800s were starting to trickle through as production was stepped up for release in November. By 1967 right through till the end of the X6 Kimberley and Tasman range, your 1800 or X6 would have had an 1100 or later a 1500 before and after it on the line. Likewise, Marinas and P70s would have followed this pattern, although some Minis were also assembled here at that time, I think.

Production. In the press shop, an 1800's body shell started off with the floor pan being welded to the front section which included the front guards. The whole side section including the door frames were welded up on a separate jig and then welded to the floor. The roof panel, which must have been one of the biggest panels ever stamped there was then added in another jig. There is a picture of a roof being welded in the Mark 11 brochure. The roof panel starts at the top of the windscreen pillars and includes the entire rear window and finishes at the boot opening. (A Morris Major's roof panel goes from bonnet opening to boot opening!) The doors which had been assembled on a mezzanine floor above were then fitted along with bonnet and boot lids. From here the shells were filed and lead wiped to produce an even finish. There is lead wiping for instance where the roof meets the windscreen pillars and on the fins of the Mark 11s. This was a real skill watching the men doing it as it looked as easy as icing a cake. The doors were aligned by guys attacking them with big rubber hammers which always looked pretty fearsome, but necessary.



Joynton Avenue

South Bowling Street

New admin offices were built here in 1967

Overhead conveyor for bodies from the Press shop to the Kodolup

Above: The architect's perspective of the completed plant.

This was drawn in 1958 before all the additions were completed

Victoria Park

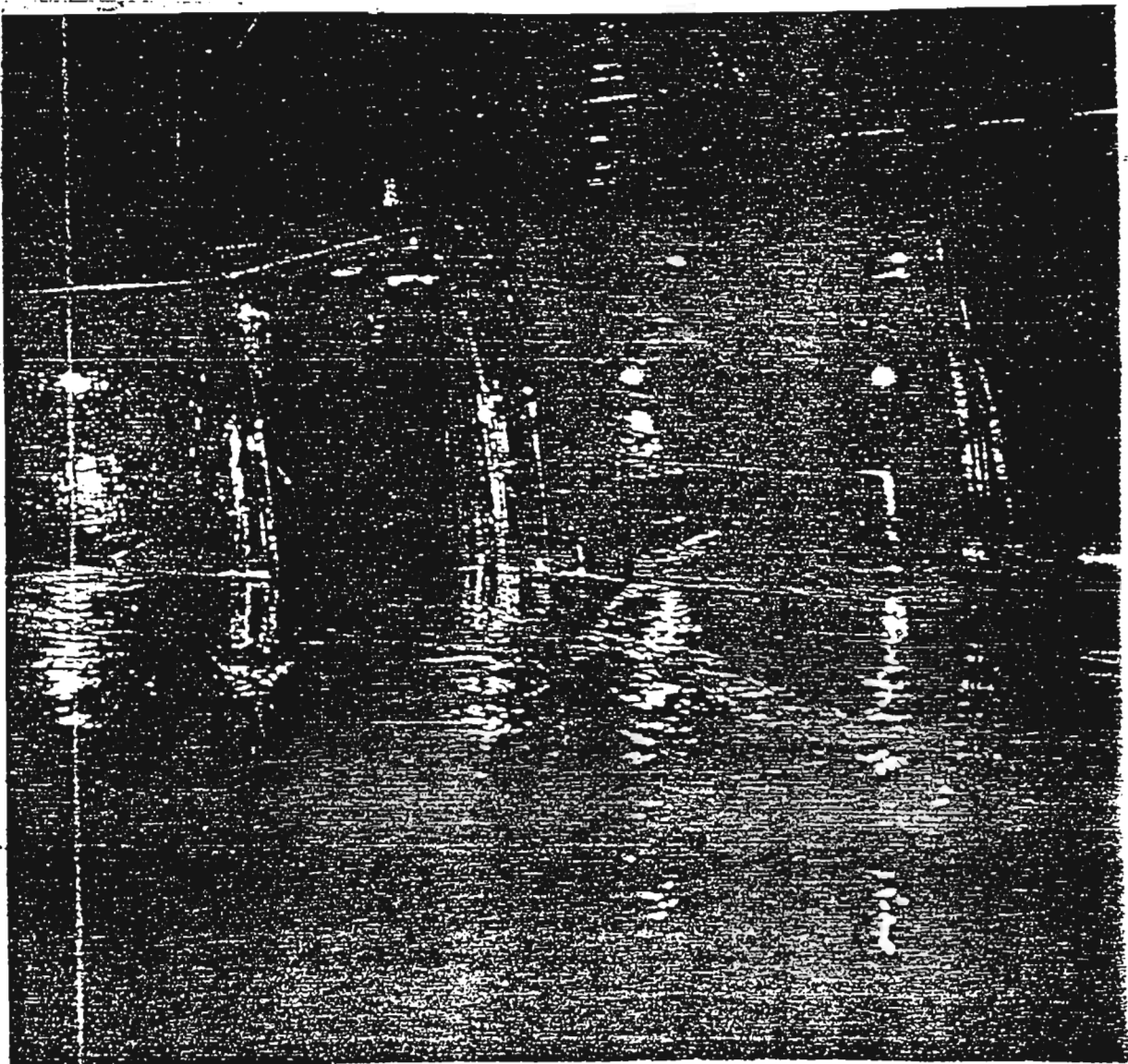
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The shells were then lifted by overhead conveyers and passed to the famous Rotodip which was part of CAB 1. The shells were "skewered" through the centre onto a large pole which is explained in the diagram. The pole went through the special hole in the bulkhead behind the air-filter and a special frame was made for the rear in the boot. The ute has a special hole behind the seat and the tail gate was on a separate frame in the back. If you look at a Mini, the pole went through the speedo hole and a hole in the back seat. The pole had a cog on one end and it was fitted to an endless chain that rotated the body the whole length of the dip. The result was certainly a more rust-free car than any of the competition as most of our 1800s will testify. The only trouble I remember was when a Freeway's doors came open in the dip (they were wired shut) and it fouled the car next to it. They had to be cut out. Underseal was sprayed on at the end of the Rotodip and the shell then went into the spray booths where they were given a baked enamel finish. By the end of the 80s run acrylic paints were being used.



An 1800 in the Rotodip

The exclusive Rotodip process

HERE'S HOW IT WORKS

The process fully immerses and rotates each BMC passenger sedan body in a six-stage phosphating machine, then through a dry off oven, followed by a dip tank of special rust inhibiting priming paint, and a primer bake oven. All processes are continuous and automatic.

To move through the machine the unpainted car body is "skewered" on a long metal spit, which has a sprocket at one end. The sprocket runs on a toothed rack, so that the spit—and the body clamped to it—rotate as they move.

The first tank contains a heated alkali to remove oil and other contaminants. The second tank contains a cold water rinse, and the third a hot water rinse, to make sure the body is perfectly clean before it enters the phosphating tank.

In the phosphating section the spitted body is lowered into various tanks while rotating. At the same time high pressure jets spray the solution, so that every bare metal portion of the body is treated, both inside and outside. Phosphating is actually a conversion of the body steel surface so that if the paint surface is damaged accidentally during use, corrosion will not spread. It also acts as a bond between the steel and the paint.

The phosphating is followed by a hot water rinse and then by a heated chromic acid rinse. The body completes two slow revolutions in each tank.

After phosphating, the body is dried in an oven. Then it is dipped and rotated in a 7,000-gallon tank of primer, remaining there for 2.6 minutes. This means that every particle of bare metal receives a coating of paint. Excess paint drains away through special holes provided in body panels and other enclosed parts.

The painted body, still rotating, is baked in an oven for 15 minutes at 310 degrees F.

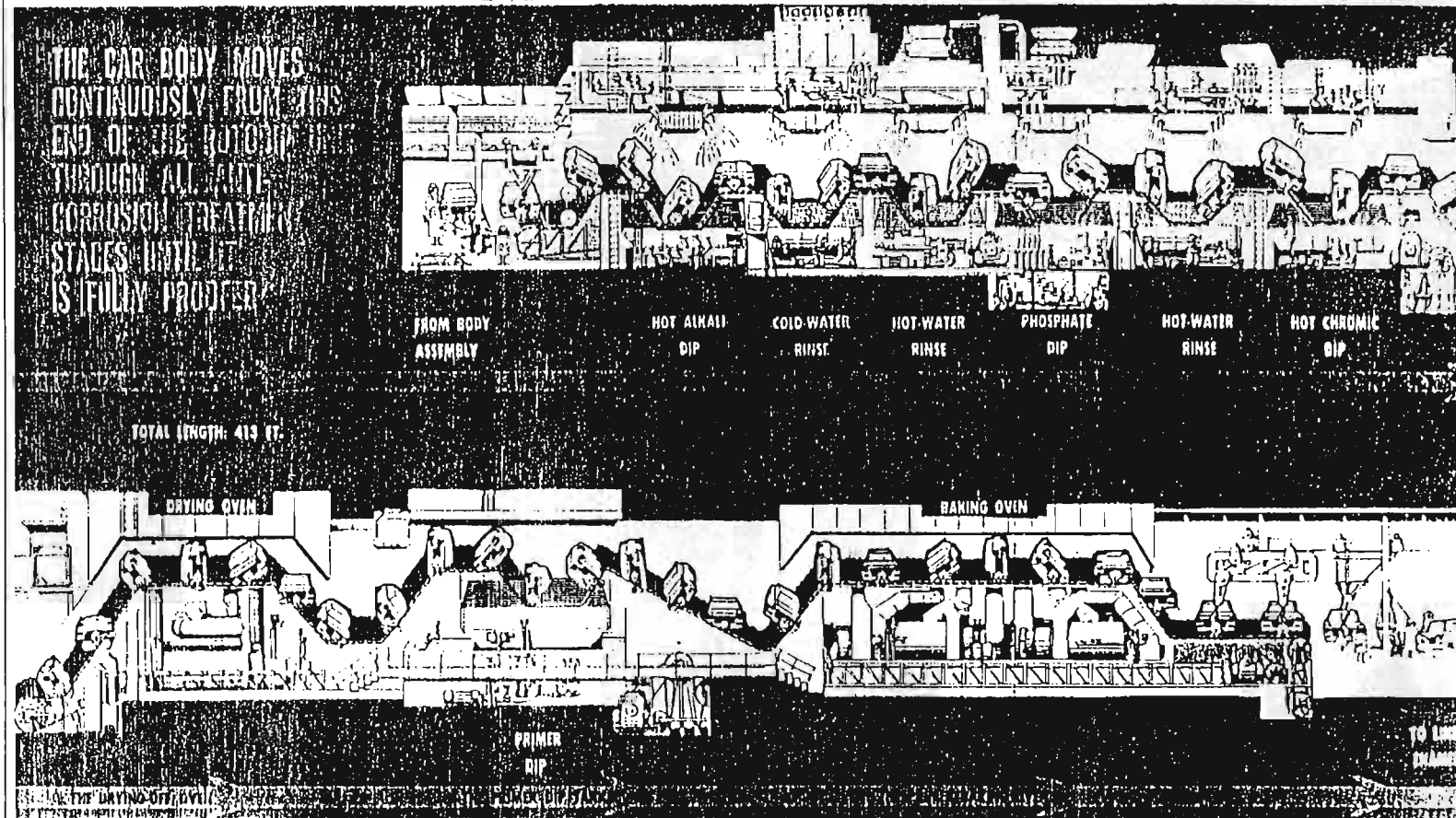
Finally, the underside of the body is sprayed with a special sealer and abrasion resistant sound dampening compound which affords additional underbody protection against corrosion.

Then the body is removed from the spit and placed on the normal paint line. When it finally emerges it has seven coats to protect it, the final being a lustrous baked finish.

The result of all these processes is the only fully rust-proofed vehicle made in Australia.

In terms of easy body maintenance, and long vehicle life, the BMC Rotodip process marks one of the most significant advances in vehicle manufacture in this country.

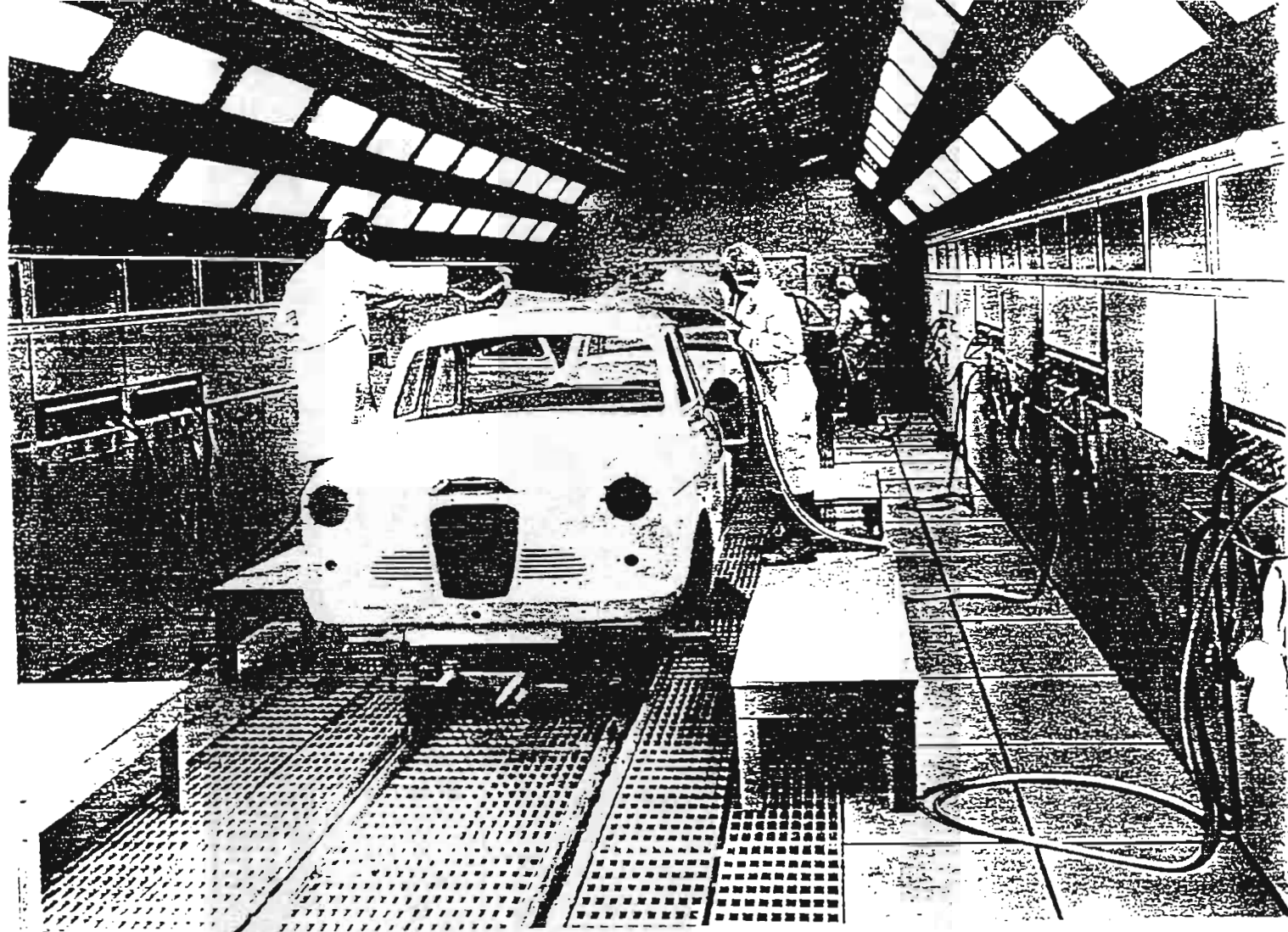
The £1,000,000 Rotodip plant guarantees that BMC cars last longer!



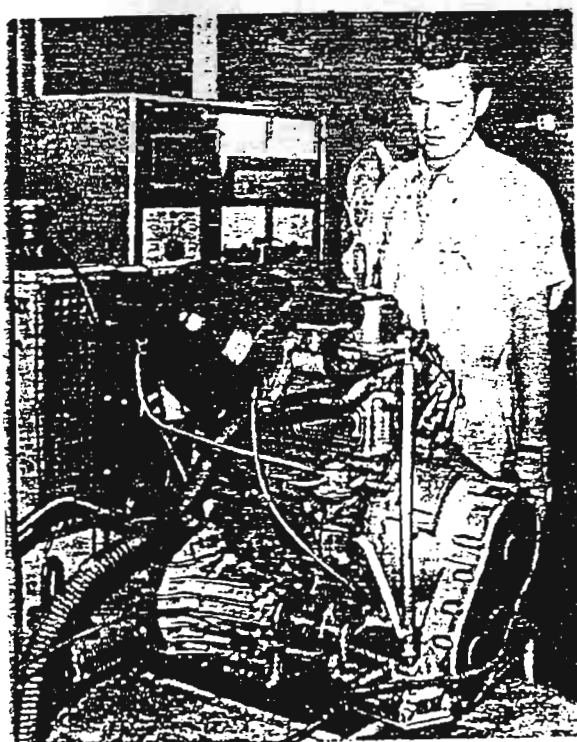
- (1) Every other manufacturer in Australia produces a car as well protected against rust and corrosion.
- (2) This gives BMC a major freedom from the worry that their cars will rust.
- (3) BMC cars last longer—which means big savings in replacement costs.

- (4) BMC cars have a high resale value because of the original condition of the paint and body, inside and out, which lasts longer and looks better.
- (5) BMC cars do not require costly replacements of rust affected panels and body pieces.
- (6) BMC cars do not require extensive and costly reconditioning treatment of rusted panels and body pieces (if the rust is not bad enough to warrant complete replacement).

- (7) BMC cars' paintwork does not have a "peeling" or "quilt" effect that occurs when re-spraying for rust rectification takes place.
- (8) BMC cars can always be re-registered. It is cheap to register a rusted car—particularly if the rust is in the floor—where it so often is.
- (9) In one short sentence—"BMC cars are completely rust-proofed by the Rotodip Process."



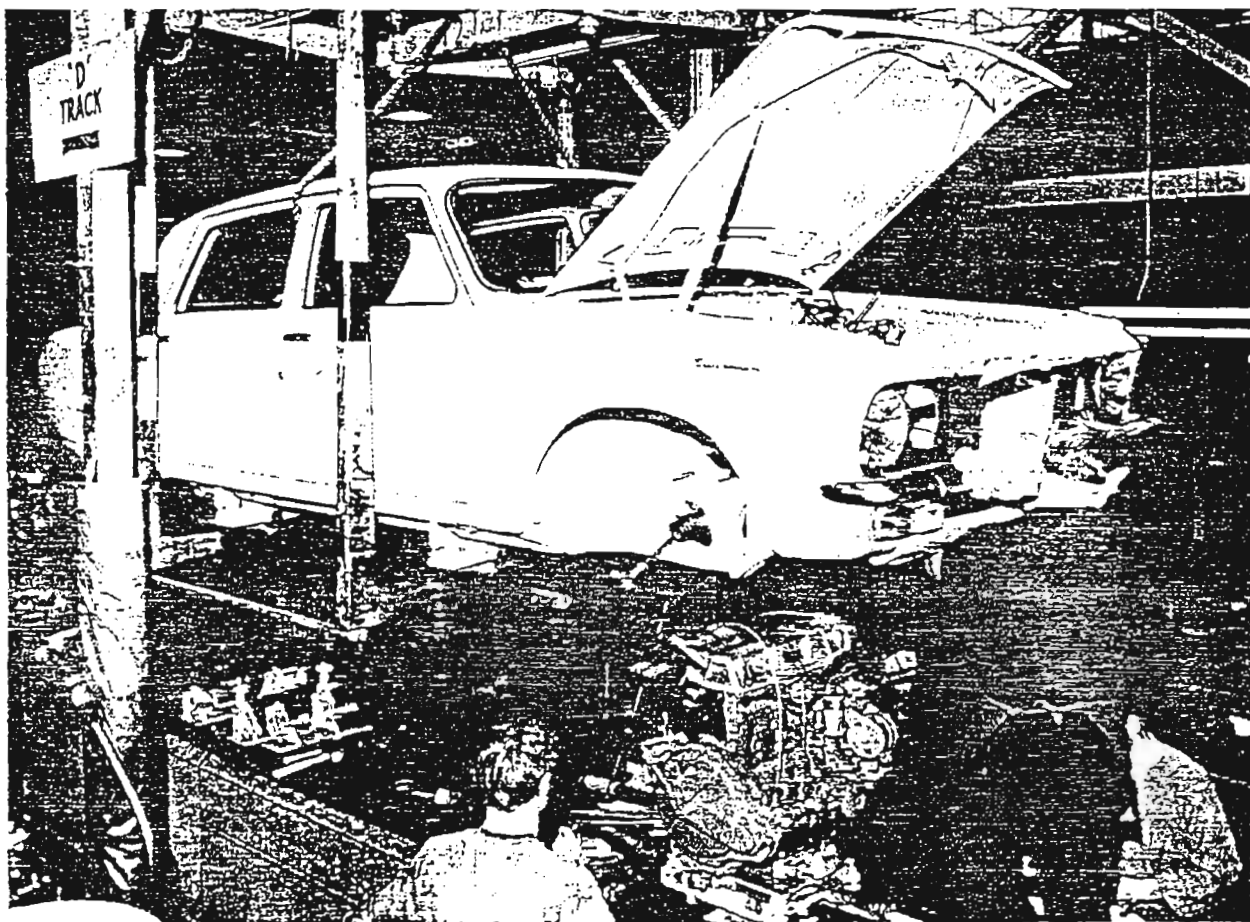
Meanwhile, in the Engine Unit factory, the imported blocks and heads were being assembled to completed engines using mostly locally sourced parts. The manual gearboxes were assembled from mainly imported parts, while the auto boxes were fully imported built up. The completed power units were then conveyed to the Hot Run Test area where they were dyno tested and an ultra-violet ray was passed over them to check for oil leaks. They were then transferred to CAB 1.



An Aut 1800 power unit on the Hot Run Test

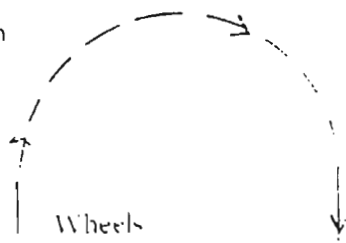
The large assembly area in CAB 1 consisted of four long moving assembly tracks, A to D running parallel. Total length of the tracks was 900 feet and there were 4620 feet of overhead conveyers. Fresh from the paint area, the body was dropped onto A Track. The first thing to go in were the tail lights installed by two guys sitting side by side in the boot. (Bit squeezey in an 1100!) If you've ever wondered why the heater in an 1800 is hard to get at, it was about the next thing to go in. BMC dealers were very disgruntled at having to install a heater into a ute as an extra because it seems that everything else is built around it. All the way up A and down B Tracks most of the car's internal trim and headlining were installed, as well as all the glass, bumpers, grilles, badges and chrome strips and so on. Parts were supplied by overhead conveyer and placed in racks at either end of the car. The one-piece headlining was inserted through the rear window opening obviously before the glass was fitted. At the end of B Track the body was lifted by overhead conveyer to be lowered onto D Track where the engine and suspension units had been laid out and they were bolted in or on. From here the rest of the mechanical components, the wheels and trim not able to be installed earlier were fitted. The Hydromatic fluid was pumped in and by the time the car was transferred to C Track, it was fairly complete and on its wheels. The final track was where adjustments were made and at the end of the track there was a rolling road. It was here that the car was first started and a brief 3 minute drive took place where it was driven right on through the gears (and reverse), all the electrics tested along with the brakes. The completed car was then driven off to be waxed before going to the delivery area.

Tasman on the line. East-west OHC six fits neatly into engine bay. Rack-and-pinion steering has dead feel.



Watching the front and back screens being installed was sheer entertainment. Two men would work in unison putting in the rubber followed by the glass and finally running the plastic finishing strip in about the time it takes to read this. One day there was a time and motion team timing operations. Because there were four minutes between each car, our two guys would carefully inspect the glass, slowly fit the rubber and trim. Funny how it took just under the four minutes as they didn't want to be putting on bumpers or some other job as well. Previous BMC cars such as Freeways and Majors had a much more complicated fitting which included the old string method and took more time.

upholstery section



body drop to power
unit suspension

D Track

Windscreen

Heater installation

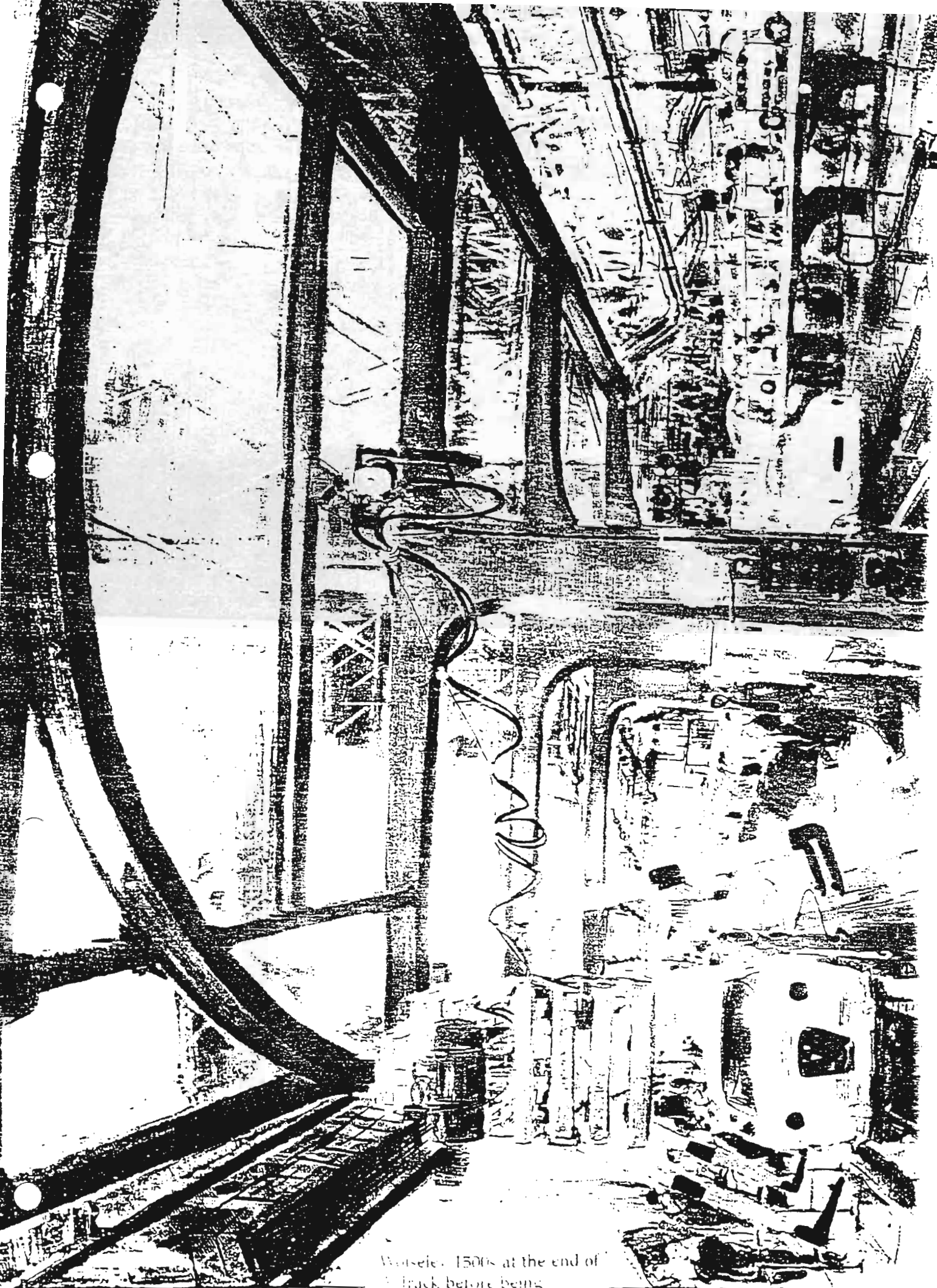
From the Paint shop

Rolling road

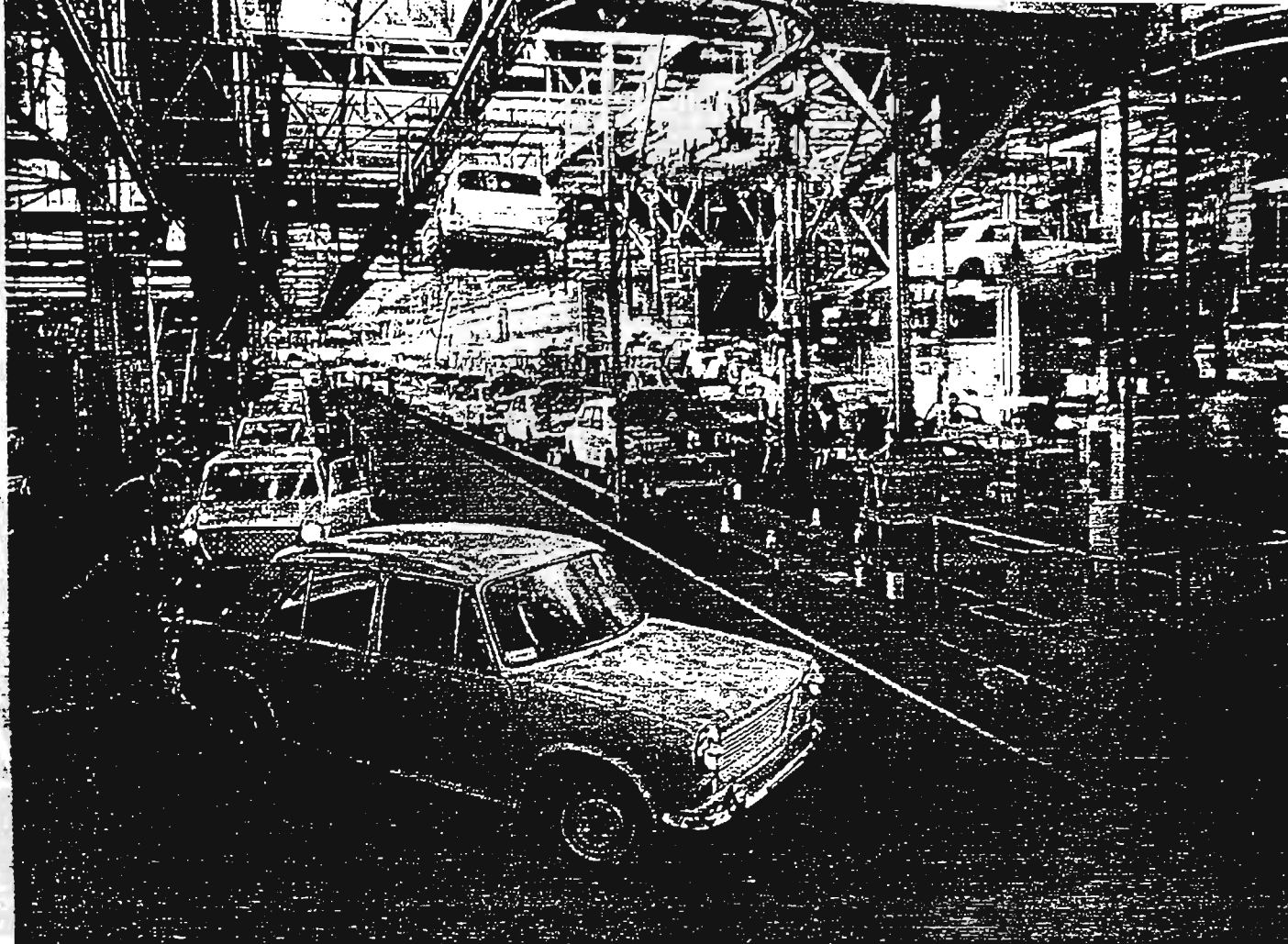
C Track

B Track

A Track



Worle's 1500s at the end of
A track before being
transferred to B track



This T100 has been parked
there for the photo

Cars were dispatched usually by train to Victoria, Queensland and other states and by road transport to country NSW. Some dealers came direct to the factory to pick their cars up. In Victoria, cars went direct to either the BMC distribution depot at Moore Rd. Airport West or to the distributors, Lanes Motors or Kellow-Falkners. Similarly, in Queensland the depot was at Wacol and the distributors were Howard's or UK Motors. Southern NSW and Tasmanian cars were sourced from Melbourne with Heathornes being the distributor in Hobart. The SA and WA markets were handled directly by the respective distributors, Adelaide Motors and Winterbottoms. I think the Northern Territory was looked after by South Australia.

Statistics:

The area of the factory:	63 acres
Area under roof:	1,200,000 sq feet
Employees	4,800 (1967)
Investment	\$53,000,000 (1967)
Dimensions of CAB 1	570 feet X 300 feet
Production capacity of CAB 1	120 cars per day or one every 4 minutes on an 8 hour shift.
Length of the Rotodip	400 feet
Cost of the Rotodip	£1,000,000 (1958)
Total production capacity of Zetland	50,000 per year
Share of the market in November 1965	15%
Share of the market in November 1970	6%

When BMC bought the land in Brisbane at Wacol for their distribution depot in 1965, there was no name for the road as it was in a new industrial estate. Brian Tebble, Advertising and PR manager in Qld jokingly suggested the obvious name for a yard full of Minis, 1100s and 1800s: Front Wheel Drive. The Council hated it and asked for an alternative, but naturally none was forthcoming. The next they knew at BMC was that the sign had gone up! Volvo bought the site when Leyland collapsed and changed it to Viking Drive.

There were countless nationalities working at Zetland, as many of the migrants were recruited fresh from the ships. At one time we even had an Eskimo working there. Another policy was to employ handicapped people and amazingly there were blind people working in the press shop alongside paraplegics who could work the presses as well as anyone else. The Personnel Manager was good mates with the Governor of Long Bay Jail and there were many ex-prisoners working in the paint shop. Whenever we went in with a camera, the place was suddenly deserted. The manager of CAB 1 had excellent qualifications for the post: he used to be a pastry cook!

Inevitably, there were a few mistakes in production that crept through. 1800s had their dash pre-assembled which included the gear shift selector if it was an automatic. One ended up in a manual car which had not received its manual gear shift. The bloke putting the boot badges on looked inside, saw the auto shift and branded the car accordingly. The car was driven off as a manual but there had to be a few modifications. More than one X6 was spelt KIMBERELY on the back: after all, the spelling didn't mean much to an Italian or Greek. Occasionally the wrong colour door trim was put in and there was one case where the car was recalled but the owner liked it the way it was! When I worked in England we had a Marina come through with a disc brake on one side and a drum on the other. It stopped as well as any Marina did.

There are plenty of stories that can be told about what went on with the girls in the trim shop alongside D track but this is a family magazine. Suffice to say that the Vehicle Builders Union said that what they did in their lunchtime was their business and not BMC's. Lunch hours became staggered after that.... Just wonder what happened on your lovely soft comfortable 1800 seats before they went in the car.

I remember going down to look at the first Mark 11 coming down the line (I think it was white but I'm not sure) and was struck by the colour of the last Mark 11 in a special order black with red trim. Wonder who got it and where it is now?

There was some move to maybe introduce the Wolseley 18 85 but after market surveys it was decided that an Austin 1800 was already fitted out as well as a Holden Premier 1800 class. However one Austin 1800 ~~Marina~~ was trimmed out like a Wolseley, even having the small chrome strips around the rear as on the Wolseley. It was painted in a deep metallic blue and three or four years later the Holden chrome name-plate said Statesman.

Going to the other extreme, a standard model was built to have an 'entry level price' to lure people into the showroom, as in "Prices start at \$XXXX". One was made a Mark 11 in Snow White. The red seat material was the same as you got in a basic Morris 850, the car had no heater or any of the other niceties. It was even more basic than the ute. It was considered too bare and the idea was scrapped. Don't know what happened to the car. There was a basic 1100, however, put into production along the same lines, but few were made or sold.

One of the first 1800s to be delivered on announcement day in November '65 was a Marine Blue car which I took out to the Ford Motor Company at Broadmeadows for their evaluation. At the same time a Falcon was being delivered to Zetland. Quite what they thought about the early cable gear shift (it was almost impossible to select first) is anyone's guess, but no doubt it was mentioned in their salesman's guide on how to sell a Falcon against an 1800.

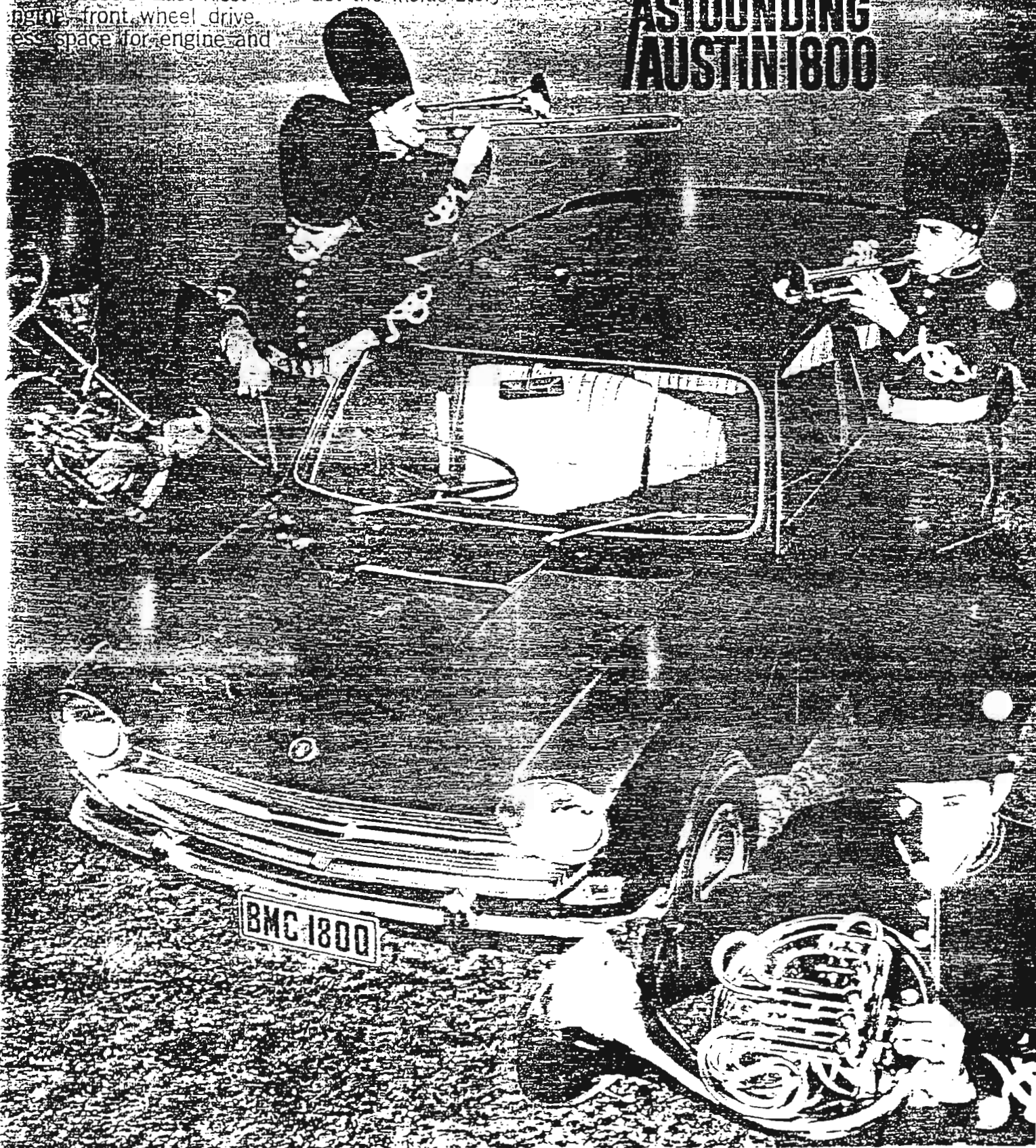
BANDWAGON SPACE



in true compact dimensions

leg space. Shoulder space. transmission, more space for Car of the Century — the BMC
head space. With Austin 1800 you. Bonus extras: disc Safety Drive Austin 1800.
you get more than any car brakes, radial ply tyres, better At your BMC dealer now.
Baird's size. Secret is handling, greater safety. \$2365 (€1182/10/-) incl. tax
Austin 1800's East-West Get the inside story on the

ASTOUNDING AUSTIN 1800



WANGARATTA

ACCOMMODATION

MOTELS

****WANGARATTA GATEWAY 29 Ryley St (Hume Hwy)	Phone 057-218399. 60 units \$80-\$88
***ADVANCED Hume Hwy, 1km Nth of PO	057-219100. 25 units \$67-\$102
***HERMITAGE MOTOR INN. Cnr Mackay & Cusack Sts. 900m S of PO	057-217444. 18 units \$72-\$79
***WARBY LODGE MOTOR INN 55 Ryley St (Hume Hwy). 600m S of PO	057-218433. 30 units \$55-\$85
***EL-PORTEGO 52 Ryley St (Hume Hwy) . 700m S of. PO	057-216388. 17 units \$54-\$73
***MERRIWA PARK, 56 Ryley St (Hume Hwy) 600m S of PO	057-215655. 28 units \$62-\$72
10 one & two bedroom serviced apartments \$75-\$90	
***WANGARATTA MOTOR INN. Cnr Ovens & Roy St. 1km S of PO	057-215488. 36 Units \$58-\$62
***CENTRAL WANGARATTA. 11 Ely St. 300m S of PO	057-212188. 10 units \$48-\$58
***MILLERS COTTAGE. Cnr Ovens & Hume Hwy. 600m N of PO	057-215755. 15 units \$44-\$60
***WANGARATTA NORTH FAMILY. Hume Hwy, 5km N of PO	057-212624. 12 units \$46-\$65
BILLABONG, 12 Chisholm St, 300m S of PO	057-212353. 14 rooms \$35-42
**ROYAL VICTORIA, 25 Faithful St 200m NW of PO	057-215455. 16 units \$45.
15 Hotel rooms \$30	
GLENROWAN	
GLENROWAN KELLY COUNTRY MOTEL. Hume Hwy 15km	057-662202. 8 units \$42-\$47
MILAWA	
MILAWA LODGE Snow Rd MILAWA	057-273326. 10 units \$60-\$70

IOTELS

PINSENT HOTEL. 24 Reid St 200m W of PO	057-212183. 11 rooms \$40
ALBION HOTEL. Murphy St	057-212191. 12 rooms \$
NORTH EASTERN HOTEL. 1 Spearing St	057-213741. 4 rooms \$

GUEST HOUSES (B & B)

JOYS B & B. 4 Moira Cr	057-213556. 1 room \$55.
QUAMBI B & B. Yarrowonga Road. 11km NE of PO	057-269291. 3 rooms \$95-105

(Editors note; to my knowledge, we already have 6 members
 booked in at North Cedars Caravan Park Hume Highway, Wangaratta
 057 215 230 3 1/2 stars)



Austins Over Australia

CELEBRATING 90 YEARS OF AUSTIN

WANGARATTA - EASTER 1995

14th - 17th April, 1995

~ ENTRY FORM ~



Enjoy a variety of leisurely weekend outings, or just attend the
"Cavalcade of Austins" - Easter Sunday, at Wangaratta

Forward entry form & fee to: ***Austins Over Australia***
Rally Treasurer,
Bill Rees,
P.O. Box 51,
Bundoora, Vic 3083

plan to be there!

AUSTINS OVER AUSTRALIA

Wangaratta

Easter

14th - 17th April, 1995

WHAT IS IT ALL ABOUT?

The Austin A40 Car Club of Australia Inc. (Vic.) is hosting the bi-annual National Rally "**Austins Over Australia**". All Austin owners, from veteran to modern classic are cordially invited.

The Easter weekend will be an opportunity to revel in motoring experiences of the popular British marque with enthusiasts from all over Australia. No Austin owner should miss it.

BRIEFLY, THE PROPOSED PROGRAMME :

Good Friday 14th April - Throughout day entrants will be welcomed by members of the rally committee at Wareena Park, Wangaratta. Light refreshments will be provided.

Saturday 15th April - Morning assembly to meet other participants and view their Austins. Tour to Beechworth. Evening function.

Sunday 16th April - Visit to the Air Museum. Afternoon assembly for "**Cavalcade of Austins**". Evening function.

Monday 17th April - Farewell to entrants homeward bound or optional Winery Tour for those able to stay longer.

ACCOMMODATION

Enclosed is an accommodation guide of the Wangaratta area. The variety ranges from camping, on-site vans, hotels to luxury motels. **It is your responsibility to arrange for your own accommodation.** As Easter is a popular time for travelling it is advisable to organise your accommodation as soon as possible.

REGISTRATION FEE

The rally registration fee is \$40.00 and is payable by **15th February 1995** to enable organisation of the rally book and finalise numbers for all activities. Late entries may be accepted with a \$10.00 surcharge, however arrangements to attend some functions may not be possible. The fee includes a rally pack (in a vinyl carry bag), and the "Austins Over Australia" grill badge. Cancellation fee of \$10.00 will be deducted prior to this date, no refunds after the date.

Rally windcheaters, polo shirts, cloth patches and extra enamel badges will be on sale at the rally.

The Committee looks forward to your company at Wangaratta. Full details of all aspects and costs of the activities of the rally will be sent in future correspondence



Adam Francis, Rally Director, 16 Barnett Grove, Noble Park, 3174 Vic.
Ph: (03) 547 8513

plan to be there!

AUSTINS OVER AUSTRALIA

ENTRY FORM

Entrant's Name: _____ Phone No: Home: () _____

Address: _____ Bus: () _____

Post Code: _____

Club Representing: _____

Vehicle Model: _____ Year: _____

Body Style: _____ Colour: _____ Reg. No: _____

Special features: _____

Number of Passengers: Adults: _____ Children (under twelve): _____

State any special requirements that we may be able to you assist with: _____

A souvenir spiral bound book is to be compiled of the rally programme with details of events, information on Austins and a list of entrants. We would like a clear photograph of your entry and if possible lots of information about the vehicle, regarding it's acquisition, restoration, achievements and any interesting stories about it for the Rally Book.

Please forward your entry fee of **\$40.00** payable to the "Austins Over Australia Committee" by the **15th February 1995** to:

Austins Over Australia
Rally Treasurer - Mr. Bill Rees
PO Box 51
BUNDOORA, Vic. 3083

IMPORTANT P.T.O.

Committee only:

Mail Book: Register of Entries: Cash Book: Rally Book Entry: Receipt Sent:

_____ Reg. No: _____

AUSTINS OVER AUSTRALIA

14th to 17th April 1994

CONDITIONS OF ENTRY

The vehicle I will be driving during the "Austins Over Australia" Rally will be on full registration or club plates (unless trailered to the event and used for static display)

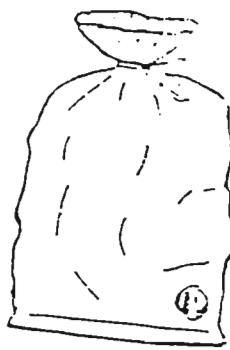
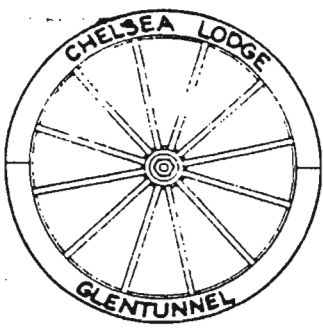
As an entrant in the 1995 "Austins Over Australia" Rally I certify that the above vehicle is covered by my own Third Party Insurance and hereby release the "Austins Over Australia" Committee from all liability for any loss or damage to the vehicle, parts, accessories or personal effects.

The entrant and passengers hereby waive the right of action at law against the "Austins Over Australia" Committee, any delegated assistant during the event or the Austin A40 Car Club of Australia Inc.

I _____ am the legal owner of

*Signed: _____

* **Note:** Application to enter the "Austins Over Australia" Rally will not be accepted unless this declaration is signed, thank you for your cooperation.



Chelsea Lodge
Glentunnel
Canterbury
Phone 786 Glentunnel

031-88-70

I have had a **suicide** knob put on the steering wheel of my 1800 (instead of a power steering conversion) and I find it helps a lot, especially with quick turning, and parking.

Elaine(Sore Arms) Smith.

Birdsville

All members are well and truly were in New South Wales at the end of October each year, the British Motor Club's get together for their big ALL BRITISH DISPLAY DAY. This year the loyal set off from North Devon for Altona. On this last display day, two of our Goulburn members, (Trisha and Bert JAMES) woke early, packed the car full of nice hot water, the ash was full of all the days requirements, Willicott (1800 MB11) was all polished up and fueled and away they went down the Hume Highway with just that one thing in mind,

ONE LITTLE LITTLE LITTLE LITTLE LITTLE LITTLE 1800.

Now the story goes that morning went well, lunch was lovely too, it was they always take extra in case other 1800 enthusiasts turn up without a 1800, but a 1800 of 1800.

By 11, looking the last of the day, Trisha and Bert when they turned up after 600 or more miles to find that theirs was the only 1800 on display, in fact, theirs was the only Austin on display, in fact, THEIRS WAS THE ONLY ONE THERE!!!!

Seems they picked the wrong Sunday.
Therefore this day will go down in history as the British Display Day that Wasn't...

A little bird

SALE NOTICE

Bonded rear **brake shoes** new complete set \$40 Hans Pedersen 03 723 4838

Rear **special tuning** Girling rivited brake linings new \$30 a set H Pedersen 03 723 4838

Metric **speedo transfer** for 1800 new \$10 Hans Pedersen 03 723 4838

New **over riders** \$20 each " " " "

Mk 11 Manual 1800 1970 Blue/ blue/ blue E.C. Registered and Roadworthy.
Peter Ablett 03 800 1287

Kari Trajer 03 509 7412 Mk 1 1800 Auto G.C. White/ red Offers 03 509 7412

New 1800 grille badge. Also new Tasman Kimberly metal badges new. Plus 1800 piston rings (Standard and oversize) \$120 a set. **Paul Corey** 10 Craiglea Gardens Carlingford S.W. 2118 02 871 7647

1966 **Mk 1 1800** Manual Grey/ Red One owner John Morris of Mooroolbark (Melbourne)
03 720 5570 \$200 for the car and \$100 for the heaps of spares

Morris 1100 1965 one family since new 70,000 miles 11 months reg Excellent condition \$1 250 White 03 801 1831

1800- 26,000 miles No further details known Trudy Smith 03 819 8000

Mk 1 1967 Manual Green/ Red New paint, new clutch R.W.C. and Reg.
Debre Powell 03 481 4868

Mk 1 1966 Manual White/ Green Good Condition Trevor Low 051 749 516

To bolt straight onto an 1800 55 **amp** alternator \$190, 80 **amp** over 2,000 rpm) \$219
Jacks Auto Electrical Service 10 Balcome Road, Mentone Vic 03 585 0326

1800 **Mk 11 Ute**. The first Mk 11 auto produced. Over \$12,000 spent on ground up restoration, including rebuilt transmission \$5,000.

George Hulley 46 McMillan Road, Narooma 044 762 114. Willing to swap for 1985 Suzuki 4 x4 (or similar)

Austin Maxi 1973 H.L. Dark blue Needs work **Free** 08 374 2920

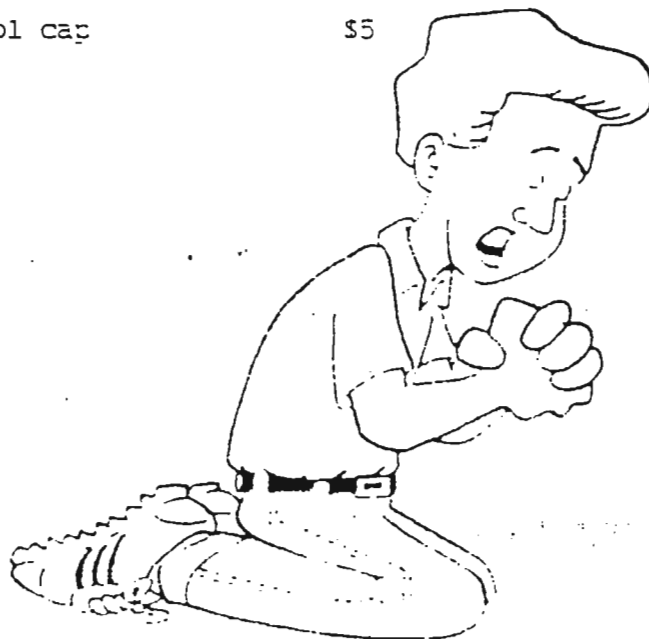
x Austin 1800 Mk 1 & Mk 11 Both cars in going order plus boxes of spares
\$500 the lot Keith Mc Craine 067 22 4091

Mk 11 Auto Excellent condition off white/ red, new tyres, 8 months reg. and absolutely original. \$1,500 Andrew Downing b.h. 044 293 288 a.h. 044 416 497 or Mike Wells b.h. 044 415 877 a.h. 044 416 937 or Cathy Downing 042 963 097

2 X Mk 11 1800 Utes. Offers to Pat Farrell 03 762 4457

Main bearing set(Standard)	Suit Austin A 50/ 55	\$25
Rear stop light lens new	Suit Austin A 50/ 90	\$5
Austin 1800 Mk 11 boot badge		\$5
Ford XE Falcon number plate lamp & petrol cap		\$5
Peter Jones	075 74 8293	

WISH LIST



Pat Farrell wants either a Wolsley 18/85 or six. Sensible offers invited 03 762 4457

Graham Anderson is looking for a manual Tasman or Kimberly 02 816 3389

MONEY MATTERS

And now for the news that everyone is waiting for!

Club fees become payable 30/6/94

When remitting your \$27 to 22 Davison Street, Mitcham 3132 Vic, could I please have an update on your 'fleet', for publication in the newsletter ?

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

STOP PRESS

STOP PRESS

STOP PRESS

STOP PRESS

We have been invited to amalgamate (which is a polite way of saying take over) the failing, but financially very sound Austin Motor Vehicle Club of Victoria.

The big advantage to us is a boost in memberships by about 30, with the only change in our club being a page or 2 in the newsletter about lesser Austins.

Our committee strongly recommends this merger, as does the A.M.V.C. committee.

The full membership of both clubs must approve the merger, for it to proceed.

Details can be discussed with either Pat Farrell, or Daryl Stephens. Questions about the constitution should be directed to Hans Pedersen.

Please complete the voting slip and return it to Daryl Stephens 22 Davison St Mitcham 3132 Vic. by 15/6/94

I am/ am not in favour of amalgamating with the A.M.V.C.

Signed

Name

No Longer Wanted

1970 Mk 11 1800 Auto White/ ? 134,000 miles GC \$700 Bev Kennedy
03 347 2746(Melbourne)

Mk 11 1800 Man White rebuilt engine with twin S.I.s re upholstered
Excellent conditior 06 259 1927 Sensible offers Denis Harvey

Ray Walker 03 781 1662 2 1800s \$600 The lot

Mk 11 1800 Auto 65,500 Miles White/ Black GC Sydney 02 449 6006 \$2500

July 1969 Mk 11 1800 Green/ Green 2 owners No rust NO POWER UNIT
Rick Hopkins \$300 Firm Via Tricia Jarrett 048 218 547

Austin 1800 Man 1967 Mk 1 resprayed with enamel and re clutches
10 months reg \$1.00 Debre Powell 03 362 3271

TIDY UP AUCTION

Saturday 14th May 1994, 10.30 a.m.

OF NEW & USED PARTS ACCUMULATED OVER 40 YEARS

J. LUFF & SON, WEST ST., CUNDAGAI

Car parts — Mainly Austin, Morris, Leyland
Some Landrover and Tractor parts
Small electric compressor
Enamel garage sign
Atlantic tube oil dispensing cabinet
Large B.M.C. illuminated sign
Power hack saw
Pipe vice on stand
2 compressor pumps
Old parts books, hand books and workshop manuals
Assorted hub caps, wheel trims, lights, badges, mascots etc.
Some old workshop equipment
New oil and fuel filters
Large quantity new assorted engine valves
Side valve Ford crankshaft bearings
New Lucas lenses
Magnetos
Gasket sets
Oil seals and gages
Exhaust pipes
Small quantity M.G. parts
Chainsaw parts
Small motor parts — new and used
Petrol powered drag saw
Large quantity Mini parts, including 1 complete 850 motor
1 short motor for Mini Matic
1 Morris 850 Mini — unregistered
Other Mini blocks, etc.
5 H. lawnmowers
Old wheels — 1930-1940
Bonnet, doors and grille — A40 Farina
Boot lids — Morris Minor and Minor 1000
New Honda motor bike parts
Assorted Windscreens
Vintage radiators and surrounds
Vintage mechanical floor jacks
Scrap steel
2 old Austin motors and gearboxes, 7 or 8 h.p.
"Servex 1500" old style wheel aligner
Old Atco barre-type petrol mower
Old stationary engine — complete
Some mudguards, tubs, fittings — 1920-30
Leyland service tools
Hydramatic suspension pump

VARIOUS OTHER BITS AND PIECES — SOMETHING FOR EVERYBODY

For more information contact -

LANDCRAB OWNERS CLUB OF AUSTRALASIA, INCORPORATED

22 DAVISON STREET, MITCHAM. 3132

873 3038



FROM .Daryl.Stephens.....
TO .All.club.members.....
REFERENCE .Austin&.over.Australia.next Easter
DATE .25/4/93.....

A call to Wangarratta this morning to check out the availability of accomodation for next Easter has revealed that the place is filling **fast**.

Some members consequently booked themselves in at **North Cedar caravan Park** hume Highway, Wangarratta (3 KM north of GPO) o57 215 230

Deposits of \$30 are required for cabin vans and \$10 for powered caravan/ tent sites.

The purpose of this letter is to say- if you are going, **book yesterday!**

Yours in 1st class motoring

Daryl Stephens

LANDCRAB

The Landcrab Owners club of A/sia, Inc.

Work on your own?
Hate making Decisions?

Then ***HOLD A MEETING***

You can see other people:

Sleep in Peace.

Offload Decisions,

Draw Flowcharts,

Feel Important

and Impress your Colleagues,



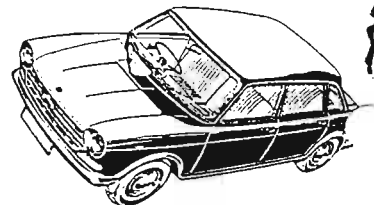
ALL IN WORK TIME.

MEETINGS

The Practical
Alternative to
WORK

Stephen Knox
2 Northam Road
Wantirna 3156
Vic

03 720 2472 Mk 11 Man



David Ealey
19 Hendersonhill Road
Silvan 3795
Vic

03 737 9235 Mk 11 Man Ute

David was formerly service manager at Melbourne's most reputable B.M.C. dealer,
Heads of Muuumbena.

Call David

(03) 737 9235

R & D MOTORS

All Auto Mechanical Repairs

Leyland/BMC Specialist
Leyland/BMC Secondhand Parts

19 Henderson Hill Road,
Silvan, Vic., 3795.

Rae & David Ealey

*Rosedown Boarding
Cattery*

Individual Pens - No Cages
Long-term Boarding Facilities
Vet on Call

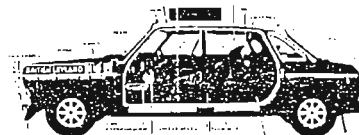
Hours - 9am - 5pm (Closed Tuesdays)

19 Henderson Hill Road
Silvan Vic 3795

Rae & David Ealey
Ph: (03) 737 9235

Stuart Ratcliffe
212 Castle Hill Road
West Pennant Hills 2125
N.S.W.

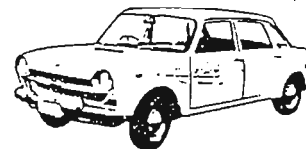
02 899 1690 Rally Car



Stuart has a replica of the Evan Green/ Jack Murray London to Sydney car SMO 227

Denise Cowan
8/31 Kyanza Street
Woodridge 4114
Q.L.D.

07 208 3287 Mk 1 Man



Bruce Summerell
Verona Road
Quaama Via Bega 2550
N.S.W.

Mk 1 Man Ute

This Ute has Mag wheels (Globe Rally Master?) Tacho, Oil Pressure & Water Temp
Guages. Is currently under restoration

Dick Stapleton
11 Cooba Court
Shailer Park 4128
Q.L.D.

Mk 1 1800 Man.

EDITORIAL

I am still in a state of shock! Last Sunday night at Church, a car came through the front wall, during the offering.

Apparently, it was due for a service!

A big **thankyou** to those people who have already renewed their subscriptions. When re inrollments arrive early, the committee takes it as a vote of confidence.

Also, a big **thankyou** to those who took the trouble to vote, re amalgamating with the **Austin Motor Vehicle Club** of Victoria. We are unanimously in favour of the planned merger.

We have formally written to the A.M.V.C. advising of our willingness for the merger to proceed. The full membership of the A.M.V.C. will be voting on the subject a.s.a.p. Delays have been encountered due to insufficient members at meetings to have a quorum.

Watch this space!

Deadlines - submissions - 25th even month
posted - 25 th odd month

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.

LET THE WIND BLOW FREE

Paul Nichols 03 752 1489 has discovered that our cars have 5 teeth on the pinnion which drives the steering rack, which gives us 3.8. steering wheel turns lock to lock

Mk 1 English examples had 4 teeth and 4.5. turns lock to lock.

Quick racks were used on rally cars, and had 6 teeth on the pinnion, giving 3.1. turns lock to lock

A quick rack pinnion has fallen off the back of a truck and landed on Pauls front lawn. He is now endeavouring to have a few re manufactured, using the original as a template.

Enquiries to Paul.

Brian Burbridge has recently come across several cars with **grease** instead of oil in the rack and pinnion steering. The grease does not get completely into the system, with subsequent high wear rates.

UNPAID VOLUTEERS

President; Pat Farrell

4 Wayne Avenue,

Boronia 3155

Vic.

03 762 4457

Fax. 03 543 8675

Editor; Daryl Stephens

22 Davison Street

Mitcham 3132

Vic.

03 873 3038

Data Base; Peter Jones

4 Yarandin Court,

Worongary 4213

Q.L.D.

Public Officer; Ken Patience

149 Brees Road,

Keilor East, 3033

Vic.

03 337 4661

Printer; Richard Locke

31 Sunways Avenue

7 Mile Beach

Tasmania 7170

002 486 765



TREASURES REPORT

Cash at Bank as at 30/6/93	By Daryl Stephens	\$180-54
Receipts for year(including Bank interest, less Bank and Government charges)		\$1,853-54
Expenses; Club video	\$ 75-00	
photo copies	83-10	
postages	808-99	
printing	265-00	
phone	254-10	
envelopes	73-58	
paper products	61-00	
address labels	31-00	
stapler	69-50	
photo copier	230-00	
toner for above	88-00	
		\$2,039-27

Cash at Bank as at 30/6/94 \$5-19 od

Assets; Smith Corona XL 2700 Spell Right Electric Type Writer
Heavy duty stapler
Xerox 3107 photo copier(an old boiler- no where near newsletter
quality- but invaluable for secretaries work)
Video -Pat Farrell is custodian

MIXED RECEPTION By Chris Pedersen

When my husband and I were still engaged, we went to a dinner-dance in a new clubhouse. During dinner, he whispered to me that he had split his trousers. I told him not to worry - I had a needle and thread in my bag.

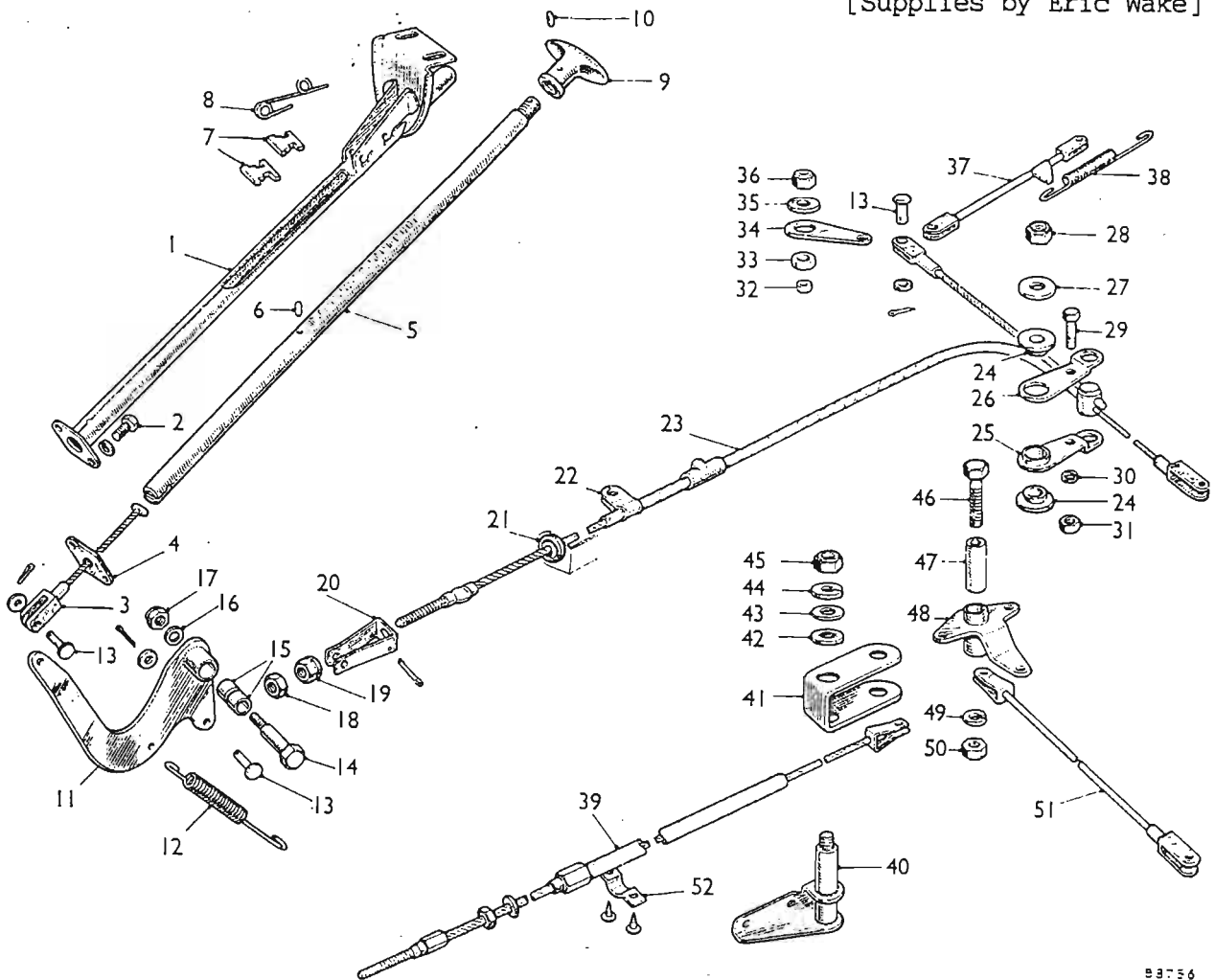
After explaining the situation to one of the staff, we were ushered into a large empty women's room which had doors to toilets all along one wall. As I started to sew up my fiancé's trousers, he stood watching, dressed in jacket, shirt-tails, underpants and, being colourblind, one blue and one green sock.

Suddenly, there was the chatter of women's voices approaching the room. I opened the nearest door, pushed my fiancé through it and stood protectively against the door as I continued to sew up his trousers. A group of women entered the room, and I felt my fiancé pushing from behind the door.

Holding it closed, I whispered, "Cool it!" But there was more pushing so I hissed, "They're still here!" Then came my fiancé's voice: "It's got to be better on your side - you've pushed me into the middle of a wedding reception!"

HAND BRAKE COMPONENTS

[Supplies by Eric Wake]



No. Description

1. Control body.
2. Screw—control to dash.
3. Control cable.
4. Joint washer.
5. Pull rod.
6. Pin—pull rod.
7. Pawls.
8. Spring—pawl pressure.
9. Tee handle.
10. Pin—handle.
11. Intermediate lever assembly.
12. Tension spring.
13. Clevis pin assemblies.
14. Pivot pin.
15. Bushes.
16. Plain washer.
17. Locknut.
18. Locknut.

No. Description

19. Adjusting nut (use with split pin).
20. Fork.
21. Grommet—cable guide.
22. Clip—cable to floor.
23. Cable—intermediate to relay lever.
24. Bush.
25. Compensator lever—bottom.
26. Compensator lever—top.
27. Plain washer.
28. Locknut.
29. Bolt.
30. Spring washer.
31. Nut.
32. Distance piece.
33. Bush.
34. Relay lever.
35. Plain washer.
36. Locknut.

No. Description

37. Brake rod.
38. Return spring.
39. Cable—intermediate to relay lever.
40. Pivot assembly—handle brake compensator.
41. Bracket.
42. Anti-rattle washer.
43. Plain.
44. Spring washer.
45. Nut.
46. Bolt.
47. Distance tube.
48. Compensating lever.
49. Spring washer.
50. Nut.
51. Cable right- or left-hand.
52. Clip—cable to floor.

Items 39–52 Hand brake cable and compensator assembly
From A17S-042816A, M17S-000671A.

For members viewing pleasure For MK II

LIGHTER STEERING??

[By Daryl Stephens]

Mk 1	Early Mk 11	Later Mk 11(Body 4928 Man 3690 Auto;Man Ute 1317 Auto Ute 591	X6(A11)
Caster	1/4° pos.	3° neg.	1 1/2° pos
Camber	1 1/2° pos	1 1/2° pos	1° pos
Toe in	1/8"	1/8"	1/8"

As can be seen from the table, the magor difference between the front end angles on our vehicles appears to be the caster . (I am informed by people who know about these things, that the 3° negative on the early Mk 11 1800 s caused tyre scrub when pressing on, and to strong self centering)

From the workshop manual. " Should a check of steering geometry reveal a condition of negative caster in excess of 3° negative, new shorter front suspension tie rods may be fitted in pairs. A condition of excess caster could produce a tendency for the vehicle to **pull to one side** during heavy breaking. The shorter tie rods can be identified by the part number **AYH 4289** stamped on the folk end. Fitting these tie rods will have the effect of reducing the caster by approximately 2° "

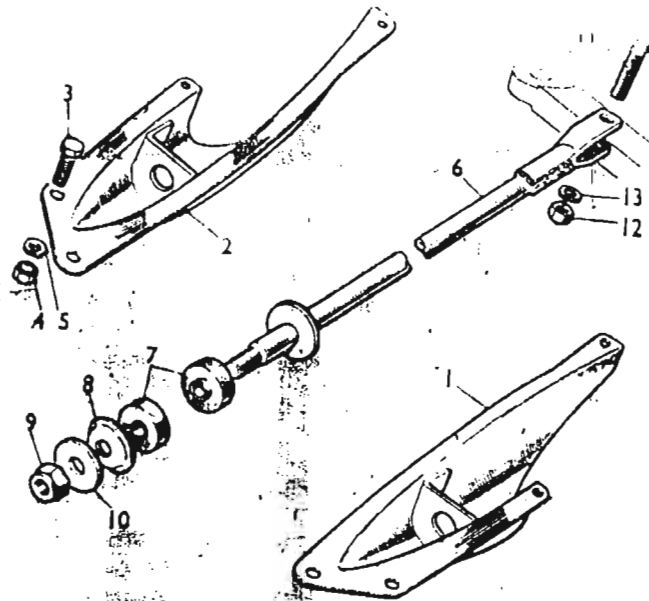


Fig. N15
The tie-rod and brackets

Since the tie rods control the caster, and the caster difference between the Mk 1 s and late Mk 11s/X6 s is probably the reason for the lighter steering, the Mk 1 is about to have an adjustment. A adjusting thread is about to be welded into the tie rods. Technical articles by those who have performed this adjustment are most welcome.

For comparison with the Australian front end, the English specs are listed below. The Mk 111 is not included, because I do not have it!

	mk 1	Mk 11	Later mk 11	power steering
Caster	1/4° pos	2° pos	3° neg.	2° pos
camber	1 1/2° pos	1 1/2° pos	1 1/2° pos	2° pos

Toe in of 1/8" was common to all species.

AUSTIN TASMAN UTE

By Peter Jones

During prototype testing of the Austin Kimberly/ Tasman range of sedans, B.M.C. Australia also produced two Tasman utes.(Pick ups)

One of these utes was written off very early in its life, because it was used for crash barrier testing at Ford Australia test grounds in Victoria, and of course it passed the test. The other ute was registered for road use, and was used by Leyland Australia in their Sydney factory at Enfield until the factory was closed during the 1980s, when the vehicle was sold off.

The Tasman ute was due to be released at the same time as the Kimberley/Tasman sedans, but was dropped from production before any more models were made. The first issue of the factory workshop manual(and possibly the handbook) showed a picture of the ute. It is most likely that these books were never released to the public, although most likely a few did escape.(I know of one but where it is now, who knows?)

The Tasman ute used the body(rear ward of the 'R' pillar) as the 1800 ute, but of course it used the Tasman trim and doof handles. From the 'R' pillar forward the ute used standard Tasman parts, including the 'E' series 2200 cc six cyclinder engine and transmission driving the front wheels.



HIGH PERFORMANCE
PRODUCTS (03) 723 4838

A Division of Dansk Design Pty Ltd
ACN 050 195 009



MAILBAG

Paul Greasley
8 Palmerston Street
Kalgoorie 6430
W.A. 090 911 208

At present, I own 2 1800 s. A mk 1 in need of restoration, and a mk 11 which I have recently painted two tone 'hammer finish' (Gasp Shock Horror). Above the strip is silver and below gunmetal.. Looks OK.

If any members are travelling east- west, drop me a line- I may be able to assist with accomodation and/ or parts.

Peter Jones
4 Yarandin Court
Worongary 4213
Q.L.D.



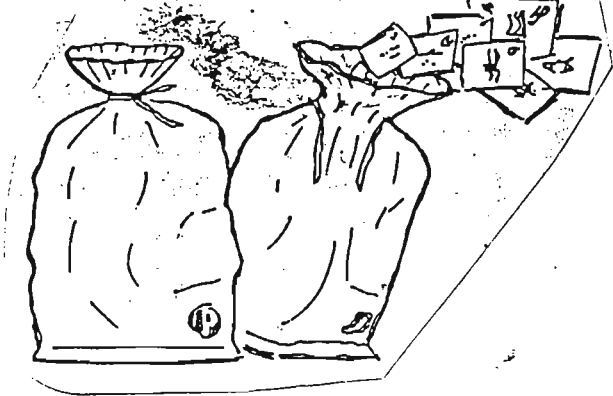
Our Austin 1800 was purchased on 16 th August, 1973, after receiving a favourable report from the N.R.M.A. It was a one owner vehicle(this was confirmed by the department of transport) and had only done 19.268 miles.

For the first four years of ownership it was used as everyday transport, as well as one trip to Adelaide and back via the Snowy Mountains. During the trip, several problems were encountered including a sized distributor and a broken speedo cable both on the Hey Plains.

During January 1977 a second 1800 was purchased to use for my daily 70 mile return trip to work. This way my first 1800 could be preserved as a good family car. The second 1800 was scrapped for parts, being replaced by a HT Holden ute.

In 1980 with a family on the way the ute was traded for a Kingswood and the Austin went into retirement to be used as a club car with the Austin M.V.C.(N.S.W.). For the next 10 years the 1800 was used and displayed on club runs and Sydney,s British display day.

Since moving to Queensland the 1800 has had very little use, but I hope to reverse this soon. At present the ODO reads 83,750 miles. The 1800 is standard but has been fitted with many period accessories including Alloy Rocker Cover, Sports Steering (ex BMC Comps) and full instrumentation



P.O. Box 51

TARALGA 2580

Hi Daryl,

Must admit to already getting quite excited at the trip to Wangaratta, 1995 for A over A. Do you think that in the month to come that you might include in the newsletter that we at good old Goulburn will definately be making the journey and that any other members from the Sydney or Canberra districts might lik to do the journey along with us. We intend to depart Goulburn on the morning of Thursday, 13th April and motor that night to Albury and then into Wang on the Friday. We will leave Wang on the arvo of the Sunday and head home. I just figure there is safety in numbers, plus we should be able to overcome any breakdowns if there are those members not so conversant with the 1800. We intend to take care of our own bookings at Caravan Parks and therefore it would be helpful for all concerned if those wishing to travel in tandem with us could let us know early. By the way, we intend to stay in Goulburn till after Easter 1995 when we will be again travelling the country, therefore, if anyone desires any bits and pieces, they might like to contact me and I'll do my best to help out. Currently wrecking three!

Best wishes & Regards

Rick Hopkins.

Any takers for the Rally might like to contact Rick or Helena through Tricia Jarrett on 048 218 547

NOTES ON INSTALLING A TWO SPEED HEATER IN AN AUSTIN 1800

By Keith G Douglas

A two speed heater operated from a two speed position rocker switch can be installed into an Austin 1800 (MK11) in such a way that it resembles original equipment by incorporating parts from an Austin Kimberley.

A description of the components needed is:

	1800 (MK11)	Kimberley
Complete heater unit	Discard	Use
Headlight or wiper switch	*	
Heater switch		*
Wiring		*

(a) **Complete Heater Unit**

The heater unit in the Kimberley is almost identical to the 1800 except for:

- (i) the moulded heater casing where the heater motor is installed extends out about another 25mm.
- (ii) there is an additional air outlet on the top half of the moulded casing.

(b) **Headlight on wiper switch**

The 1800 headlight or wiper switch (rocker type) is disassembled and only the switch rocker and the casing are used.

(c) **Heater Switch**

The Kimberley has an instrument panel with a speedo, other instruments and a cluster of switches mounted in the panel. The switches are for lights, heater fan, hazard light, windscreen wipers, windscreen washers.


By carefully squeezing the top and bottom extrusions on the switch mechanism it can be pushed forward out of the console.

(d) **New Switch**

The new heater switch is now made from:

the 1800 switch rocker
the 1800 switch casing
the Kimberley switch mechanism

(Note an 1800 light switch does not work)

Carefully remove the narrow Kimberley switch rocker from the Kimberley heater switch and put back on the 1800 switch rocker. The switch assembly is then inserted into the 1800 switch casing. Using emery paper you can rub off the wiper or headlight emblem and using a small engraver put on the fan symbol of 

(e) **Wiring**

The heater wiring together with the plug and socket from the Kimberley are used.

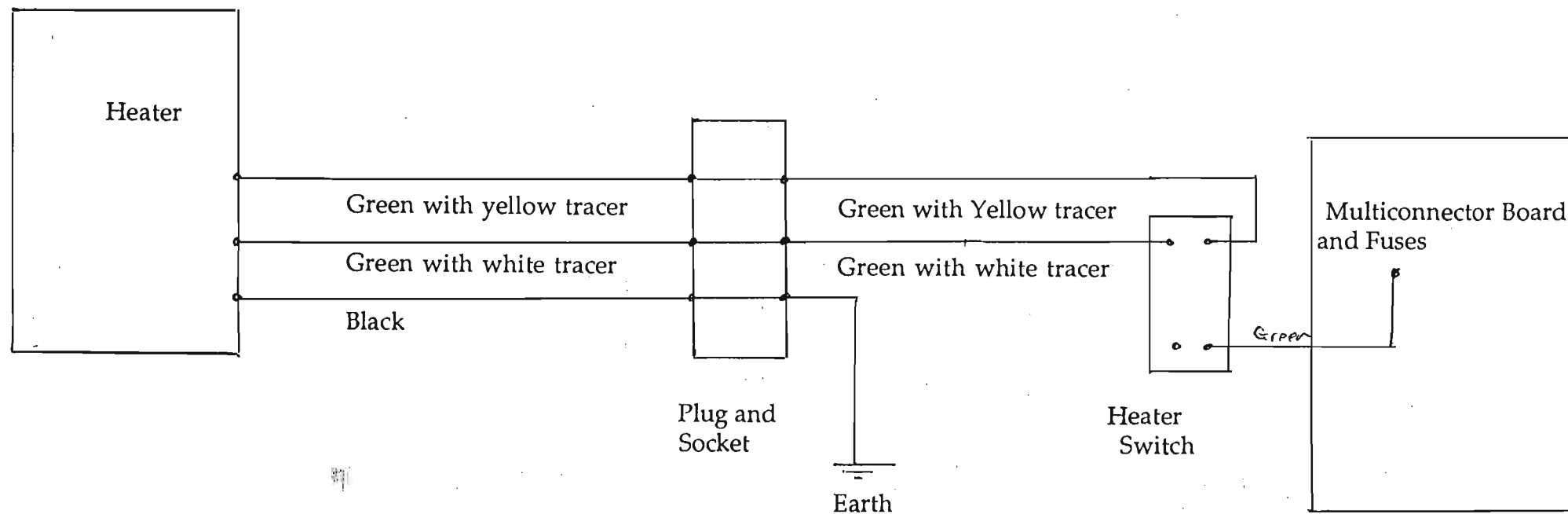
(f) **Wiring diagram**

The wiring diagram is attached as Appendix 1.

(g) **Installation**

- (i) Switch - the switch was installed in a hole cut in the radio and ash tray console just to the right of the ash tray.
- (ii) Heater Unit - the 1800 heater unit was removed and the Kimberley heater unit installed in its place. At the same time the extra air hole in the moulded heater casing was closed off by putting a vegemite jar lid over it and clamping it with a hose clip.
- (iii) attach the wires to the switches etc. as per the wiring diagram as follows:
 - * connect the green wire with yellow tracer which comes from the heater to the top right terminal on the switch (viewed from rear)
 - * connect the green wire with white tracer which comes from the heater to the top left terminal on the switch (viewed from rear)
 - * connect the black wire which comes from the heater to earth
 - * connect the green wire to the multiconnector board and fuses on the same circuit as the other green wires and run it to the lower right terminal on the heater switch.

Appendix 1: 2 Speed Heater



(h) Testing

Turn on the ignition and switch the fan to position 1. This should be low speed. Switch the fan to position 2. This should be high speed. If you have high speed first and low speed next then the green (yellow) and green (white) wires are the wrong way round on the heater switch.

Cooling System

Power is heat! Your fuel tank is full of potential heat energy. Power producing machines merely convert heat from one form to another.

In this instance the fuel (heat) is converted to useful power. Unfortunately, the piston engine is rather inefficient in this regard. In fact, only about one third of the heat produced is actually converted to power, another third is transferred to the cooling system and the remainder exits down the exhaust.

The burning air/fuel mixture can reach around 4000°F (2200°C) during combustion. Some of this heat is transferred to the cylinder head, pistons and cylinder walls - these areas must have an efficient heat transfer path to prevent overheating and subsequent damage. With about 1470°F (800°C) present at the hottest part of the exhaust valve, the valve seat and valve guide have the task of dissipating this heat into the water jacket.

The inlet valve has an easier life due to being cooled by the incoming fuel charge. The pistons and cylinder walls rely on the lubricating oil (as well as the coolant) to transfer heat. An efficient lubrication system has to cope with this heat from both combustion and, of course, due to friction.

Cylinder wall temperatures must be maintained below 500°F (260°C) to avoid breakdown of the lubricating oil film. From the temperatures quoted it can be seen that the temperature gauge on the dashboard doesn't reflect the full temperature picture within an engine. The cooling system and lubrication system must be in good condition if the engine is to give it's best performance.

Heat transfer to the coolant can be drastically impaired by the presence of deposits contaminants and air within the system.

Inspection and Maintenance

A regular check of the coolant level is not the only inspection routine which should be carried out on the cooling system. The following items should also form part of the regular inspection.

Hoses:

Both radiator and heater hoses should be checked for damage and deterioration. Check for leaks, cuts, cracks and swelling of the hoses. Look around the engine compartment for tell-tale signs of coolant leaks. Perhaps small drips of coolant at the hose joints or stains left behind where coolant has leaked out under pressure.

Squeeze the hose between the thumb and forefinger (with the pressure cap released) - the hose should not show signs of cracking or crazing. Nor should it show signs of swelling (or deep indentations where the clips have been fitted). A soft or weak-walled hose can partially collapse at high engine speed due to the frictional drag of the coolant. In severe instances this can block the flow completely. A hose which appears O.K. externally can actually have internal damage. At the annual coolant change time, when the system is drained anyway, the inner lining of the hoses should be examined for internal cracking or swelling by disconnecting at least one end of each hose.

Particular attention should be paid to areas where a hose may come into contact with another part within the engine compartment. This is where the potential exists for the hose (and/or the other part) to wear through.

Usually detected by a shiny spot on the hose. If the interference cannot be easily rectified, it is sometimes possible to fit a 'wear sleeve' by slitting a piece of appropriate sized hose lengthwise and slipping it over the hose at the point of contact. Finally, hoses should be kept clear of oil leaks. (Austin's don't have oil leaks, do they? Ed.)

Hose Clamps:

Should be secure, but not too tight. Over tightened clamps can cut into the hose, particularly if the wire-type clamp is used. Worm-drive clamps are usually considered the better alternative with more even clamping pressure on the hose. If re-using a hose and clamp - make sure that the clamp is refitted in exactly the same position on the hose as previously. The reason for this is that the hose rubber takes up a permanent set (no, this is not referring to the hairdresser Ed.) to conform with the slight inaccuracies of the clamp, and any deviation from the original location will result in uneven compression of the rubber.

Radiator Cap:

Modern cooling systems are designed to be pressurized when hot. This pressure is regulated by the radiator cap, by way of a spring loaded valve. The rubber seal (and seat in the radiator header tank) should be inspected periodically. The rubber seal should not be swollen or distorted and the filler neck seat should be smooth and undistorted. If in doubt about the pressure rating of the cap it should be pressure tested - this is not such a bad idea for new caps either!

Radiator:

Inspect the core, the upper and lower tanks for leaks, preferably under pressure. In the absence of a pressure tester, the next best thing is to run the engine until operating pressure is reached, watching for leaks as the pressure builds up. But be careful, as the coolant will be very hot. Cracks may have appeared in the material through vibration, fatigue or other damage and a fine spray of coolant at or above 212°F (100°C) can be very painful if you end up wearing it.

Ensure the core is clear of bugs, dead insects, oil and mud by pressure hosing in the opposite direction to the usual air movement. However, it must be done with care as the core fins etc. are easily damaged.

Flushing the System:

The cooling system should be flushed every 12 months and fresh coolant added. The usual procedure is to drain the system and refill with water and a cleaning agent. There are several proprietary types of cooling system cleaners available or you may wish to make your own - see: 'Cooling System Cleaner recipe'.

Typically, the water and cleaner are left in the system for a specified time/distance to circulate throughout the engine, radiator etc. then the system is drained and flushed with clean water. Many proprietary cleaners are acid-based therefore a lot of flushing must be carried out afterwards (with non-contaminated water) to prevent further and faster corrosion taking place than before the acid flush.

For maximum effect it is best to use the reverse flushing technique. Remove the top and bottom hoses from the radiator and insert the garden hose into the bottom tank - a cloth, or similar, wrapped around the hose fitting will effect a neat fit. With the hose running full bore until clear water runs from the tank. Next remove the thermostat and direct the fast running hose through the head and block, again until clear water runs from the bottom hose. When everything is re-assembled you are ready to refill the system.

Bleeding the System:

Some cooling systems are prone to creating air locks (i.e. a large air bubble usually trapped at a high point in the system) when the system is refilled. This trapped air should be 'bled' out of the system rather than hoping it will find it's own way to the radiator cap. In fact it is a good idea to bleed every vehicle by removing the water return hose from the heater, run the engine (with the garden hose slowly running into the radiator filler) until the stream from the heater stops bubbling and coughing. TAKE CARE is using ethylene-glycol, or similar, due to it's effect on paintwork. It may be possible to run the heater outlet hose into a suitable container to catch this coolant.

Water Pump:

A leaking water pump may only be evident when the pump is operating and under pressure. Pump bearings and seals must be in good condition to function correctly. Worn bearings affect more than just the noise level. If the pump is removed the vital bit to check is the impeller to body clearance because a few thou. less can do wonders for pump efficiency. Minimum clearance is usually .020" - 0.30" (Most Workshop Manuals list the appropriate clearances.) However, don't go chopping at the impeller unless you are well aware of the cavitation problems which can be created.

Fan Belt:

Improper functioning of the fan belt is probably the single most common reason for overheating. Belt tension should be checked periodically to ensure proper functioning of the water pump and fan. Often the problem is simply a loose belt, causing slip on the pulleys instead of driving them at the appropriate speed. The recommended tension as specified in most Workshop Manuals is usually $\frac{1}{2}$ " - 1" deflection at the longest run between the pulleys.

A good fitting belt will usually stand slightly proud of the pulleys. If the belt is excessively worn, it may skid across the pulley - without providing the desired drive. A belt should be discarded if it is found to be polishing the bottom of the vee pulleys.

Welch (or expansion) Plugs:

Are fitted to the block and/or cylinder head castings. These should be checked for leakage. Being formed from steel sheet these plugs have a tendency to rust around the edges at these

If this is the case, the only satisfactory remedy is replacement, however, it is usually the one at the back of the block/head, and/or the hardest one to get to, that goes first. Isn't that Murphy's law??

Many sizes of welch plugs are available in brass and can be a worthwhile alternative if this material is compatible with the coolant used. Whilst the welch plug is removed it is advisable to have a look and poke around in the coolant passages - sediment tends to settle in the lower areas around the bores, particular attention should be paid to an engine which has been standing without coolant. Any deposits in the coolant passages tend to harden after a while and the recommended procedure is to replace all plugs after a thorough cleaning and scraping operation.

Thermostat:

Believe it or not thermostats are important! Not only to quicken the warm-up time but also to regulate the coolant flow. Remove the thermostat and uneven coolant flow distribution through the cylinder block and head could be the only result. Leading to possible localized hot spots or steam pockets in the system.

A faulty thermostat can be detected by immersing the thermostat in a container of water, then bringing the temperature of the water up (checking with a thermometer). The thermostat should start to open at the prescribed temperature (usually stamped on the thermostat) is reached. The valve should be fully open after a further rise in temperature of approx. 20°F (12°C). Eg. a thermostat marked '82' (ie. 179°F) should be fully open at approx. 94°C (ie. 201°F).

Overheating:

If overheating is being experienced the first item which usually gets the blame is the radiator. This is not necessarily the case because the cooling system consists of, and relies on, many other components. All are inter-related and dependant upon each other component in order to perform efficiently.

The first step in tracking down an overheating problem is to carry out a comprehensive engine tune. Ensure the points gap, plug gap, plug type/grade, valve and ignition timing, valve clearance, compression pressure and fuel mixture are as specified by the manufacturer.

Overheating Cont'd

If the overheating still persists we must pose the following questions: Is the loss of coolant causing the overheating? Or is the overheating causing the loss of coolant? In the former instance, a consistent coolant loss not traceable to either hoses, radiator cap, radiator, water pump or welsh plugs usually points to a leaking head gasket or, worse still, a cracked cylinder head. Either way the leak will put excessive pressure into the cooling system causing the radiator cap off its seat expelling coolant. A minor leak (is there any such thing??) may show up by studying the coolant in the header tank while the engine is running. Bubbles in the coolant will confirm the worst fears. Off with it's head! (??? Ed)

Sometimes leakage will only occur under high cylinder pressure. To test this under actual operating conditions, on the road, attach a long piece of plastic tube to the overflow tube and immerse the other end of the tube in a jar of water. An assistant will be required to hold the jar and watch for bubbles. It is very important to keep the car windows open because any gas coming in will, in effect, be exhaust gas.

If the leak is very bad, a loss of performance and oil in the coolant plus, perhaps, coolant may find it's way into the oil sump. If this is the case, it's definately time to fit a new gasket (and possibly cylinder head) and renew both coolant and oil. Don't forget the oil filter element which will, more than likely, also be contaminated.

If, however, overheating is causing the loss of coolant, this indicates a lack of flow - either coolant or air flow. Possible causes include blocked coolant passages in the cylinder block, cylinder head or radiator tubes. A stuck or faulty thermostat or some restriction to the airflow through the radiator could be another cause. Blocked coolant passages can be caused by debris, corrosion or lime deposits. Reverse flushing of the system would be the first course of action, but in severe cases there may be no alternative to physically cleaning the system.

DEPOSITS

A deposit of metallic oxides (eg iron oxide = RUST) just .012 in. thick will cut heat transfer by up to 40%.

Clean and corrosion-free coolant passages inside the block and cylinder head are of the utmost importance. Don't forget that the engine oil dissipates 20 - 40% of engine heat, so external surfaces of the engine should be free of accumulated oil and mud build-up - especially where oil heat is transferred directly to the passing airstream (eg the engine sump).

Prior to the standard fitment of sealed water pumps, a greasable type was usually fitted (eg to A40's, A70's, etc.) With this type of pump, an excessive amount of grease found its way into the cooling system. This had the advantage of reducing rust formation and corrosion on the pump and other parts. However, this caused heat transfer problems due to the contamination of the coolant. Engineers became aware of this problem and the sealed water pump was introduced. It was also about this time that pressurised cooling systems came into general use.

AIR

Water pump efficiency and heat transfer capacity of the coolant is reduced by the presence of air bubbles in the system. On refilling the system (at the annual coolant change or after a rebuild etc.) air should be bled from the system. The heater is usually a good place to find air trapped and most workshop manuals recommend bleeding the heater before connecting up to the main cooling system.

The cooling system must be kept free of air and/or water leaks and the coolant maintained at the correct level.

Incidentally, the coolant level (on a pressurised system) should only be checked when the engine is cool. If the pressure is released when the system is hot, the coolant is already expanded and when the system is re-sealed it cannot expand any further: In other words, because no further expansion can take place, the boiling point is now 212°F (100°C) whereas a true 13 lb. system would have a boiling point of 251°F (122°C) at sea level. Removing the radiator cap from a hot engine obviously entails other pitfalls than just avoiding the squirts of steam!

Localised boiling or steam pockets are another source of air in the system, although not a common occurrence on a standard vehicle with a pressurised system, can be a bother on modified vehicles. Temperature gauge readings (usually taken at the cylinder head outlet) generally show around 180 - 190°F (92 - 88°C) on a standard 13 lb. system. This allows a generous safety margin when travelling at high altitudes and takes into account the possibility of local hot spots above combustion chambers at the opposite end of the cylinder head.

COOLANT

Controlling the neutrality of water is best left to a cooling system inhibitor which has the task of raising or lowering the PH (Power of Hydrogen) factor of the water. The PH of water can vary from tap to tap in a large city and the average PH can vary from State to State. We are led to believe Melbourne's PH generally varies between PH6 to PH8.

Water will have the least effect on virgin metal if it has PH7. A high PH, such as PH8, can introduce scale and alkaline deposits in the cooling system, whereas a low PH, such as PH5, will not combat rust and corrosion.

INHIBITORS

As mentioned above, the cooling system should contain an inhibitor. In years gone by, soluble oil was often used as water pump lubricant and rust inhibitor. Soluble oil, which turns water a milky colour, should never be used in the cooling system. A 2% concentration of soluble oil can increase the cylinder head deck temperature by around 10% due to the reduced heat transfer efficiency of the coolant. Incidentally, a popular radiator stop leak additive contains a high proportion of soluble oil.

Cooling system sealers or stop leak of any description should only be used in an emergency to get you home.

Then, as soon as possible, it should be flushed out and the cause of the leak rectified. Stop leak additives usually contain particles which shrink to 80% of their natural size on contact with water. Subsequent contact with air and the particles tend to resume their natural size thereby stopping the leak, and any other small passages where air may be present.

The function of an effective inhibitor is to plate the whole of the system with a microscopically thin layer to stop corrosion. Inhibitors should be flushed and renewed every 12 months as the inhibitor eventually gets used up. When low concentrations are reached some inhibitors actually corrode the metal many times faster than if the system was unprotected.

The most commonly used inhibitors are of the chromate or non-chromate type. Chromate type inhibitors (ie sodium chromate and potassium dichromate) should be handled with care as they are toxic. They cannot be used with an anti-freeze. The non-chromate type (borates, nitrates and nitrites) provide protection in either water or water and anti-freeze systems.

ANTI-FREEZE

Ethylene glycol base anti-freeze can be used in most engines (take care when handling this substance near paintwork). With today's anti-rust, anti-boil, anti-freeze, anti-anything-that-can-go-wrong glycol based coolants, heat is absorbed and transferred faster than with water alone. A concentration of 30% glycol with 70% water is usually considered adequate providing freeze protection below 10°F (-12°F). Lower concentrations may need additional corrosion protection (depending on the brand used).

Higher concentrations can be used for further freeze protection, however, heat transfer will be adversely affected if more than two-thirds ethylene glycol are used.

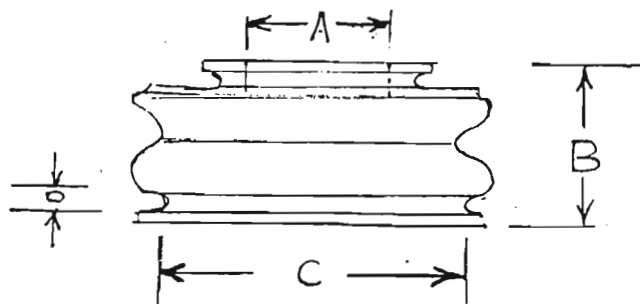
Once you have settled on a good brand of anti-freeze, stick with it! Other types - although equally as effective - may not necessarily be compatible due to slightly different chemical formulae. Engines with alloy components exposed to

the coolant require particular attention and good results have been recorded by Rolls-Royce. Range Rover etc. with a coolant marketed by J.R.A. as SQ36.

Methyl alcohol base anti-freeze is not to be recommended due to it's low boiling point and the adverse affects on the water pump seals and cooling system hoses.

HANS PEDERSEN

RUFF ANUFF



A = $\frac{3}{4}$ " (19 mm) DIA.

B = $\frac{7}{8}$ " (22.5 mm) High.

C = $1\frac{1}{2}$ " (38 mm) DIA.

D = $\frac{1}{8}$ " (3 mm) wide

SUITABLE EQUIVALENT:

LANDROVER, STEERING
NUCKLE/BALL COVER.

LANDROVER PART N^o R 214649

Neoprene Boot. Suspension Ball Joint
AUSTIN 1800

(Supplied by Ken Patience)

SALE NOTICE

MK 1 1800 Auto Cracked head **Jim Duffin** 052 788373 (Geelong) \$100

MK 11 Kimberly **Manual** Deceased Estate Green/Brown **28,000 miles**

John Hefferman 059 411 014 Pakenham Vic \$3,500.

Andies Quick Pik Broadmedows Vic Have an 1800 **Ute** which would be an easy restoration.

Mk 11 Kimberly **Auto** \$400 03 885 2089

Mk 11 Kimberly **Auto** One owner 80,000 almost as new condition Leaking transmission 3 digit offers to **Pat Farrell** 03 762 4457 6 Mths Reg.

Morris 1800 1969 Mk 11 Light Green John Mallon 07 349 8794(QLD) GC \$500

Wolseley 18/85 V.G.C. One owner for the last 14 years 96,000 Miles

Only \$5,000. Eric Loisel 076 622 807 Photos with Editor

Trent Industries 9 Tubbs street Clontafe QLD 07 284 9568 are the Australian distributors for **Pirelli Seating Products**

Austin 1800 Mk 11 1969 One owner, always garaged, good condition inside and out, always serviced to maintain good working order Registered till 1/95 \$1,950. Alan Eccles **02 449 8437** (Sydney which is in N.S.W.)

Friebies 2 teenage apprentice humans .can go to good, bad, or indifferent home Must have well stocked fridge (sound proof room an advantage!) Enquiries to Daryl or Janice Stephens 03 873 3038 or Ringwood **Vet**

MONEY MATTERS

And now for the news that everyone is waiting for!

Club fees become payable 30/6/94

When remitting your \$27 to 22 Davison Street, Mitcham 3132 Vic, could I please have an update on your 'fleet', for publication in the newsletter ?

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

Number 58 October and November 1994

LANDCRAB

The Landcrab Owners club of A/sia, Inc.

And YOU
think
there's
STRESS
in YOUR
Life!!!



INTRODUCING..

Peter Codd
4/12 Stevens Street
Nerang
Q.L.D.

075 782 274

1966 Mk 1 and 1970 Mk 11

Trevor Bailey
30 Henson Street
Marrickville 2204
N.S.W.

Mk 11 Auto

Mk 11 Man

Third owner of this car. Original owner until 3 years ago. Bought car with blown auto and had transmission rebuilt. **Very** expensive but good. By records that came with the car, the recorded 93,000 seems genuine.

Trevors **manual** has been rebuilt with a new motor and a gearbox rebuild. Fitted factory **Gold seal** motor[[used original number] Resprayed in Glasurit 2 pak to original colours- using **Rover SDI Mag** wheels with 185 tyres; re trim under way Fitted factory extractors and intend fitting twin S.U.s

Basil Strelnikov
256 Walsh Street
Mareeba 4880
Q.L.D.

070 921 535

Mk 1 and Mk 11

Vehicle belonged to my sister prior to 1985. Then i inherited it, and went through it with a fine tooth comb; complete engine rebuild- paint job etc spending \$5000 **plus** blood sweat and tears

Russell Greenwood
84 Jaguar Avenue
Clayton 3168
Vic

03 543 3920

2 x Mk11s

Russell has owned his car for **10** years

Val Shipley
35 Mary Street
Altona North 3025
Vic

03 391 5117

Mk 11 Man

Val is a former A.M.V.C. member. She has one of the rare **red** 1800 s

Donald Florey
419 Windermere Street
Ballarat 3350
Vic

053 311 051

Mk 11 Tasman Man

Donald is also a former A.M.V.C. member.

Jim Burfoot	03 874 8444	1967 Austin Gipsy L.W.B.
Schoolhouse Road		1962 Austin Gipsy S.W.B.
Woori Yallock 3139		Morriss Nomad Auto
Vic		

Jim is well known in Melbournes eastern suburbs as he is the propietor of both **Vermont** Hire and **Lillydale** Hire.[he of course hires out engine cranes!] and is another former A.M.V.C.member

Geoff Marshall	03 877 1425	1800 ute
19 Anne Street		A 70 ute
Blackburn North 3130		
Vic		

Geoff is the architect of the Landcrab/ AMVC merger

Brian Robertson	02 873 1555	Actively looking!
32 Robert Street		
Teloepa 2117		
N.S.W.		

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03 873 3038

MAILBAG

P.O. Box 51

TARALGA 2580

3/8/94.

ph 015 29778

Hi Daryl & Jan,

No, this is not an offer for your offspring, no amount of money could tempt me to go through all that again. I think perhaps you are stuck with them!!!!

I today sent off a cheque to renew membership for the All British Display Day Committee which will see the big day take affect on Sunday, 23 October, 1994. Perhaps this date might be included in the next newsletter for the information of Club members who might take advantage of this outing. The venue for this year is;;; Nursery Industry Association, Lot 8, Annangrove Road, Rouse Hill. Please mention it would be nice for members to attend and represent this club.

I am also enclosing a copy of a local paper's story on Tricia's 1800, you might like to run that also.

Take care you guys,

Regards

Rick/Helena Hopkins

A. R. ENGLISH
MS 299, QUARRY ROAD,
BUNDABERG, QUEENSLAND
AUSTRALIA. 4670

23/6/94

Dear Daryl,

Please find enclosed \$27.00, being payment for my years subscription.

Regarding the Broquet Fuel Catalyst. The main reason that I fitted one of these, was that my car is running about a 9-1 C.R, and this is too high for std ULP. As the Broquet adds about 4 unit to the octane rating, this obviously overcomes the problem. All the claims that the makers make seem to be borne out, although I have only had this device in use for about 3,500 miles, which is hardly long enough to asses the long lasting benefits. It has improved MPG by about 10% - idling has improved nocitably. I am currently rebuilding another 1800 motor, which is to be fitted into a 1958 Morris Oxford ute that I am restoring. This has had similar head modifications done to it as my Mk1 car plus the use of hardened exhaust valves and seats. This vechicle will have a Broquet used as well. On the other hand ~~other hand~~ I recently spoke to another person that fitted a similar device to one of his cars and his opinion is one of disgust, claiming them to be useless, so there you are.

There is one point that I cannot emphasise strongly enough, this is not to try to run on anything above an 8-1 C.R on standard ULP unless some steps are taken to raise the octane in the fuel, although VERY efficient head designs can go well above figure with safety.



●Part of the family, William is lovingly cared for by his owners Tricia and Bert Jarrett.

WILLIAM: OUR FOUR FENDERED FRIEND

Calling on the Jarrets was quite an experience.

A laugh a minute, Bert was ceremoniously taking a fruitcake out of the oven for my benefit — a Black and Gold special.

"Did you see William?" was his first question.

My reply obviously didn't convince him enough so he and his wife Tricia took me outside to where William stood, proudly displaying his nameplate attached to the front grille and below the boot.

William is a 1968 Austin 1800 sedan, a

changeover Model Mark II with a number of Mark I components who joined Tricia and Bert's family more than four years ago.

"He is our only vehicle and is therefore spoilt rotten," was Tricia's explanation.

"He's been twice around the clock and still holds his own against these new cars."

Why did they buy him?

"We needed a reliable car, Rick Hopkins had William for sale and we fell in love with him," she replied.

William comes from a long line of Austin 1800s.

His sisters Tenacity and Cindy, brother Hume and an adopted sister a Wolseley named "Olive", all belong to the same family.

Although William was a paddock-basher at one stage of his life, the only part that is not original is his bonnet.

When the rings went last year, he couldn't be seen for a haze of blue smoke.

"I felt like James Bond, all you could see was a blue smoke screen with William in the middle of it," Tricia said.

"You'd travel down the road with the wind blowing the same way and the smoke would

beat you down to the corner," Bert joined in, laughing as he remembered how they were always waiting for the police to pull them up.

"We eventually gave him a new motor and clutch last year."

Although they have tried to keep him original, they thought it would be nice for William to have a few extras such as sunglasses (a tinted windscreen and side windows) and a windshield -- oh, and the CB radio is handy for contact when travelling in convoy.

Wherever there is a gathering of old cars, that's where Tricia and Bert will be.

"We have driven him to Sydney the last two Octobers for admission in the All British Day," Tricia said.

Returning from an Austin Over Australia gathering in 1993 at Yass, they decided to stop off on the way home on the old Cullerin Road.

"You don't know what you're missing until you've had a picnic in the middle of the

night by torchlight," Bert said, "it's so romantic."

One thing I learnt during our conversation was never to refer to William as a car and there are no prizes for guessing that he is not for sale, "and never will be" Bert asserted.

Fascinating Folks

AMVC(Vic) INC

Minutes of Special Resolution Meeting
Wednesday July 20, 1994

The meeting opened at 8:20 PM with Col Dane chairing.

Apologies: Pat Farrell

Members present: Colin & Patricia Dane, Ken & Gwen Patience, Geoff Marshall, Alex Hope, Hans Pedersen, Herman Pedersen, Ron Carter, Tony Casabene, Max Warren, David Ealey and Gary Smith.

Visitor: Daryl Stephens (Landcrab Owners Club of Australia)

Treasurers report: Ron Carter reported that the bank balance as at June 25, 1994 was \$3441.48

Known outstanding debts include:

PO box rental - reimbursement to G Smith

Special phone book entries - reimbursement to G Marshall

Hall rent of \$60-\$80

Business: Geoff Marshall tabled a letter from D. Stephens, Secretary of the Landcrab Owners Club of Australia, advising the AMVC(Vic) of the unanimous approval of his members for the proposed amalgamation with the AMVC(Vic).

The proposal "That the **Austin Motor Vehicle Club of Victoria (Inc)** should amalgamate with the **Landcrab Owners Club of Australia**" was put to the meeting and accepted unanimously.

Hans Pedersen suggested that consideration be given to allowing the AMVC(Vic) some form of identity within the Landcrab Club to allow for the possibility of the executive committee becoming interstate based in the future. (Perhaps a "chapter" or "sub-section").

Geoff Marshall proposed that all AMVC(Vic) liabilities be cleared from the AMVC Commonwealth Bank account before the amalgamation took place. A new cheque book is required - Geoff Marshall will obtain one from Box Hill.

The committees of both amalgamating clubs will meet on Wednesday, 2nd August to arrange amalgamation and sort out future matters such as what will happen with the AMVC post box. A list of club property will be drawn up and efforts made to retrieve any missing items.

Daryl Stephens requested a list of 1993-94 AMVC(Vic) members so that a copy of the current 1800 newsletter can be distributed to them, along with an invitation to pay \$27 and continue membership.

Meeting closed at 8:55 PM

EDITORIAL

As is our custom, the club directory is included in this newsletter. In the **very** unlikely event of the West Coast Eagles winning the Australian Football League grand final again, Ken Lyle, Neil Melville, Gerry Hiles, Paul Greasley and any other West Australian members will automatically be excommunicated!

Ken Patience has solved a problem we all have[who said women?] Namely the vacuum advance on the dizzey failing. Ken can fix them and will do so for any member for a nominal sum.

We formally **merged** with the failed A.M.V.C. on the 20th of July. So far, 5 of their members have joined the amalgamated club. Our bank account is likely to be boosted by over \$3,000 because of the merger.

Which recently led me to spending a day recently giving a few workshops histerics. [I can't spell the word, but it means much laughter] It was very easy really. I carried in the 1800/X6 robust 4 speed box, and requested a feasibility study on it becoming a **5 speed gearbox**

To make a long story short, a reputable design/ engineering company is prepared to do a 5 speed feasibility study for consideration of **\$450-00**

To enable everyone to have their say about whether or not club funds should be used on the project, could the voting slip be returned to Daryl Stephens 22 Davison St. Mitcham 3132 by 15/10/94

I am in favour of spending \$450 of the clubs money for the 5 speed idea

or

I like the idea, but only those who want it should pay for it themselves. This does/ does not include me[Please supply name and how much you are willing to pay

or

forget it- Daryl you have lost your mind!

Overlooked in last newsletters introductions is the fact that **David Ealey** is a mobile mechanic with specialist **BMC** knowledge!

CLUB DIRECTORY

AMVC OF NSW	N/A	Box 3943	Not known	N/A
		Paramatta NSW 2124		
ANDERSON	Graeme	3 Buffalo Rd	(02) 816 3389	Kimberley
		Gladesville NSW 2111		
BAILEY	Trevor	30 Henson St	Not known	MkII Auto.
		Marrickville NSW 2204		MkII Man.
BARLING	Joe	125 The Ridgeway Ching	(081) 529 608	Wolseley 6x3
		London E4 6QU United Ki		Wolseley 18/85 Mk
				Austin 1800 MkI
BARTSCH	Michael	19 Mary St	(089) 813 074	No car
		Stuart Park NT 0820		
BOURDAIRE	Rudy	Lot 12 Maitland Bar Rd	(043) 733 633	1800 MkII
		Mudgee NSW 2850		
BURBRIDGE	Brian	Box 4	Not known	MkI 1800 Man.
		Talbut Vic 3371		
BURFOOT	Jim	Schoolhouse Rd	03 874 8444	1962 Gypsy SW3
		Woori Yallock Vic 3139		1967 Gypsy LW3
CAMERON	Peter	7 Varcoe Court	(051) 276 953	MkII Tasman Man.
		Moe Vic 3825		
CARDEN	Geoff	36 Constitution Rd	(07) 857 2485	MkII 1800 Man. > new.
		Windsor Qld 4030		
CHAMBERS	Bob	RSD 1123	(055) 284 274	MkII Ute Man.
		Greenswald Vic 3304		
CODD	Peter	4/12 Stevens St	(075) 782 274	MkI 1966
		Nerang Qld 4211		MkII 1970
COLLINGS	John	C/- Taylors of Medinde	(08) 261 5889	MkII Ute
		Box 6 Walkerville SA 50		
COWAN	Denise	8/31 Kyanza St	(07) 208 3287	MkI Man.
		Woodridge Qld 4114		
DOUGLAS	Keith	50-66 Mackelroy	(03) 432 2820	MkII Auto.
		Plenty Vic 3090		MkII Man.
EALEY	David	19 Hendersonhill Rd	(03) 737 9235	MkII Man. Ute
		Silvan Vic 3795		
ELLINGTON	Tony	C/- Research Institute	(060) 329 857	2 x MkI Man. SA
		Rutherglen Vic 3485		2 x MkII Man.
ELLIOT	Graham	7 Yalkarra Court	(079) 750 192	MkI 1800
		Wurdong Heights Qld 468		
ENGLISH	Albert	M/S 299 Quarry Rd	(071) 578 191	MkI Sedan
		Bunderberg Qld 4680		MkII Sedan
EVANSON	Bruce	8 Guy St	(051) 277 041	MkI Ute
		Newborough Vic 3825		
FARRELL	Pat	4 Wayne Ave	(03) 762 4457	MkII Man.
		Boronia Vic 3155		MkII Man.
				Morris 1800
				MkI Kimberley
				2 x MkII Utes
				MkI R

FLOREY	Donald	419 Windermere St Ballarat Vic 3350	(053) 311 051	MkII Tasman Man.
FRY	Garry	6/84 Wellington St Bondi NSW 2026	(02) 306 591	MkII Sedan
GEARY	Richard	Box 1786 Tamworth NSW 2340	(067) 662 399	MkI MkI Ute
GILBERT	Mark	101 Blackwood St Yarraville Vic 3013	(03) 314 7978	No car
GILMORE	Michael	Lot 57 Remembrance Dve Tahmor NSW 2573	9046 818 887	2 x MkI Kimberleys
GITTENS	Graham	Heritage and Classic Box 309 Dickson ACT 260	Not known	Not known
GREASLEY	Paul	8 Palmerston St Kalgoorlie WA 6340	(090) 911 208	MkII Man. MkI
GREENWOOD	Russell	84 Jaguar Ave Clayton Vic 3168	(03) 543 3920	2 x MkIIs
HILES	Gerry	51 South Coast Highway Albany WA 6330	(098) 415 184	MkII
HOGG	Allan	22 Huntingdale Ave Miranda NSW 2228	(02) 522 8184	MkI Kimberley
HOLMES	Geoffery	14 Brukner Close Cowrie ACT 2904	(06) 291 7196	MkI Sedan
HOPKINS	Rick	PO Box 51 Taralga NSW 2580	(048) 406 151	MkI Tasman MkI Sedan x 4 MkII Sedan
HULLEY	George	46 McMillan Rd Narooma NSW 2546	(044) 762 114	MkII Ute Princess 2200
HUSSEY	Neil/Sharyn	18 Channel St Mornington Vic 3931	(059) 755 857	MkII Kimberley Auto.
INGRAM	Ian	51 Granville Rd Hillin Middlesex UB10 9AE UK	0011 44 895 3	Rally Car Austin Maxi MkI Wolseley 18/85 MkII Wolseley 18/85 etc.
JARRETT	Trisha	8 Gundry St Goulbourn NSW 2580	(048) 218 547	MkII
JOHNSON	Colin	48 Paradise Rd Slacks Creek Qld 4127	(07) 208 6546	MkI Man. MkII Man.
JONES	Peter	4 Yarandin Court Worongary Qld 4213	not known	MkII
NDLEYSIDESL	Lyall	137 Riverside Drive Port Macquarie Nsw 2444	(065) 836 131	MkII 1800 Auto.
KNOX	Stephen	2 Northam Rd Wantirna Vic 3152	(03) 720 2472	MkII Man. 1969
LAYCO	N/A	2 MacQuarie Place Bayswater Vic 3155	Not known	Not known
LENNY	Ed	51 Prince St Goulbourn NSW 2580	(048) 212 015	MkI Auto.
LESLIE	Robert	6 Celia St Burwood Vic 3125	(03) 889 2418	MkI
LOCKE	Richard	31 Sunways Ave 7 Mile Beach Tas 7170	(002) 486 765	Rally Car MkI
LYLE	Ken	3/11 Foundry St Maylan Perth WA 6051	(09) 271 3737	Austin Princess 1800 MkI Sedan MkII Ute MkII Sedan MkII Sedan
MAAS	Kevin	196 North Rd Langwarren Vic 3910	03 789 9047	
MACLEOD	William	46 Herbert St Mornington Vic 3931	(059) 758 520	MkII Kimberley Auto.
RSALL	Geoff	19 Anne St Blackburn South Vic 313	03 877 1425	1800 Ute A70 Ute
MCFARLANE	Bruce	Herber Kings H/way Braidwood NSW 2622	(048) 427 123	MkI

MELVILLE	Neil	C/- Cowaramup PO WA 6284	(097) 555 332	2 x MkI Sedans 2 x MkII Utes
NICHOLS	Paul	47 Moores Rd Monbulk Vic 3793	(03) 752 1489	MkI Rally Car
PATIENCE	Ken	149 Brees Rd East Keilor Vic 3033	(03) 337 4661	2 x MkII Sedans Westminster A99
PATTEN	Norm	65 Goldsmith St Goulburn NSW 2580	(048) 213 194	Not known
PECK	Norm	127 Ellam Drive Seven Hills NSW 2147	(02) 622 0791	2 x MkIs
PEDERSEN	Hans	37 Thomas St Croydon Vic 3136	(03) 723 4838	MkII
PEDERSEN	Herman	14 Vernon St Blackburn South Vic 313	Not known	MkI
PHILLIPS	Colin	99 Lurline St Katoomba NSW 2580	Not known	MkI 1800 Man.
PHILLIPS	Ronald	16 Kingsway Ave Rankin Park NSW 2287	(049) 521 816	MkII 1800 Man.
PITMAN	Eric	19 Church St Yackandandah Vic 3749	(060) 271 209	MkI Ute 2 x MkII Sedans
POAD	Doug	32 Sandra Court Knoxfield Vic 3180	(03) 763 7513	MkIII Aust.2200 Man.
POWELL	Ian	7 Acacia St Elsternwick Vic 3185	03 523 7097	2 x MkII Man.
PRENTICE	Brad	1/49A Darlington Dve Cherrybrook NSW 2126	(02) 680 1559	1966 MkI 1800 Man.
RATCLIFFE	Stuart	212 Castle Hill Rd West Pennant Hills NSW	(02) 899 1690	Replica of Green/ Murray London/Sydney car - SMD 227
ROANE	Christopher	RMB 568 Colac Rd Enfield Vic 3352	(053) 420 081	Not known
ROBERTSON	Brian	32 Robert St Telopea NSW 2117	(02) 873 1555	Looking
RUDMAN	David	85 Valparaiso Ave Toongabbie NSW 2146	(02) 631 4854	MkII Ute Restored MkII Man. MkI Tasman A MkII Man.
SHIPLEY	Val	35 Mary St Altona North Vic 3025	(03) 391 5117	MkII Man.
STAPLETON	Dick	11 Cooba Court Shailer Park Qld 4128	Not known	MkI 1800 Man.
STEPHENS	Daryl	22 Davison St Mitcham Vic 3132	(03) 873 3038	2 x MkI
STRELNIKOV	Basil	256 Walsh St Mareeba Mareeba Qld 488	(070) 921 535	MkI MkII
SUMMERELL	Bruce	Verona Rd Quaama via Bega NSW 255	Not known	MkI Ute
VINCENT	Andrew	44 Heathcliff Cres Balgowlah Heights NSW 2	(02) 948 8123	MkII 1800 Man.
WAKE	Eric	14 Wyoming Way Happy Valley SA 5159	(08) 381 4453	Actively searching
WARREN	Max	13 Hawkens Rd Montrose Vic 3765	03 736 3529	2 x MkI Sedans MkI Ute MkII Sedan
WATSON	John	10 Eastcote Lane Welli Kent England DA 16 2X	(081) 856 301	MkII Morris 1800
WEBSTER	John	74 Walker Cres, Narrabendah 2604 A.C.T.	06 295 9060	Mk 11 Tasman
WYERS	Bob	36 Tanumbirini St Hawker A.C.T. 2614	06 254 2425	Mk 11
O'MELEY	Eric	1 Kylie St Urunga N.S.W. 2455	066 556 578	Mk 1 Kim
WHEELER	Bill	R.M.B. 123 Wickerslack Lne Queenbeyan N.S.W. 2620	06 297 4936	Mk 1 Eng.

10 commandments for drivers

Thou shalt hold only the steering wheel.

Thou shalt not make a god of thy horse-power.

Thou shalt not take the centre lane in vain.

Remember the driver behind you, to help him pass thee.

Thou shalt fasten thy seatbelt.

Thou shalt not kill.

Thou shalt not commit inebriated driving.

Thou shalt not steal thy neighbors eyes with thy headlights, not his ears with thy horn,

not his enjoyment with thy litter.

Thou shalt not bear false witness with thy signals.

Thou shalt not covet thy neighbor's way.

SOME HEAVY BREATHING PLEASE

Herman Pedersen of 14 Vernon Street, Blackburn South [no phone] has kindly offered to host the next meeting of the club in his garage on the **3rd Wednesday in October** ie 19/10 at **8pm**. Please bring a plate of supper.

It should be pointed out that his garage is cleaner than most holmes!

If there is a fair turnout, we will repeat the idea at another home in December.

Deadlines - submissions - 25th even month
posted - 25 th odd month

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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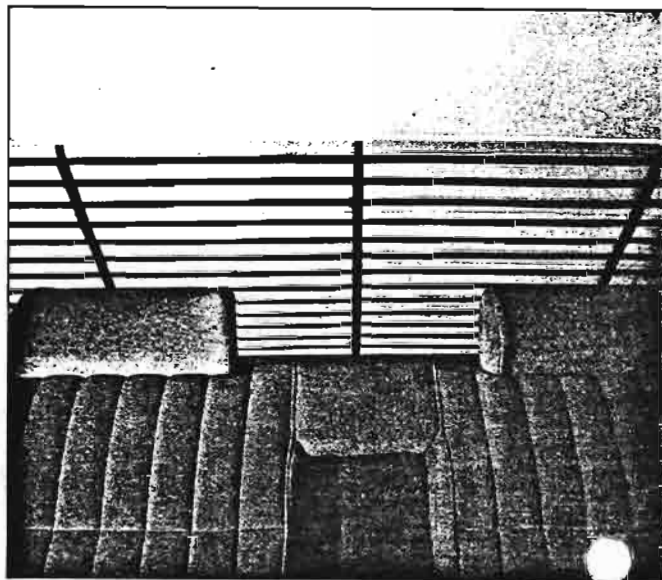


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THREADING YOUR WAY TO BETTER STEERING?

About five years ago, some unkind soul stole my George (that's George Austin, a 1970 1800 MkII). Mind you, the thief needed two goes to take it. The first time he tried forcing a door lock with a screwdriver, but all he did was leave a few scratches in the paint. Did he mistake George for a Ford Laser? He came back the next day, properly armed with packing tape.....and George was gone.

When the South Melbourne constabulary found George three weeks later, things looked bad. Poor old George. He had been driven into something low and solid, probably the concrete kerb of a nearby roundabout. There was a bit of panel damage, but that didn't worry me. I was more concerned about the right-hand front wheel - the rim was peeled back like the lid of a roll-top sardine can and the suspension tie-rod was bent. The steering rack was bent too; turning right was impossible except on very spacious corners. I spent the next couple of weeks doing 270° left turns when I needed to turn right. A new wheel, a new tie-rod, a new steering rack, and the REALLY BIG PROBLEM became clear.

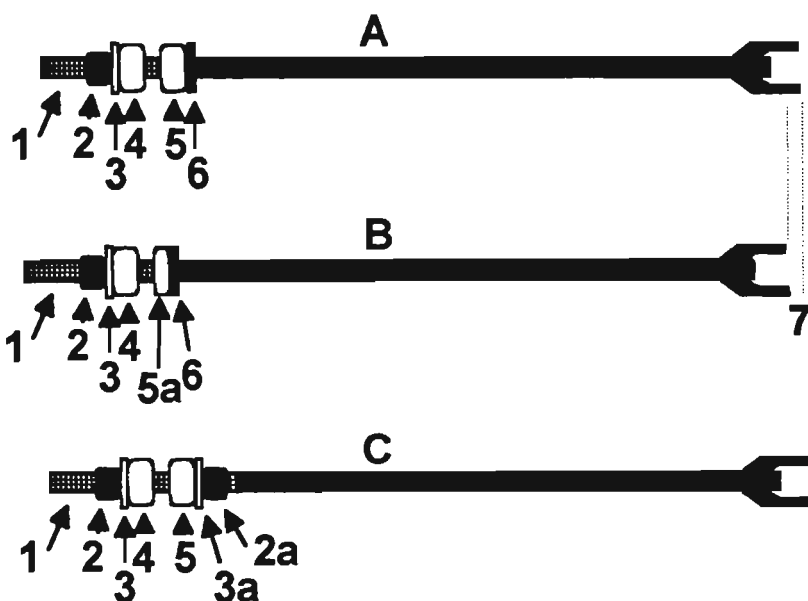
The front-end bodywork was bent. The suspension tie-rod mounting points had been pushed backwards, changing all the suspension angles. The tyres were scrubbing, and George veered madly to the right every time I touched the brakes.

Fixing the left side of the car was easy - I shaved 5 mm or so off one of the rubber mounting pads (see diagram B), shortening the effective length of the tie-rod and restoring camber and caster to within specified limits. The amount of shaving was arrived at by a combination of geometrical calculations and trial-and-error (mainly the latter). This seems to be the simplest way to make small changes to the tie-rod length. No major engineering is involved and changes are easily undone by re-installing standard pads.

The right side was not so simple. The tie-rod mount had been pushed backwards by 1 or 2 cm. A remedy was suggested to me (see diagram C), putting a threaded end on the tie-rod to allow its effective length to be adjusted. It worked. However, it should be remembered that the tie-rod is subjected to considerable forces when you drive your crab over humps and bumps. Heavy-duty washers should be used, big enough in diameter to cover the full end area of the rubber pads and strong enough not to bend. Big nuts should be used (for the same reasons) and they should be solidly secured. The self-locking (nylon thread) nuts that I used at first vibrated loose after a few weeks. After a bit of messing around, I replaced them with a pair of nuts (the old-fashioned way to lock nuts) at position 2 and a single nut with Lock-tite at position 2a (see diagram). This has held firm for two years.

Both the methods I used (shaving rubber pads and threading the end of the tie-rod) share one inconvenience - adjustment can only be made by removing the tie-rod bracket. It is not possible to carry out adjustments and simultaneously measure the effect on camber and caster. This makes adjustment a bit tedious.

George is still not handling perfectly (remember that he has a bent body and unequal-length tie-rods) but he runs straight and brakes true. The modifications to his front end were necessary because of accident damage, but the same principles apply when rectifying excessive caster due to other causes. It can be done, and it does work. The question is, "What is the best way to do it?"



A. Standard tie-rod assembly (Simplified from Fig. N15 of Workshop Manual)

1. Threaded part of tie-rod
2. Locknut and washer
3. Cup washer
- 4, 5. Rubber pads
6. Fixed collar

B. Modified rubber pad

- 5a. Shaved pad
7. Change in effective length of tie rod

C. Threaded rod

Note extended thread and removal of fixed collar.

- 2a. Locknut and washer
- 3a. Cup washer

I would make these comments to help readers to consider their options:

1. Try shaving your pads first. You might not want to use this as a permanent measure (especially if you need to make big corrections that would make the pads too thin) but it's worth a try. It's a quick and easy way to test whether shortening the tie-rods will solve your particular handling problems.
2. If your car has accident damage, you might need adjustable tie-rods. You might thread the end of the rod (as I describe here). Has anyone tried putting an adjustable segment into the middle of the rod? It would be easier to adjust (no need to remove the bracket) but would it be strong enough? Has anyone tried making an adjustable mounting point for the bracket? The standard tie-rod would be used, and I guess you would need to modify (and possibly reinforce) the gusset plate.
3. If you are going to shorten both tie-rods by the same amount to correct for excessive caster, you might not need *adjustable* tie-rods at all. You could consider moving the bracket mounting point forwards (drilling new holes in the gusset plate and fitting a reinforcing plate?) or making your own fixed-length shortened tie-rods. I would suggest using the shaved-pad method to work out how much you want to shorten the rods by. Using that measurement (or using the specifications of the AYH 4289 tie-rod), you could grind the collar off your old tie-rod and weld on a new collar in the desired place. You might need to extend the thread a bit further up the rod or use a few spacer washers, but you might not (depending on measurements). The result would be strong and permanent.

I have no idea which of these strategies would be considered sound engineering (how's that for a disclaimer?) and I wish everyone luck with their chosen modifications!

Ian Powell

Swap Meets

Supplied by P Jones

Swap Meet organizers and club secretaries. Please write your date first, before the name of your event. This is so it can be dated in order of the calendar, making it easier for people planning to attend. Your meeting then will be placed free of charge in every Restored Cars magazine prior to the event without further contact. Keep the message brief and to the point with contact phone numbers or address. If there are any changes please contact us preferably by phone. Send to: Swap Meet Calendar, Restored Cars Magazine, Newstead, Vic. 3462.

- June 18/19 LAWNTON SHOWGROUNDS SWAP QLD. INFO: 07-2694058
- June 19 GOSFORD SWAP N.S.W. INFO: 043-428088
- June 25/26 NERANG SWAP QLD. INFO: 075-311019
- June 26 WARRAGUL SHOWGROUNDS SWAP VIC. INFO: 056-231412
- July 17 COFFS HARBOR N.S.W. INFO: 066-531144
- July 24 HEIDELBERG SWAP VIC. INFO: 03-7546843
- Aug. 8 ALL HOLDEN DAY SWAP HAWKESBURY N.S.W. INFO: 02-8094642
- Aug. 15 C.H.A.C.A. SWAP FRESH CENTRE FOOTSCRAY VIC. INFO: 03-5802004
- Aug. 20/21 NEWCASTLE SWAP MEET, CESSNOCK SHOWGROUNDS
INFO: 049-5599398 or 049-342128
- Aug. 21 CHERRYWOOD VILLAGE SWAP N.S.W. INFO: 047-774250
- Aug. 28 DUBBO SWAP N.S.W. NO BOOKINGS REQUIRED
- Sep. 10 GUNNDAH SWAP N.S.W. INFO: 067-421197
- Sep. 11 SHEPPARTON SWAP VIC. INFO: 058-299432
- Sep. 11 LIVERPOOL SWAP N.S.W. INFO: 02-6060583
- Sep. 17 CAMBRAT ALL MAKES SWAP S.A. INFO: 085-645106
- Sep. 18 GAWLER SWAP S.A. INFO: 085-2740423
- Sep. 25 LISMORE SWAP N.S.W. INFO: 066-244411
- Oct. 9 MAITLAND N.S.W. INFO: 049-558607
- Oct. 15 ALL MAKES SWAP FRESH CENTRE FOOTSCRAY VIC. INFO: 018-354298
- Oct. 15 WAGGA SWAP N.S.W. INFO: 069-252130
- Oct. 16 PARKES SUPER SWAP N.S.W. INFO: 068-622930
- Oct. 16 CANBERRA STARLIGHT DRIVE-IN SWAP A.C.T. INFO: 06-2588747
- Oct. 23 SYDNEY SUMMER SWAP LIVERPOOL N.S.W. INFO: 046-284319
- Oct. 23 BRITISH BLACKTOWN SWAP N.S.W. INFO: 02-6398611
- Nov. 4, 5, 6 ELMORE SWAP VIC. INFO: 053-333442
- Nov. 5, 6 QUEANBEYAN SWAP N.S.W. INFO: 06-2993552
- Nov. 6 LUDDENHAM SWAP N.S.W. INFO: 047-734460
- Nov. 12, 13 BENDIGO NATIONAL SWAP VIC. INFO: 054-411002
- Nov. 13 TAREE AUTO SWAP N.S.W. INFO: 065-527159
- Nov. 20 PENRITH SWAP N.S.W. INFO: 047-774182
- Dec. 4 MOOREBANK MEGA-SWAP N.S.W. INFO: 046-471206
- Dec. 12 MOORABBIN SWAP VIC. INFO: 03-4784473

Eric O'Meley
1 Kylie Street
URUNGA 2455
30-8-94

Dear Daryl,

I am sorry that my chqe for membership is running late, however I have been getting things together so I could send you an article on fitting a second engine steady for the X6 range.

Sick of broken eng. mounts, want to get rid of that section of flexible pipe in your X6 exhaust. Heres the answer! Fit another engine steady to the other end of the cyl. head. There are two lovely big threaded holes just waiting to be used and there is plenty of room, in the corner of the fire wall, and inner guard down on the tube that holds the displacers, for a chassis bracket.

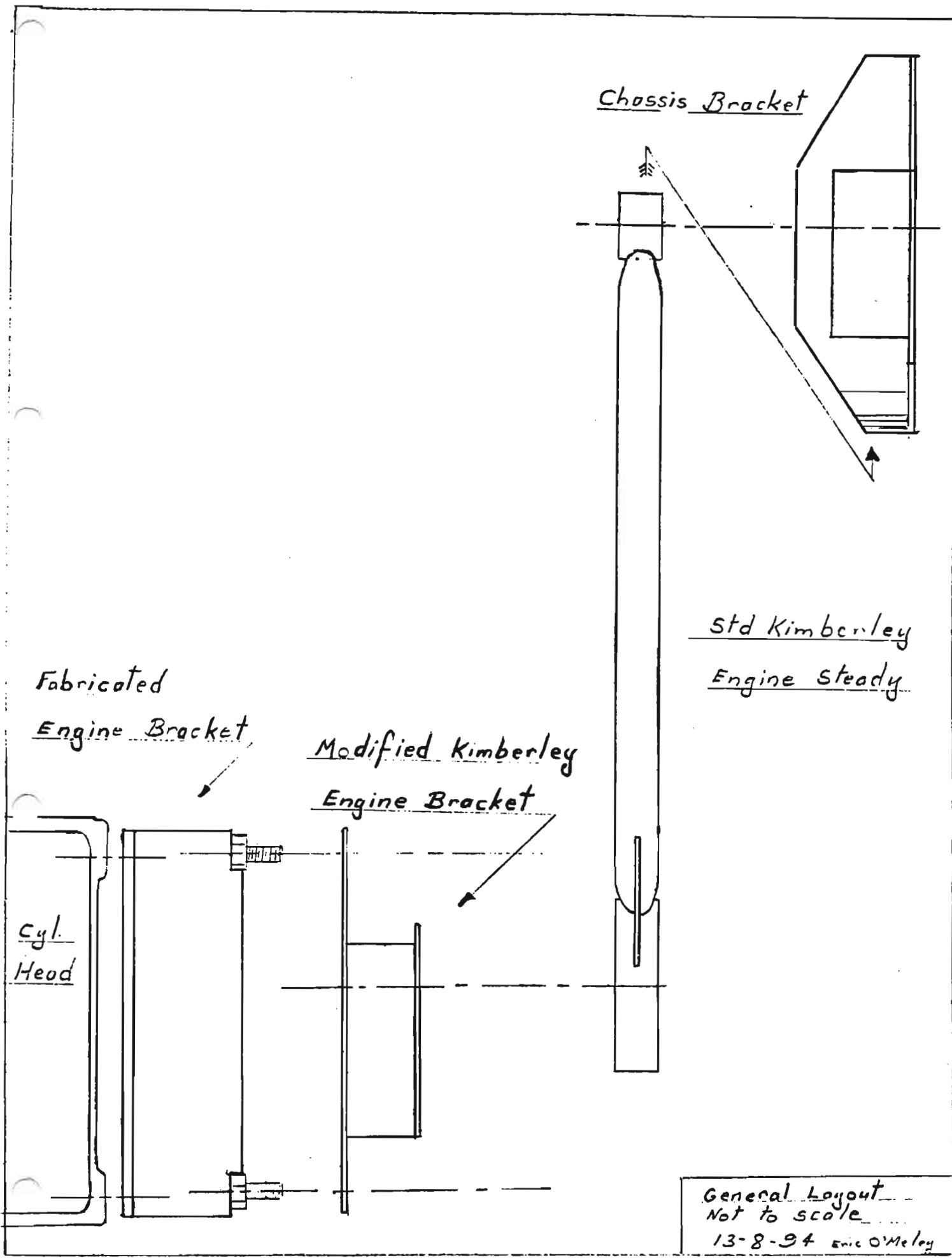
The general layout drawing should tell the story, in case it won't I have included reduced drawings to follow. And if the small drawings don't reproduce I have included full size ones of the parts to be fabricated.

At the same time I fitted this extra eng. steady I built a new exhaust from the manifold back minus the flexible pipe that was 120,000 miles ago it works really well and as well as that hasnt had a engine mount go since.

I hope this is suitable for publication, if not please edit as necessary

Yours faithfully

Eric O'Meley



Chassis Bracket

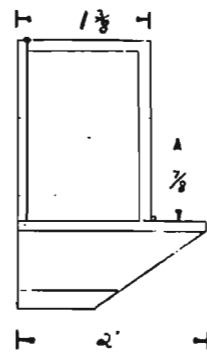
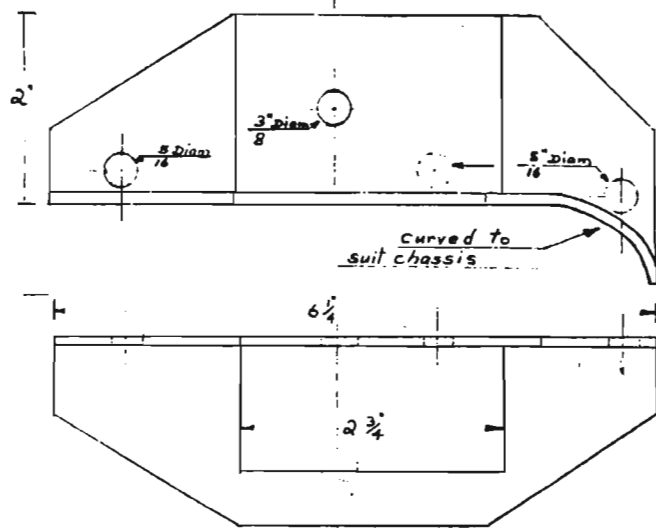
Fabricated
Engine Bracket

Modified Kimberley
Engine Bracket

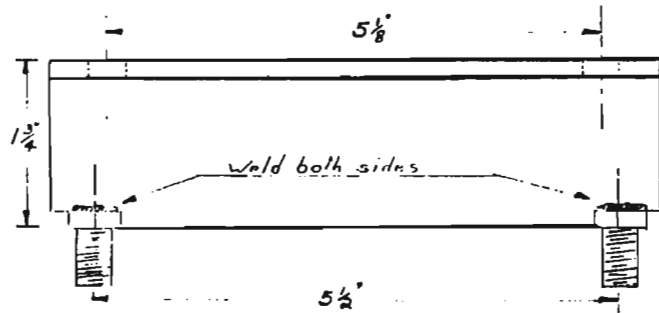
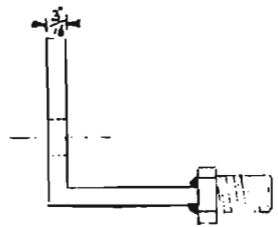
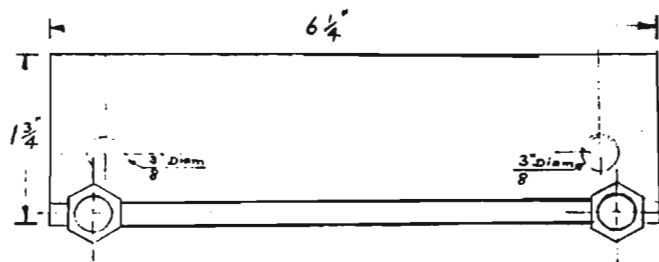
Std Kimberley
Engine Steady

Cyl.
Head

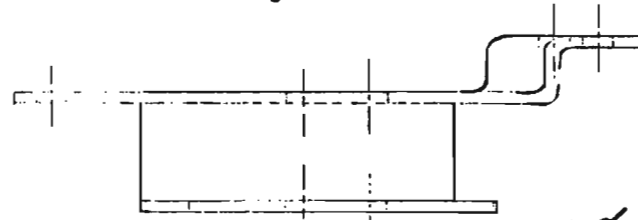
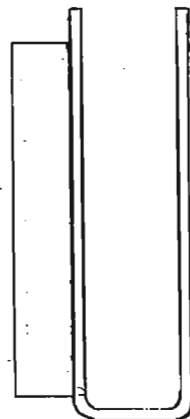
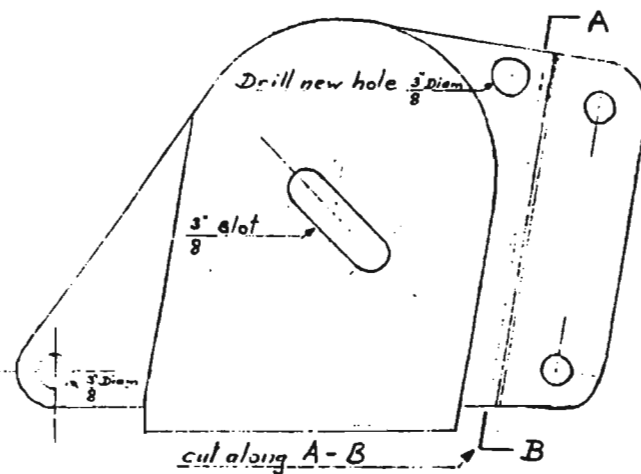
General Layout
Not to scale
13-8-94 Eric O'Malley



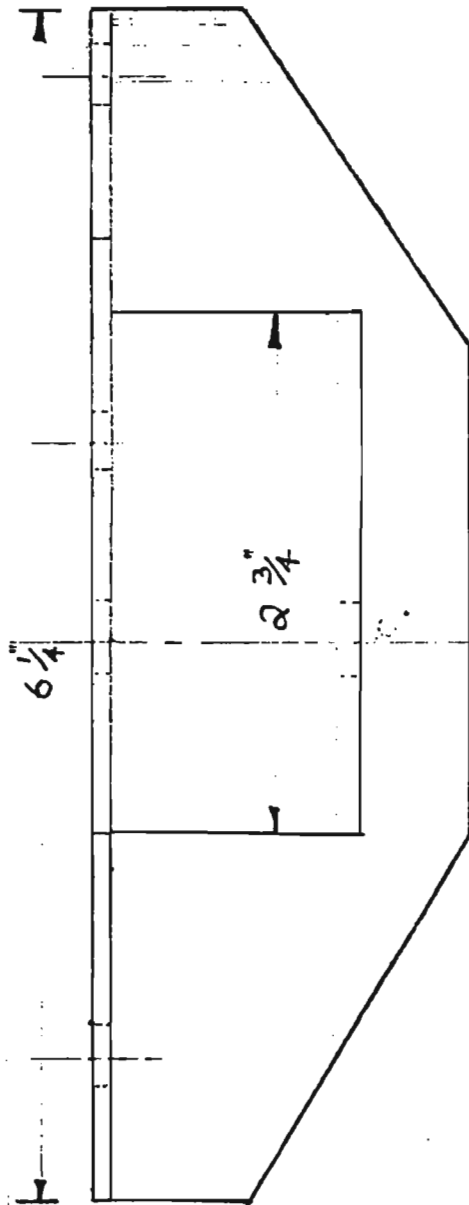
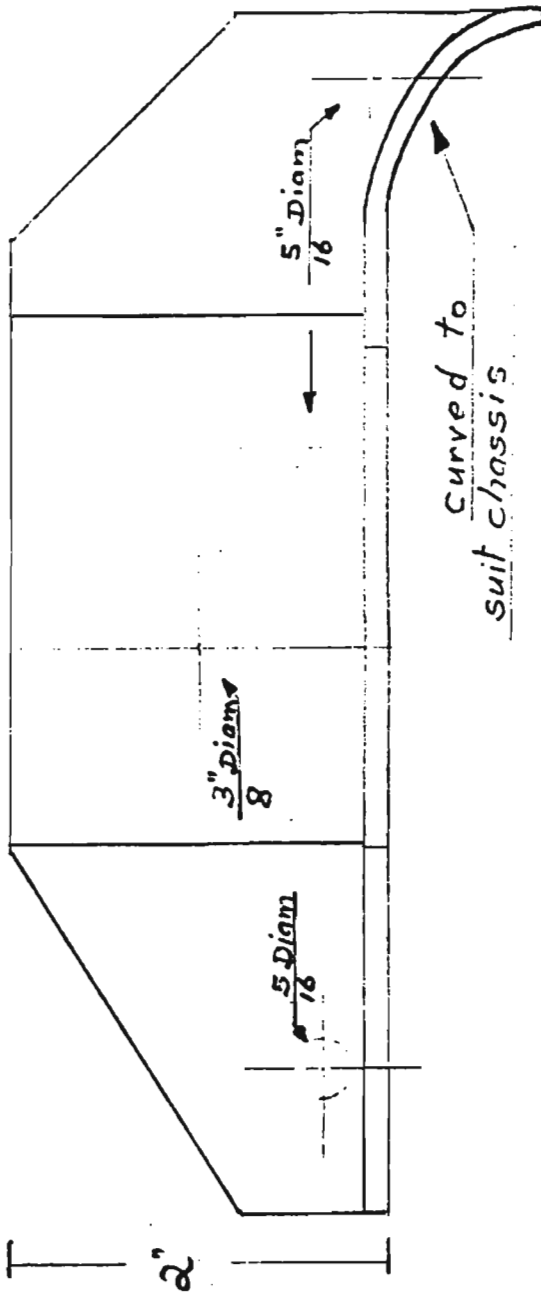
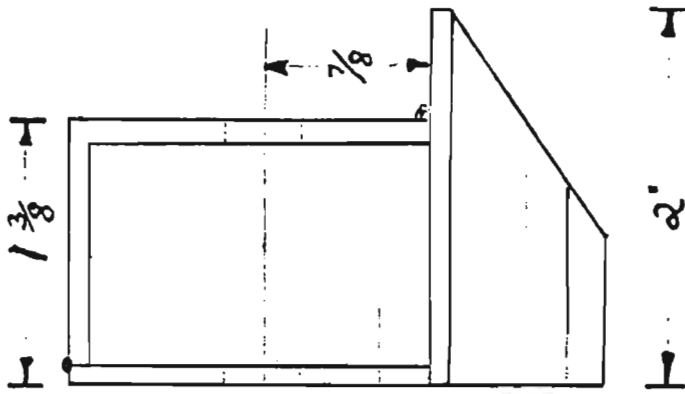
Engine Stud, 5/16" diam.
 Hex. Nuts, 5/16" diam.
 Scale = 2:1



Engine Stud, 5/16" diam.
 Hex. Nuts, 5/16" diam.
 Scale = 2:1



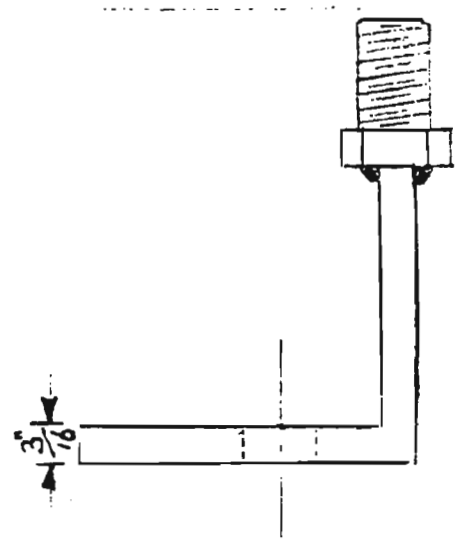
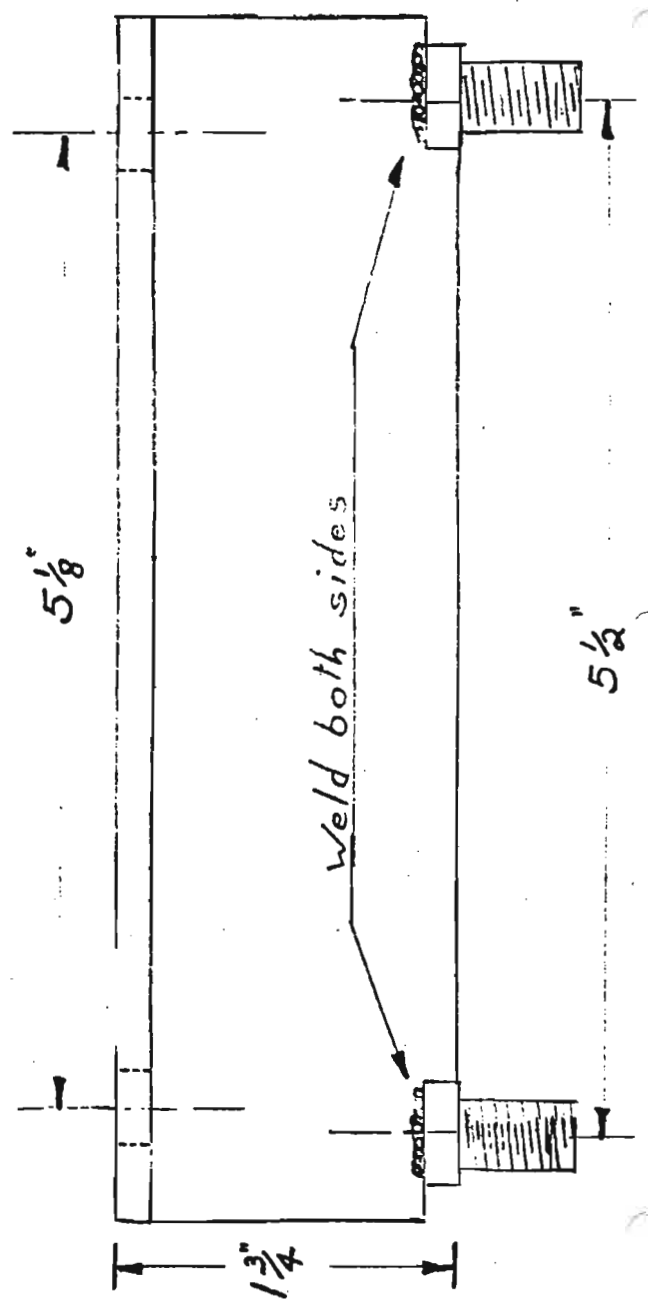
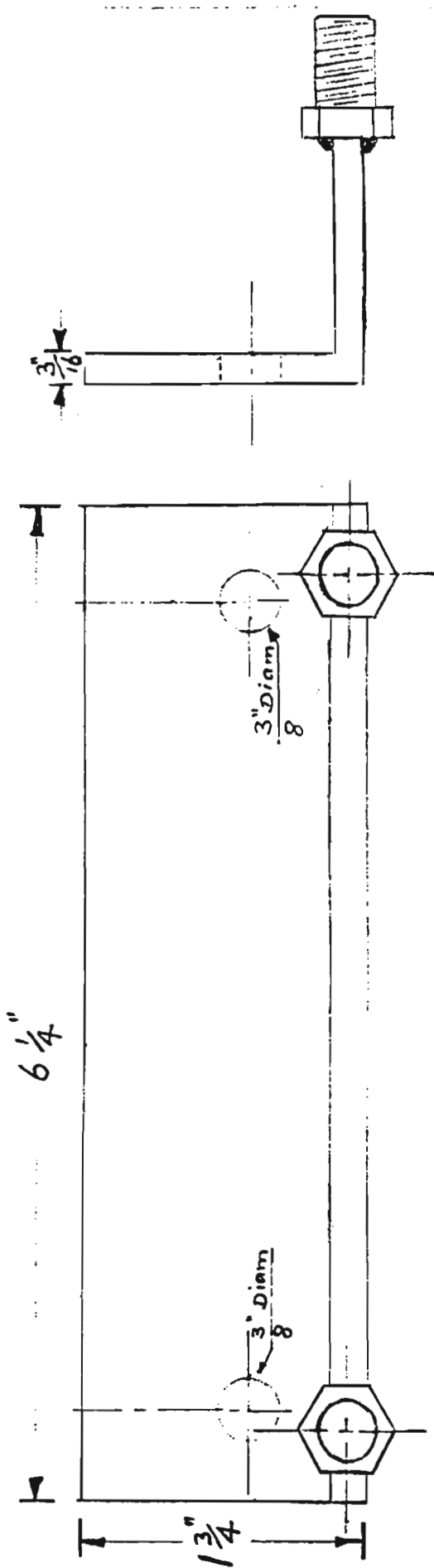
Engine Stud, 5/16" diam.
 Hex. Nuts, 5/16" diam.
 Scale = 2:1



Engine Stand, Body
Mounting for Kimberley

ENCLOSURE 8-8-91

Scale = 1:1



Engine Study, Engine
Mounting, Kimberley
enc 0/0/0/0 5-8-94
Scale = 1:1

PETER JONES TIPS..

SURFACE PREPARATION

AAAAAAAAAAAAAAAAAAAA

When it is required to join metals together using an epoxy resin, it is most important that the surfaces are free from grease and loose surface deposits such as rust ect. The surfaces are best prepared by one of the following pretreatment procedures (which are listed in order of effectiveness), it is also important to remove all rust and paint prior to preparation.

- 1: degrease only,
- 2: degrease, abrade and degrease again,
- OR 3: degrease and chemically pretreat.

The best way for a home restorer to degrease a metal is to first soak it in a degreasing agent for a few minutes and then completely wipe over its surface with a lint free rag moistened in the degreasing agent, and then allow it to air dry. Good degreasing agents are Acetone (nail polish remover), Trichlorethylene, Methylene Chloride, and Tetrachlorethylene. Take care using these agents, work in a well ventilated area, and do not smoke. And wear rubber gloves as some peoples skin can be sensitive to them. Alcohol (including Meths), petrol and paint thinners are NOT good degreasing agents.

To abrade a metal rub over the surface using 80-150 grade emery paper for steel and materials resistant to scoring and 300-600 grade for light alloys ect.

Chemical pretreating is not suitable for the home restorer to use with safety. And remember NOT to use epoxy resin for steering, suspension, or any other major parts of a motor vehicle.

~~~~~

## **MISC. TIPS**

~~~~~

Before fitting a pressed steel part to an engine block, dress the flange flat, and go around the block's tapped holes with a counter sink bit to remove any raised thread (this will help to prevent oil leaks).

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

Brake fluid is a good lubricant to help tight rubber bushes fit into parts like suspension arms. It will make the job easier and won't damage 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 ect.

Buy a new large Aluminium baking dish for the family cook, the old one can be used when changing the engine oil and as a large cleaning dish.

PAJs Tech Tips.

~~~~~

Solders ain't Solders.

~~~~~

When soldering different materials, it is very important to use the correct type of solder and flux for each type of metal being soldered. With the right type of solder and flux being used almost all metals and their alloys can be soldered, the exceptions being Beryllium, Chromium, Magnesium, and Titanium.

The correct solders for different types of soldering applications is listed below,

Application. *****	Solder type. *****
Stainless Steel, Lamps, electric motor, & radiators, General purpose, Gold and silver contacts ect., Aluminium, Electrical,	96S and SN96. 30/70 alloy. 40/60 alloy. LMP. ALU-SOL 45. 60/40 alloy.

This is only a small part of the list the solder types available, but they will perform almost all the average soldering requirements found in the home and workshop.

When soldering always make sure the parts to be soldered are free from corrosion and dirt and have no oil and grease on them. Use plenty of the correct solder flux as this stops tarnishing as heat is applied. After soldering and the items have cooled, always clean any flux which is left with either Methylated Spirits or a suitable solvent.

MISC. Tips.

~~~~~

If you fit a spark at a slight angle to the 90 degree, the plug may well go in, but it will leave the thread in the head (or block) damaged. Serious thread damage is a job for a well equipped machine shop, but slight damage can often be rectified by using an old spark plug. First cut four slots in the plugs thread at 90 degrees to each other, then insert a piece of rag into the affected cylinder bore (making sure it can be removed), and oil both threads.

Now slowly insert the modified spark plug, turning it backwards and forwards and removing it regularly to clear the accumulated swarf, (making sure that this time the plug goes in at the correct angle). I have found this method to be quite effective particularly on Aluminium heads, and although it doesn't always work, it costs nothing to try.

To restore chrome surfaces to an as-new condition, wash them with mild soap or detergent and then apply a little kero to a damp cloth, or bicarb. of soda to a dry cloth and rub vigorously for a high shine.

A tip for all Austin 1800 ute owners or intending owners, the tail lamps used on them, is the same as the Mkl sedan.

---

# SALE NOTICE

Austin 1800 **UTE**; Current owner since 1971; 66,000 miles; auto, Brian O'Mahony  
168 Mitchell St, Bendigo [Country Victoria] 054 411686

Austin 1800 Mk 11 Auto **\$1500** Rob Dyson 03 764 9136

Austin **A 40** Sedan 1949, no rust, good condition, drives well, regestered,  
\$1,000 Phillip 03 436 9132

Austin 1800 **Mk 11 Man** 102,000 miles rust free body, white/ red, engine  
gearbox, exhaust good \$2,000 ONO David Ealey 03 737 9235

**Wolsley 18/85** Power steering, auto, wood dash VGC David Ealey 03 737 9235

**Austin Lancer** white and blue body and upholstery vey good, new exhaust  
good diff engine in good condition apart from the head[ Mrs editors note- this  
car sounds like my other half]

**Austin Lancer** 1958 beige registration to September in Tasmania engine runs  
well Lorraine 03 873 4679 1/17 Walter St, Mitcham Vic

**Austin 1800 Mk 11** white/ red one owner 72 241 miles VGC **\$2,200**  
Audrey Lyons 35 Renwick Road, Ferntree Gully Vic 03 758 4286

**Austin A 40 Devon** sunroof, black paint 4 on the floor **\$3,000**  
Peter Wade 201 High St, Bendigo Vic 054 484 437[ Photo with editor]

Austin **Tasman/Kimberley** 3 complete vehicles( Not running) good condition  
All mechanical parts trim badges interiors seats radiators gaskets etc  
056 551 078 ( Korumburra Vic)

1800 Mk 11 **Auto** Blue/ blue GC \$400 058 221 416 Shepparton Vic

Mk 1 1800 67 White/ Blue Shot uni GC Mark Fox 03 583 2237

1966 **Mk 1** 87,000 miles Blue/ white Sensible offers Euroa Vic 057 951 047

**One owner** 1969 Mk 11 1800 man **31,000 miles** \$3,000 Glen Iris 03 500 9224

**Austin 1800 Mk1** V.G.C, well maintained, good tyres, driving lights. radio cassette, C.B. radio **Bruce McFarlane** 048 42 7123 after 7pm Braidwood

Tony Ellington of Rutherglen Vic 060 329 857 has the following bits and pieces for sale; 3X of the early long type rear engine mounts, 2x Austin hubcaps 1X 10 inch and 1x 11 inch; 1x Morris Marina bumper; 3X steering racktie rods, thought to be Morris Isis or Austin A 90[mowog part Acc 6022]  
2 engine valves AYH 919[X6?]; i tie rod end with boot part 37H 2809  
1 lucas fan relay for X6; 1 Lucas starter motor, sleeve and nut, main spring, and pinion and barrel[all new] All same size as 1800 but spin the other way!

## WISH LIST



**Austin 1800 Auto** Joe Tzapla 03 882 5924

Garry Fry needs a **blue westminster type** front carpet for his Mk 1- also a back seat in good condition[no clacks or splits] any colour for rally car And a new dashboard in very good condition or a source of the **original vinyl**

Garry Elliot wants a source of **small diameter steering wheels**

Current owner of Austin 1800 Auto car no. YAHS 44964; engine no. 18YA Rc H 5534 N.S.W. Reg AAM 932 Originally owned by a Mr G Scott 82 Alfred Rd, DeeWhy Sydney Date purchased 20 9 68 from Gilman B.M.C. 1329 Pittwater Rd, Nassabeen regularly serviced up to 82,500 miles 12/12/78. Allan Hogghas got the original Passport to Service and drivers handbook . Apply to Alann Hogg.

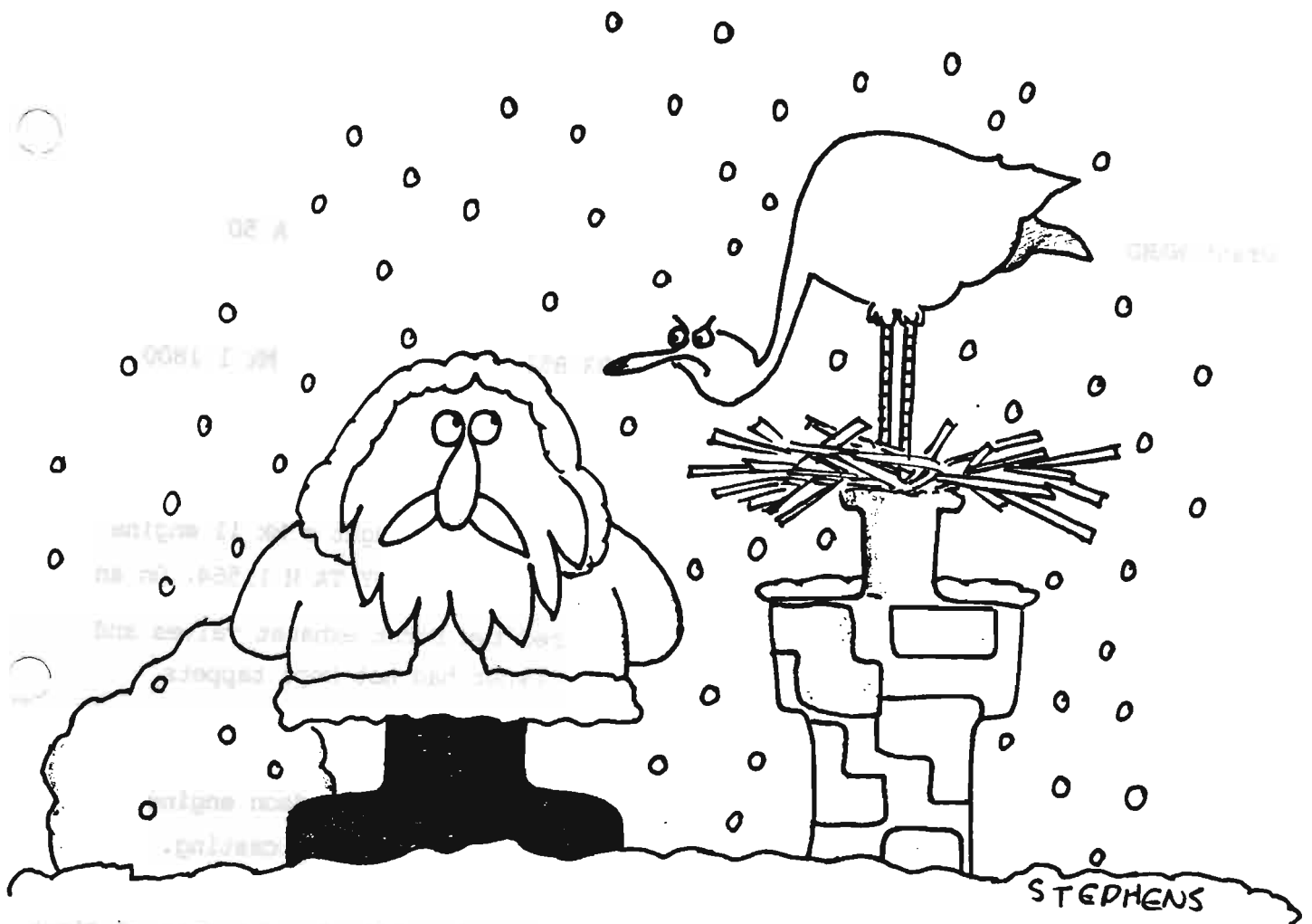
~~Ken Patience~~ **Ken Patience** wants some hubcaps to suit Austin Westminster ie A90, A95, A99, A110 **also** an X6 power booster mounting bracket to be used in a twin carb 1800 project.

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

Number 59 December 1994, January 1995

# LANDCRAB

The Landcrab Owners club of A/sia, Inc.



**SOD OFF!**

I DON'T CARE WHAT YOUR  
NAME IS...I WAS HERE FIRST!

# INTRODUCING..

|                |                                                   |             |                         |
|----------------|---------------------------------------------------|-------------|-------------------------|
| Colin PRINS    | 9/11 Digby Street<br>Springvale South<br>Vic 3172 | 03 548 3374 | Mk 1 1800               |
| John ROBSON    | 5 Station Lane<br>Sorell 7172<br>Tas.             | 002 652 871 | Mk 11 Ute               |
| Kevin CASTLE   | 37 Mc Intyre Drive<br>Altona 3018<br>Vic.         | 03 398 5598 | 2 A 40s<br>2 A 90 sixes |
| Alie GRACE     | 21 Doncaster Avenue<br>Kennington 2033<br>N.S..W  | 02 663 3819 | Mk 1 1800               |
| Grant WARD     | C/ Cudgewa P.O.<br>Vic 3705                       | 060 761 369 | A 50                    |
| John Griffiths | 93 Wills St<br>Kew 3101<br>Vic                    | 03 853 8251 | Mk 1 1800               |

" Original engine has been removed, but I still have it. Bought a Mk 11 engine which I have reconditioned but not yet fitted. This is no. 18Y TA H 11564. On an interstate trip a month after purchase, it suffered two burnt exhaust valves and a cracked head. Repaired by Metalwork. [ Previous owner had not kept tappets adjusted, I suspect]

Head cracked again in 1982- obtained a good head from Camm Richardson engine reconditioners of Carnegie. Original head scrapped- suspect faulty casting.

Original owner Mr N Montgomery of Armadale. Date of sale 13/4/67 . But date of first registration 7/10/66.[Possibly a demonstration car]

Car originally sold by A.F. Hollins Pty Ltd of 694 High Street, East Prahran. Later sold by Kellow Faulkner of Melbourne as a guaranteed used car[ 1 year warranty- they would reduce any repair costs in that time by 15%] to Mrs W Owens Bought by me from her 18/3/72



## NOTES ON INSTALLING A HAZARD SWITCH IN AN AUSTIN 1800

By Keith G Douglas

A hazard switch can be installed into an Austin 1800 (MK 11) in such a way that it resembles original equipment by incorporating parts from an Austin Kimberley.

A description of the components needed to incorporate a hazard switch installation is:

|                           | 1800 (MK 11) | Kimberley |
|---------------------------|--------------|-----------|
| Headlight or wiper switch | *            |           |
| Hazard switch             |              | *         |
| Flasher can               | *            |           |
| Flasher can mounting      | *            |           |
| Ignition warning light    | *            |           |
| Wiring                    | *            | and *     |
| In line fuse              |              |           |

### (a) Headlight or Wiper Switch

The 1800 headlight or wiper switch (rocker type) is disassembled and only the switch rocker and the casing are used.


### (b) Hazard Switch

The Kimberley has an instrument panel with a speedo, other instruments and a cluster of switches mounted in the panel. The switches are for lights, heater fan, hazard light, windscreen wipers, windscreen washers.

By carefully squeezing the top and bottom extrusions on the switch mechanism it can be pushed forward out of the console.

### (c) The new hazard switch is now made from:


- the 1800 switch rocker
- the 1800 switch casing
- the Kimberley switch mechanism

Carefully remove the narrow Kimberley switch rocker from the Kimberley hazard switch and put back on the 1800 switch rocker. This switch assembly is then inserted into the 1800 switch casing. Using emery paper you can rub off the wiper or headlights emblem and using a small engraver put on the hazard symbol of 



The 6 terminals for this switch are smaller than the terminals on the 1800 so appropriate connectors of that size will be needed.

(Note:

1. Emery paper leaves a flat finish on the plastic switch face. If anyone knows how to polish this back to a shiney finish it would look better; and
2. If the  engraving could be coloured red the switch would look even better).

(d) **Flasher can and Flasher can base**

An additional 1800 flasher can and flasher can mounting are required.

(e) **Ignition Warning light**

An 1800 ignition warning light indicator (including lamp) was used as the flashing warning light to indicate that the hazard lights were operating.

(f) **Wiring diagram**

The wiring diagram as attached as Appendix 1.

(g) **Installation**

- (i) Switch - the switch was installed in a hole cut in the radio and ash tray console just to the left of the ash tray.
- (ii) warning light - the warning light was installed in a hole drilled in the radio and ash tray console just above the hazard switch (g) (i).

(Note: Position this hole so there is still room to install another warning light above this one for another project at another time).

- (iii) attach the wires to the switches etc as per the wiring diagram as follows:

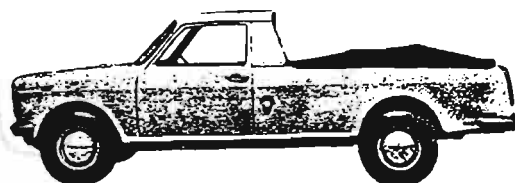
- \* The green wire which runs from the multiconnector board and fuses to the original flasher can needs to be replaced by a green wire running from the multiconnector board and fuses to terminal 6 on the hazard switch and another green wire running from terminal 5 on the hazard switch back to the terminal point where the original green wire went into the original flasher can.



- \* Connect terminals 4 and 6 on the hazard switch green wire
- \* Connect a new brown wire to the multiconnector board and fuses on the same circuit as the other wires then run it back to terminal B on the new flasher can mounting.
- \* Instal an in line fuse on that brown wire near the flasher can.
- \* Run a green wire with light green tracer from terminal 3 on the hazard switch to terminal L on the new hazard switch.
- \* Run a yellow wire from terminal P on the new flasher can mounting to the warning light.
- \* Run a black wire from the warning light to earth.
- \* Run a green wire with white tracer from terminal 1 on the hazard switch to the wiring loom socket (car side) into which the turning indicator mechanism plugs.
- \* Run a green wire with red tracer from terminal 2 on the hazard switch to the wiring loom socket (car side) into which the turning indicator mechanism plugs.

#### (h) Testing

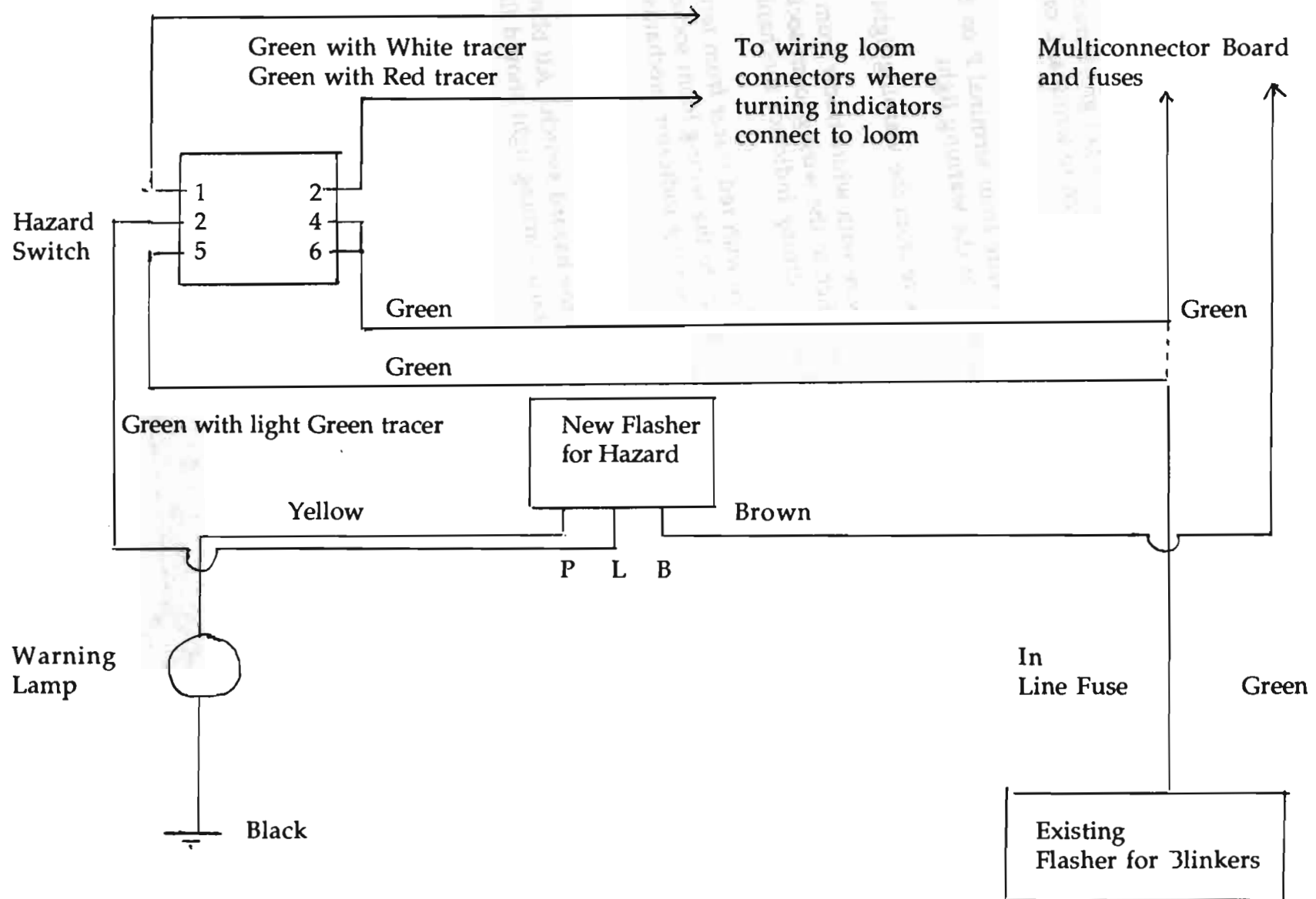
Turn on the ignition and switch on the hazard switch. All blinkers should operate together and the hazard warning light should flash alternatively with the blinkers.



From the **Book of Proverbs**; Beware the light at the end of the tunnell, it could be a train.

If its not broken, don't fix it.

# Appendix 1:- Hazard Switch



29 St Bernards Road,  
Sutton Coldfield,  
West Midlands,  
B72 1Lf.

Daryl Stephens,  
22 Davison Street,  
Witcham 3132,  
Victoria,  
Australia.



5th September 1994.

Dear Daryl,

Thank you very much for your letter, the date of which I am too embarrassed and ashamed to mention! My only excuse is a fairly major excursion onto the operating table for an abdominal modification in June, and a marked lassitude since.

Yesterday I managed to get along to the 5th National Rally of our own Landcrab Owners Club, celebrating the 30th Anniversary of the introduction of the model. It was held at Ragley Hall, near Alcester in the Midlands, and was a very happy and successful event. We had over 40 Landcrabs attending and entering for the various prizes awarded. I think the two that I appreciated most were a very early basic Austin model with no alterations to the original specification whatsoever and still running really well. The other was the car covering the highest mileage over the last 12 months, again a fairly early model which had done well over 18000 miles and still going well and looking good.

Now turning to your questions. The difficulty here is the tragic and early death of Ron Unsworth. Ron joined me from Cowley as second in command from the outset of the project. Early in 1965 Management side-tracked me onto an investigation into soaring Warranty Costs. It was fascinating and a sort of engineering detective work. Apart from Design or Manufacturing shortcomings, we looked into fiddles and malpractices within the Plants and within our own Distributor network. We were not always very popular but we had access to all functions at all levels, except Senior Management itself!

Ron Unsworth took over the ADO 17 Project and was responsible for the development of the Wolseley versions, the Automatic Transmissions and the Six Cylinder models. He would have been the man who could have answered all your questions from real knowledge, I am afraid that some of my answers will be conjecture rather than first hand experience.

Question A. Big Displacers. I can only presume that these were necessary to cope with the changed weight distribution on models fitted with the heavier 6 cylinder power unit. If so, the rear end weight would not be altered and there would be no need to up-rate the unit. I would also suspect that it would be much cheaper to change the suspension unit rating than to have two alternative upper suspension arms of differing leverage ratio. In any case differing suspension arms would upset basic geometry. I assume that it is the problem of your local condition of spoon drains that gives you a condition that we do not experience?

Question B. Clutch Replacement. We appreciated that changing the Primary Drive from Inboard of the Clutch to Outboard would increase the time and cost of Clutch replacement. However, analysing costs from the Mini and the 1100 showed that the frequency with which we had to change primary gears was far higher, and therefore far more costly, than that relating to clutches. This partly arose from the fact that the crank shaft has to have working clearances in its own bearings, then the primary output gear has to have its own clearances on the crank. This builds up to a situation in which

Question C. Engines. During that period under the rule of Leonard Lord followed by George Harriman the purse strings were very rigidly controlled. We managed to engineer a range of new cars that were revolutionary in their overall concept but, we were told most emphatically that we could only make use of power units and gear trains that were already in production. Very minor modifications were allowed where they were essential to adapt parts to F W D usage. The Leyland takeover, far from opening doors to more exciting technical developments, saw the genius of Alec Issigonis almost completely side lined. The first 'new model' was the very mundane Marina. That still used the A and B Series engines and the existing transmissions, plus a new and not very good, old fashioned rigid rear axle. Even the first versions of the Metro and the Maestro still had to make use of the existing power units and gear trains. It was not a wildly adventurous time.

Question D. Overdrive. This was the unobtainable improvement most desired by almost all of owners that I talked to at the 30th Anniversary Rally. I am afraid that it will remain an unanswered wish. Even if it was economically possible to produce an overdrive unit, its bulk would make it impossible to install without a very major carve-up of the engine bay. This would inevitably lead to a dangerous loss of strength in the front end structure, particularly in the region of the all important mounting for the front suspension tie-rod.

I hope that these answers will be of some interest to you even though they do not solve any problems. Please excuse the all too numerous typing errors, it is many years since I had the luxury of a secretary! Thank you for the copy of your Australian Landcrab Owners Newsletter. It was both interesting and very gratifying to know that the Landcrab is not dead and still has an enthusiastic, if sometimes frustrated, following down under.

Please convey my very Best Wishes to all the Officers and your fellow Members of the Landcrab Owners Club of Australia. Bottoms Up!

Yours sincerely,

*Chris Kingham.*

Chris Kingham.



[ Editors note; As is obvious, I wrote to Chris some time ago. Answer A was intended to answer why the larger displacers were not fitted to the rear. Perhaps it does, but I don't understand it!]

# UNPAID VOLUTEERS

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## PETER JONES TIPS..

*Most post war British cars used Lucas wiring looms, and these looms used standard colour coding for their wires. To make things simpler for the home auto electrician. I have listed below the main wire colour and its primary use. wires with tracers follow on from the main wire after a switch, ect.*

|                   |                                        |
|-------------------|----------------------------------------|
| BLACK wire.       | always used for earth or vehicle body. |
| BROWN wire.       | battery positive - unfused.            |
| WHITE wire.       | ignition - unfused.                    |
| PURPLE wire.      | battery positive - fused.              |
| GREEN wire.       | ignition - fused.                      |
| RED wire.         | parking lights & wiper motor.          |
| BLUE wire.        | headlights.                            |
| LIGHT GREEN wire. | misc. use.                             |
| SLATE wire.       | battery positive - ignition OFF.       |
| YELLOW wire.      | overdrive.                             |

~~~~~

DRILLING TIPS.

~~~~~

When drilling certain materials a cutting compound or coolant is desirable to reduce friction and heat generation, as well as to prolong the life of the drills which gives a good clean cut hole. Below is the list of recommended liquids for drilling different materials:

|                                        |                                |
|----------------------------------------|--------------------------------|
| Hard Tool and Alloy Steel -            | Soda Water or Soluble Oil      |
| Mild Steel or Machinery Steel -        | Soluble Oil                    |
| Copper, Brass, or Phosphor Bronze-     | Dry or Kero                    |
| Aluminium and Magnesium Alloy -        | Kero                           |
| Plastics, Cast Iron or Manganese Steel | - Dry (do not use any coolant) |

Remember to always keep your drills sharp with both point angles the same with equal length lips.

~~~~~

MISC. TIPS

~~~~~

Next time you go to a Swap Meet, take along a list with part numbers for the most common spares (fan belts, hoses, gaskets etc), required, as most dealers only have these items in boxes which do not have the car details on them.

Always carry a roll of good electrical tape in your tool box, because if you break a radiator hose on a trip or club run and cannot get a replacement. For a temporary repair, tape up the damaged section, fill the cooling system with water, put the radiator cap on loosely and drive home. But keep one eye on the temperature gauge.

Next time you bleed the brakes (or clutch) keep the old fluid and use it to help in the fitting of suspension rubbers, as brake fluid will not damage rubber. Remember to label the container "used brake fluid".

Masking tape over the end of the inner bonnet release or choke cable will stop it fraying as you thread it into the outer sleeving.

It is good practice to keep old nozzles from aerosol cans, so that if your spray can nozzles become blocked you have a replacement nozzle.

One of the finest ways of unseizing rusty nuts and bolts etc is to soak them in vinegar. After the effected parts have soaked for a short time the results are amazing.

Always screw a nut onto a bolt before shortening it with a hacksaw. Its removal assists cleaning the thread and aids easy assembly.

The wheel brace on some cars like the Austin A30/A35/A40 will also fit the oil level plug on the gearbox.

# LEADED VERSUS UN-LEADED

Supplied by Colin Johnson

Used by permission of the Sunbeam Car Club

I have been asked by a few members of our club about the situation with unleaded petrol and our cars. With the pre alloy headed car the octane is low enough so the only modification needed would be to have hardened valve seats fitted to your iron head and away you go. HOWEVER, and this applies to all pre unleaded cars, because you have not had a dry catalytic converter fitted to your car the exhaust gases from your car will be unbelievably poisonous. Let me explain.

Firstly lead in petrol. Lead is there to enable higher octane petrol so that we can have more efficient engines. Lead when burnt in the engine is subjected to 2000 to 3000 degrees and is actually baked like a house brick and when the particles are emitted from the exhaust falls to the ground within ten to twelve feet (heavier than air). The baked particles have been tested with various acids and particularly stomach acid has no dissolving effects on the baked lead. Also, it cannot be absorbed into the lungs unlike lead dust. Lead dust does not come from car exhausts. I cannot find blood lead levels earlier than 1933 but the graphs from then till 1985 show a steady decline yet lead began to be added to petrol in 1925 and peaked in 1970. You would have thought that lead levels in blood would have risen in proportion but they did not even hiccup on the graph. When Germany reduced lead in their petrol again there was no reaction in the lead level in blood samples taken. Tests done on a little island off the coast of Scotland, without a single combustion engine, show a much higher lead level in the population than in tests taken in the centre of London. Much the same results were found when New Guinea Highlanders were compared to people in Melbourne. The actual decreases in lead levels have been traced to the reduced use of pewter (a lead based alloy), the gradual reduction of lead solder in our cans of processed food and the replacement of lead water pipes that contain our drinking water. By the way Asian source canned food still use lead solder in a number their products and there are still plenty of lead pipes around. Where are the greenies?

Lead was removed from petrol for one reason and one reason only and that was that dry catalytic converters became clogged very quickly with lead particles and stopped working. Unfortunately the Green Movement that then was badly informed, enthusiastically latched on to the lead removal and ignoring the real reason for its removal mounted a false emotional campaign for which we are still suffering as more members join and do not investigate what they are screaming for.

Un-leaded petrol is a different kettle of fish and is much more dangerous as I will proceed to prove.

More than half of a litre of unleaded is not petrol. It is actually a brew of aromatics and if witches had brewed this cauldron it could not be more evil. The aromatics that replace lead are Dimethylbenzene, Mesitylene, Toluene, Xylene and



Benzene. All of them are declared carcinogens and will cause leukaemia and other cancer related illnesses.

Note that I have said will not might. I will quote from one authority Dr. Warren who was the adviser to the Government at the time and warned against unleaded and was ignored.

"In fact this stuff appears to be so dangerous, potentially lethal, that I urge you not to use it any car not fitted with a catalytic converter, don't use it in your mower, chainsaw, whipper snipper, or outboard motor and don't wash parts in it and if any gets on your skin wash it off immediately. Avoid the fumes when refuelling and don't allow anyone near the exhaust, particularly when the exhaust system is cold. Remember that catalytic converters don't work until they reach some 400 degrees."

Professor Maltoni and Morando Soffritti of the Institute of Oncology at Bologna found that exposure to certain fuel additives such as Benzene, Toluene and Xylene caused cancerous tumours when ingested or inhaled. Benzene, in particular, was named a powerful carcinogen that acts on many tissues and organs. The data leaves no room for doubt that additives are thoroughgoing highly potent carcinogens.

Roger Perry, a professor of environmental control at London's Imperial College, has conducted tests that show that unleaded petrol used in cars without catalytic converters produce a great quantity of volatile organic compounds that can be directly linked to cancer. Recently in Britain the National Society for Clean Air has removed all support for ULP.

It now turns out in information from America that the average car fitted with antipollution gear (Both American and imports) is only clean for approx. a year. After that the gear deteriorates rapidly unless completely renewed. Even a single backfire while a mechanic is tuning the car will destroy the catalytic converter. The average lifespan of a cat. is about 50,000 kilometres. After that it needs replacing. A Holden cat. is close to a thousand dollars and a Ford costs about two hundred and fifty dollars.

ULP actually costs more to make so the cost to the country is greater and it uses more oil and creates more pollution because they have to make the aromatics as well. Now another area of pollution is acid rain. It comes from two different sources. One is sulfur dioxide (FROM COAL POWER STATIONS) and the other is hydrogen sulfide. Hydrogen sulfide is that rotten egg gas smell you get from (yes you guessed it) ULP vehicles. Even when you cannot smell it it is still there. They had acid rain in Germany for a long time but since the coming of ULP it has reached the stage of the top half of the famous Black Forest now being a dead brown.

Believe me the Authorities will use every trick in the book

and last year was a good example when two graphs were overlaid and used as evidence in the Lead Roundtable. The lead level in blood graph that has been in steady decline since the thirties unaffected by the increase of lead in petrol was carefully doctored to show a four year period from 1976 to 1980. So naturally it shows a decline and when the lead usage in petrol was laid over the graph it looked like the reduction in lead in petrol was the reason for the decline. That is really a dirty use of figures.

I cannot understand the authorities. The relevant Federal Minister last year who pushed for banning lead has children and the members of parliament who voted for it must have children and grandchildren. They themselves are breathing the same air as the rest of us. Don't they care or don't they know? Think of a pump attendant (not many of them these days I know) but all day they are breathing the vapours. What about the petrol tanker driver who fills the underground tanks? He must cop a hell of a dose. He could make a big compensation claim but it is not worth the pain and suffering. I have just today read that in Sweden they have found unexpectedly high levels of leukaemia in petrol station workers. And us, we are being told yes, yes, yes you can put it in your pre 1986 car. It won't hurt your car. The lack of lead will cause your bores to wear out quicker and unless you have hardened valve seats your valves will slowly settle into your head. Oh by the way the valve seats in your you beaut modern tin box are not always of the hardened variety either. But it does not matter with them because you have a use by date stamped on your modern tin box. You won't find it. It is carefully hidden, but it is there, about four years after you bought it.

What do we do? First fill your own two stroke container with leaded petrol and add the oil. Service stations have been caught using unleaded in their take-a-way two stroke containers. When you fill your outboard tank, fourstroke mower or anything else you have that has not got a cat. make sure it is with leaded fuel. It is a hell of a lot safer. When filling your car, try to be in such a position that the breeze is blowing away from you and that includes someone else filling beside you. Don't let any get on your skin. The aromatics will absorb into your body through the pores of your skin. Don't drive a ULP car on short journeys???? Not much choice really. Pester your Federal MP and Senator with the facts and ask him what happens if he or his children or his grandchildren get cancer and the blame can be laid on something we did not need but was forced on us.

DARCY MADDOCK

Reference sources:

Roger Perry. London Imperial College.  
Prof. Maltoni. Institute of Oncology Bologna  
Dr. Warren. Warren Report & Adviser to Vic. Gov. 1983  
Prof. Lowthur. Uni. of London  
Barry Carbon Dir. of Commonwealth EPA  
National Energy Advisory Committee  
Dr. Bell Director of Health NSW.  
Restored Cars Issue 104  
Restored Cars Issue 105  
Hillmanews No 10

# INVITATION PICNIC AT MACINTOSH IS. PK.

INDY PITS - GOLD COAST

29<sup>th</sup> JANUARY 1995 11:30AM

PHONE COLIN 07 2086546

DR PETER 075 748 293

FOR MORE DETAILS



# MAILBAG

51 Sth Coast Hwy  
Albany WA 6330  
098-415184  
1 Oct 1994

Dear Daryl,

Thanks for the latest mag. and generally for your good work with it. Also thanks to everyone else who keeps the Club running. I can't do much from here unfortunately, but I've derived a lot of benefit from my membership - chiefly info..

I haven't had anything much to contribute lately, but things have recently changed. I acquired the following:

Late 69 Mk11 (no compliance plate), body number 8034(?), eng. no. 18YD Ta H9477.

Orig. col. Sugar Cane, now Electric Blue.  $\frac{3}{4}$  rebuilt (not eng/trns) for an acquaintance.

1970 Mk 11, YHS5 12275, eng. 18YE RC H3482 - probably for wrecking, because of some front end damage, some rust and lack of space (but if anyone wants most of this potential restorer for free; then just say.

1970 Mk11, YHS5 10453, eng. 18YD Ta H12195 - to be very thoroughly restored; or so I intend, as a long-term project.

## Items of interest:

Tie rod ends same as Mitsubishi part no. 5041046.

Rear brake cylinders (Mk11 PBR) same as Sanyco (for Valiant) P34876 cylinder 931019.

## Air ducting under wheel arches:

You only need to use 90mm PVC storm water pipe and fittings in order to have a good and cheap replacement for the expensive, flexible tubing ... costs about 12-15 dollars to do both sides.

Required: 2 straight connectors - these fit neatly in existing openings and can be secured with one self-tapper.

2 90° elbows - to obtain necessary run of pipe.

Approx. 1 metre of pipe (can't remember exactly).

A little PVC cement and some bituminous paint to 'hide' everything.

Double quantities for both sides of course.

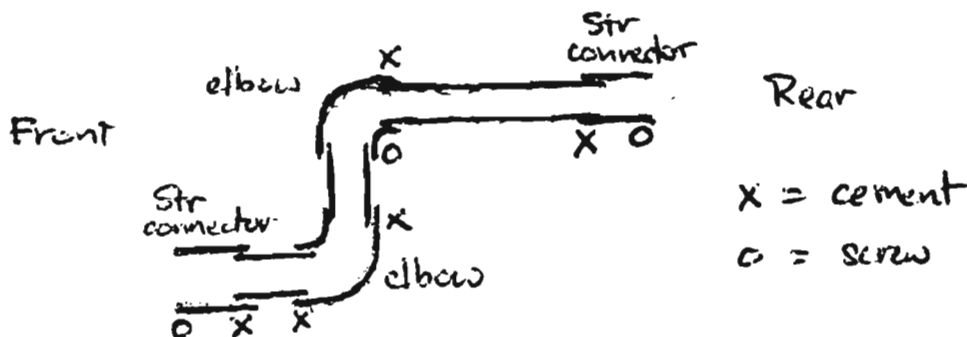
## Procedure:

Push connectors into openings and secure with screws, insert sufficient cut pipe at front to clear back of headlamp assembly etc. and cement in place. (I forgot to keep a note of the lengths of pipe needed.)

Dry-fit an elbow and determine length of pipe needed, obtain ~~correct~~ <sup>to</sup> height to rear opening, including other elbow. Vaseline will prevent binding, but clean off later.

Continue dry-fitting to complete assembly, then dismantle and cement all joints except one, which can be secured with a screw in case of future disassembly.

The usual piece of foam can be inserted at the inner end before final assembly.



I hope that this is all clear enough and proves useful. Gauze screen may need to be modified a little, but will fit back in place.

All for now. All the best to evryone.

Gerry Hiles

The Secretary  
AUSTIN 1800/X6 CLUB  
22 Davison St  
MITCHAM VIC 3132

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Yours sincerely,

Geoffrey Bott  
Marketing Director



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## HINTS REGARDING OCCASIONAL STARTING OF STORED VEHICLES

If the engine is started and run for a few minutes and then switched off it could be disastrous for the exhaust system, as it fills the muffler with acid laden moisture, which causes the muffler and exhaust pipes to rust out very quickly. If the engine is started the best method is to drive around the block until normal running temperature is reached, then making sure that the inside of the tailpipe is bone dry of moisture.

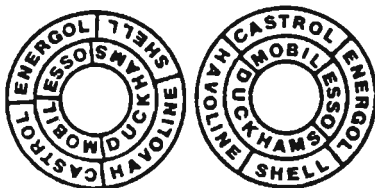
Before switching off the engine it can be inhibited by pouring about one and a half tablespoons full of "Super Outboard Oil" (not lawn mower oil) down the carburettor throat, whilst running the engine about 1500-1800 RPM.

If the vehicle is not being moved, the engine can be turned over occasionally without starting it up. This also prevents valves from sticking. Bearing in mind that when an engine is started and run for a short period that valve seats get rusty, valves stick, and exhausts rust out through moisture.

Regarding brakes, it is a good idea to press the brake pedal every couple of weeks. In the case of hydraulic brakes, this moves brake components and helps break up any corrosion that is starting in wheel cylinders etc. As for mechanical brakes, it is advantageous for cable operated brakes where inner cables tend to get lazy in outer cables.

Where the vehicle is going to be stored for a very long period, there is a special engine oil out by Castrol, called "Storage Oil", and can be used in engine sump, diff, or gearbox, (not automatic transmissions). When changing over to storage oil, take the vehicle around the block to circulate the oil.

\*\*\*\*\*



Deadlines - submissions - 25th even month  
posted - 25 th odd month

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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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Window winder handles \$6. These are actually late Range Rover ones but are believed to fit. Large hex drive with small screw hole  
Distributor vacuum units. Aust 29D type \$40, British 22D type \$35  
We carry a wide selection of distributor repair parts.

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Disc Caliper hose \$15 (won't fit PBR  
calipers) . Remote booster \$185 or , Booster  
+ installation kit \$250



New PBR parts and cylinders often become available. Please call.

British made screen & door seals and filler strips are available to order, or we'll stock if sufficient interest. Please let us know any genuine or quality reproduction parts you need. We have a small assortment of X6 & 1100 engine mounts & other parts.

Arriving mid-December is a 40' container of parts ex-UK. Included are 1800 ball joints, air/oil filters, engine parts, trafficator switches, clutch/brake cylinders, distributors & caps, alternators, mounts. The container contains a wide selection of parts for Rover, Jaguar, MG, Healey, Mini.

**ALL PRICES EXCLUDE TAX (21%) AND CARRIAGE.**

#### Cooling System Cleaner Recipe:

2 lb 'Lectric Soda' to 4 gallons of water, OR  
similar proportions to suit the cooling system capacity.

Run the engine for about 30 minutes then flush with clean water.

Incidentally, 1 teaspoon in a basin of warm water does wonders for aching feet too!

ooooo000ooooo

# MAILBAG

51 Sth Coast Hwy  
Albany WA 6330  
12 Oct 1994

Dear Daryl,

This may well arrive too late for the meeting - though I did intend writing earlier.

Sorry mate, but I cannot agree with your idea of spending \$450 on a feasibility study for a five speed box ... I mean: it doesn't end there by a long chalk does it.

I feel bad about opposing you, because you put in so much effort, but the fact is that I feel that the wind-fall from the A.M.V.C. could be spent much better than on something which, I at least, could probably never afford to have done and which has no relevance for the wider membership we've embraced now.

Of course I don't know how many A.M.V.C. members will eventually join L.O.C.A., so maybe it won't be warranted to pursue what I have on my mind ... but wouldn't it be better to use some of the extra cash on expanding mag.coverage to include general Austin info.?

Admittedly this falls back on you and others who take far more of an active part than I do (or can?), but I would quite welcome some general Austin input ... maybe someone in the old club could sub-edit and contribute a supplement?

Where the extra funds are concerned:

Mightn't it be a good idea to start a "spares pool" - particularly on stuff that's becoming rare.

Although my distance from the centre of things is great and probably makes the idea ridiculous, I'd be willing to act as a "storage facility" for anything members might come across or hear about.

The general idea is that some of the available funds could be used to acquire bits and pieces, e.g. the wind-deflectors and rear-window louvres which came up a while ago (or the odd new displacer etc.). Well if such could be acquired and centrally(?) stored, then there'd be a good source for the future.

If a nominal 10% was added - plus freight of course - then such a scheme would be self-funding ... especially if members donated surplus spares, in various states of repair, e.g. a couple of steering racks which I have and may never use.

This is all a bit vague and really needs to be thrashed-out in detail face to face amongst committee members I suppose, but it seems to me that we now have an opportunity to begin collecting some stock and, wherever it is, at a place which everyone knows is the place to try ... granted that Layco do a good job on regular stuff and that there's no need to double-up on what's already O.K..

What do you think Daryl?

Thanks for your efforts,

Yours,



Gerry Hiles.



# SOME HEAVY BREATHING PLEASE

Many thanks to Alice and Herman Pedersen for hosting the last Club meeting[ in Hermans garage! It was also good to meet Graham Anderson from Gladesville who just happened to be passing. His Kimberly is the quickest one around, I'm sure.

The next Clun meeting will be on **Wednesday 14th of December** at Pat Farrells place. 4 Wayne Avenue, Boronia at 8-00pm. Please bring a plate of supper. **All Welcome**

The 5 speed gearbox feasibility study has proved a flop, with most people opposed to the idea of throwing \$450 at it. Strangely, those with the taller 3-7 diffs, and have therefore tasted a higher geared Landcrab voted yes. But were outvoted.

Many thanks to **Peter Jones** for organising a big advert for the club in the November issue of Australian Classic Car

Call David

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Rae & David Ealey



Dear Daryl,

Thankyou for giving me a plug in the last newsletter, as a **mobile mechanic**.

As you know, I have worked on the B.M.C.range of cars for 30 years, and I never thought I would use the word **flimsy** in regard to an 1800. However, this is true in regard to the tie rods. Where the rod itself is bolted onto its supporting bracket, the bracket itself is not very strong, and further more, the rubber bush there can hide a multitude of sins- the main one being rust. In extreme cases, if the bracket is gone, the front wheel can move back and forth under severe braking and/or aceleration . I recomend this bracket be inspected every 100,000 Ks, and each time ones wife hits the gutter!

As you know, I prefer spanners to biros. Therefore could you correct as necessary.

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 MOREE ..... Ritter Bros. Pty. Ltd.  
 MOSS VALE ..... Central Garage  
 MUDGE ..... Bob Morgan's Service Station  
 MULLUMBIMBY ..... Rummery Brothers  
 MURWILLUMBAH ..... A. G. Hayes & Sons Pty. Ltd.

MUSWELLBROOK ..... Watson-BMC  
 NAROOMA ..... Narooma Motors  
 NARRABRI ..... C. D. White  
 NARRANDERA ..... Narrandera Motors  
 NARROMINE ..... Rawle's Garage  
 NEWCASTLE WEST ..... N.S.W. Motors Pty. Ltd.  
 NEWCASTLE WEST ..... Delore Motors Pty. Ltd.  
 NOWRA ..... Rudder Motors Pty. Ltd.  
 NYNGAN ..... Morison Motors  
 ORANGE ..... K. D. McCallum & Co. Pty. Ltd.  
 PARKES ..... A. S. Webb Motors Pty. Ltd.  
 PEAK HILL ..... F. Elliott & Sons  
 PENRITH ..... Ron Barrett Pty. Ltd.  
 PORT MACQUARIE ..... Port Macquarie Motors  
 QUEANBEYAN ..... Bridge Motors  
 QUIRINDI ..... Harrison's Garage  
 RIVERSTONE ..... Knight's Garage  
 SCONE ..... Saunders & Clydsdale  
 SINGLETON ..... Singleton Service Station  
 SPRINGWOOD ..... Grady & Sampson Pty. Ltd.  
 STROUD ..... Garland's Garage  
 TAMWORTH ..... Larke Hoskins Pty. Ltd.  
 TAREE ..... Bryant Motors  
 TENTERFIELD ..... Hay's Garage  
 TOCUMWAL ..... Tocumwal Motors  
 TUMBARUMBA ..... K. Dunn  
 TEMORA ..... Kerwill Motors  
 TUMUT ..... Central Motor Garage  
 TWEED HEADS ..... Barnes' Garage  
 ULLADULLA ..... Veitch's Garage  
 WAGGA ..... All Cars (Wagga) Pty. Ltd.  
 WALCHA ..... C. Erratt  
 WALLA WALLA ..... Klemke Motors  
 WARRAWONG ..... H. Pember & Son (Warrawong) Pty. Ltd.  
 WARREN ..... Kennedy's Motors  
 WAUCHOPE ..... Wauchope Motors  
 WELLINGTON ..... Agricultural Traders (Bellbridge Motors)  
 WEST WYALONG ..... West Wyalong Auto Port  
 WINDSOR ..... Hayes Bros. & Co. Pty. Ltd.  
 WINGHAM ..... Capitol Motors

WOLLONGONG ..... Stanford Motors Pty. Ltd.  
 WOODENBONG ..... Woodenbong Driveway  
 WOONONA ..... H. Pember & Son Pty. Ltd.  
 YOUNG ..... Dangar, Gedy & Malloch Ltd.

#### QUEENSLAND—Brisbane Metropolitan

✓BRISBANE ..... Howards Motors  
 ✓BRISBANE ..... U.K. Motors Pty. Ltd.  
 ✓CAMP HILL ..... U.K. Motors Pty. Ltd.  
 ✓CHERMESIDE ..... U.K. Motors Pty. Ltd.  
 FORTITUDE VALLEY ..... Premier Motors  
 ✓KELVIN GROVE ..... Wedmaiers Pty. Ltd.  
 ✓MUNDAH ..... Paisted's Motor Welding Service  
 ✓REDCLIFFE ..... U.K. Motors Pty. Ltd.  
 ✓TINGALPA ..... Southside Motors Pty. Ltd.  
 ✓WOOLLOONGABBA ..... U.K. Motors Pty. Ltd.

#### QUEENSLAND—Country

ATHERTON ..... Evans Service Station & Garage  
 BEAUDESERT ..... Service Motors Pty. Ltd.  
 BLACKALL ..... J. Muir & Sons  
 BOLLON ..... W. R. McCoy  
 BOONAH ..... David Evans Pty. Ltd.  
 BOWEN ..... Perrin's Queens Beach Motors & Tractors  
 BUNDEBERG ..... Johnston's Garage & Service Station Pty. Ltd.  
 CAIRNS ..... Llewellyn Motors Pty. Ltd.  
 CAMOOWEAL ..... Camoowear Motors  
 CHARLEVILLE ..... The Automotive Centre  
 CHARTERS TOWERS ..... Frank Stanger  
 CHINCHILLA ..... A. A. Holt  
 CLONCURRY ..... L. W. Rooke Motors  
 CUNNAMULLA ..... O'Brien Motors  
 DALBY ..... M. Evans Farm Machinery  
 DIRRANBANDI ..... Donnelly Motors  
 GATTON ..... Gatton Motors Pty. Ltd.  
 GLADSTONE ..... Pattel Bros.  
 GOONDIWINDI ..... Chandler's Garage  
 GYMPIE ..... Burton Motor Company  
 HOME HILL ..... Home Hill Engineering Works  
 INGHAM ..... Tom Cable Cars & Tractors  
 INNISFAIR ..... Mourilyan Motors Pty. Ltd.  
 IPSWICH ..... British Motors Pty. Ltd.  
 JANDOWAE ..... Motor & Tractor Service  
 KINGAROY ..... L. M. Freeman Estate  
 LONGREACH ..... Longreach Panel Works  
 MACKAY ..... Carlisle Motors  
 MALENY ..... Austin's Service Station  
 MAREEBA ..... Advanx Garage & Service Station  
 MARYBOROUGH ..... Jack Casey Car Sales  
 MILLAA MILLAA ..... Midway Motors  
 MONTO ..... Kenneth Muller  
 MOSSMAN ..... A. McCoist & Sons  
 MOUNT ISA ..... Inland Motors  
 MUNOUBBERA ..... McAllen Motors  
 MURGO ..... Murgon Body Works  
 NAMBOUR ..... United Engineering Services Pty. Ltd.

PALM BEACH ..... Felix Creswick Pty. Ltd.  
 QUILPIE ..... Jack Holland Motors  
 ROCKHAMPTON ..... U.K. Motors Pty. Ltd.  
 SOUTHPORT ..... Southport Motors Pty. Ltd.  
 STANTHORPE ..... McCosker Motors  
 THALLON ..... Thallon Motors  
 TOOWOOMBA ..... Howards Ltd.  
 TOWNSVILLE ..... Norm McKillop Car Sales  
 WARWICK ..... Fitzroy Motors  
 YARRAMAN ..... L. W. Asher

#### VICTORIA—Melbourne Metropolitan

✓BLACKBURN ..... Etheridge of Blackburn  
 ✓BRIGHTON BEACH ..... Linacre Motors Pty. Ltd.  
 ✓CAMBERWELL ..... Lane's Motors Pty. Ltd.  
 ✓CARNEGIE ..... Heads Ever-Ready Engineering Pty. Ltd.  
 ✓CHELTENHAM ..... McGain Bros. Central Garage  
 ✓COBURG ..... Plaza Engineering & Body Service Pty. Ltd.  
 ✓DANDENONG ..... Lane's Motors Pty. Ltd.  
 ✓ESSENDON ..... Dent's  
 ✓FERNTREE GULLY ..... Broome Bros.  
 ✓FOOTSCRAY ..... F. A. Armfield Motors Pty. Ltd.  
 ✓FRANKSTON ..... Lane's Motors Pty. Ltd.  
 ✓GLEN WAVERLEY ..... J. & R. Anderson Motors Pty. Ltd.  
 ✓KEW ..... Lane's Motors Pty. Ltd.  
 ✓LILYDALE ..... Etheridge of Lilydale  
 ✓MELBOURNE ..... Kellow-Falkiner Pty. Ltd.  
 ✓MELBOURNE ..... Peter Manton Motors Pty. Ltd.  
 ✓MELBOURNE ..... Lane's Motors Pty. Ltd.  
 ✓NORTHCOLE ..... Gould's Motors Pty. Ltd.  
 ✓OAKLEIGH ..... Lane's Motors Pty. Ltd.  
 ✓PRAHRAN ..... A. F. Hollins Pty. Ltd.  
 ✓ROSANNA ..... Rosanna Motors  
 ✓ST. KILDA ..... Caplan Motors Pty. Ltd.  
 ✓WILLIAMSTOWN ..... Halton Bros. Pty. Ltd.

#### VICTORIA—Country

✓ARARAT ..... Riley's Central Garage  
 ✓BACCHUS MARSH ..... Grant Motors  
 ✓BAIRNSDALE ..... J. J. Dwyer Garage Pty. Ltd.  
 ✓BALLARAT ..... E. Collins Motors  
 ✓BEAUFORT ..... Ripon Motors  
 ✓BEECHWORTH ..... Reliance Garage  
 ✓BENALLA ..... Benalla West Motors Pty. Ltd.  
 ✓BENDIGO ..... A. W. Puffer Motors Pty. Ltd.  
 ✓BIRCHIP ..... Hillgroves Tractors  
 ✓BRIGHT ..... Showers and Lowe  
 ✓CAMPERDOWN ..... Fullarton Motors  
 ✓CASTLEMAINE ..... Hunt & Lobb  
 ✓CHARLTON ..... M. P. Hodgson Pty. Ltd.  
 ✓CHILTERN ..... W. H. Gray's Garage  
 ✓COBRAM ..... Alan Marxsen Motors  
 ✓COLAC ..... Quinton Bros. Victoria Garage  
 ✓COLERAINE ..... L. E. & M. D. Baudinette  
 ✓Corryong ..... Edwards & Ross  
 ✓COWES, P.I. ..... Tyrrell Motors Pty. Ltd.  
 ✓DONALD ..... A. W. Hunter  
 ✓DROUIN ..... Drenthe's Garage Pty. Ltd.

✓ECHUCA ..... C. P. Healey & Sons Pty. Ltd.  
 ✓EUROA ..... Wright & Callanach Motors Pty. Ltd.  
 ✓FINLEY ..... Boomerang Service Station  
 ✓GARFIELD ..... L. & J. Motors  
 ✓GEELONG ..... Brown's Motors (Geelong) Pty. Ltd.  
 ✓GEELONG ..... B. V. Murphy & Co. Pty. Ltd.  
 ✓HAMILTON ..... Wade Motors Pty. Ltd.  
 ✓HEALESVILLE ..... McVea Motors  
 ✓HEATHCOTE ..... G. E. M. Ferguson's Garage  
 ✓HORSHAM ..... Duldig Motors  
 ✓KERANG ..... A. Franzini Pty. Ltd.  
 ✓KILMORE ..... Alex Rose  
 ✓KORUMBURRA ..... Parry's Garage  
 ✓KYABRAM ..... Kyabram Auto Repairs Pty. Ltd.  
 ✓KYNEDON ..... Easton Motors Pty. Ltd.  
 ✓LEONGATHA ..... Edney's Garage  
 ✓LISMORE ..... R. T. Rhook Pty. Ltd.  
 ✓LORNE ..... Vern Grose Motors Pty. Ltd.  
 ✓MANSFIELD ..... Gaffney's Garage  
 ✓MARYBOROUGH ..... Colman Bros. Pty. Ltd.  
 ✓MILDURA ..... Syd. Mills Motors Pty. Ltd.  
 ✓MINYIP ..... Smith Bros.  
 ✓MOE ..... Chas. Rutter Motors Pty. Ltd.  
 ✓MORNINGTON ..... Burris Bros.  
 ✓MORTLAKE ..... H. Goodall & Son Pty. Ltd.  
 ✓MORWELL ..... Connell's Garage  
 ✓NAGAMBIE ..... Ralston's Central Garage  
 ✓NATHALIA ..... C. & E. Arthur's Garage  
 ✓NUMURKAH ..... Hurren's Motors  
 ✓PORTLAND ..... Wade Motors Pty. Ltd.  
 ✓PYRAMID HILL ..... Pyramid Sales & Service  
 ✓ROCHESTER ..... Golf Links Motors  
 ✓ROSEBUD ..... A. & R. Patterson  
 ✓RUPANYUP ..... Emmett Motors  
 ✓SALE ..... H. G. Elliman Motors  
 ✓SEYMOUR ..... Buchanan Motors Pty. Ltd.  
 ✓SHEPPARTON ..... Watson & McCabe  
 ✓ST. ARNAUD ..... St. Arnaud Apex Service Station  
 ✓STAWELL ..... Ray's East End Motors Pty. Ltd.  
 ✓SWAN HILL ..... Alan Scott Motors  
 ✓TERANG ..... Goodall's Terang Garage  
 ✓TOORA ..... Toora Auto Service  
 ✓TOORADIN ..... K. L. Anderson Pty. Ltd.  
 ✓TRARALGON ..... T. G. Cobbedick & Co. Pty. Ltd.  
 ✓WANGARATTA ..... O'Brien's Central Motors  
 ✓WARBURTON ..... E. J. Gerrish Motors Pty. Ltd.  
 ✓WARRACKNABEAL ..... B. & S. Schubert  
 ✓WARRAGUL ..... Littlehale's Motors Pty. Ltd.  
 ✓WARRNAMBOOL ..... Warrnambool Motors Pty. Ltd.  
 ✓WERRIBEE ..... Nicholson's Farm Equipment & Motor Sales Pty. Ltd.  
 ✓WONTHAGGI ..... Wonthaggi Motors  
 ✓YALLOURN ..... Garden Motors  
 ✓YARRAM ..... Newman Service Station

#### TASMANIA

BURNIE ..... Lex Sternberg Motors Pty. Ltd.  
 DEVONPORT ..... Dangerfield Martin Pty. Ltd.  
 HOBART ..... H. C. Heathorn & Co. Ltd.  
 LAUNCESTON ..... Mitchell Motors Pty. Ltd.

**VERMONT  
HIRE  
PTY. LTD.**

405 CANTERBURY ROAD,  
VERMONT

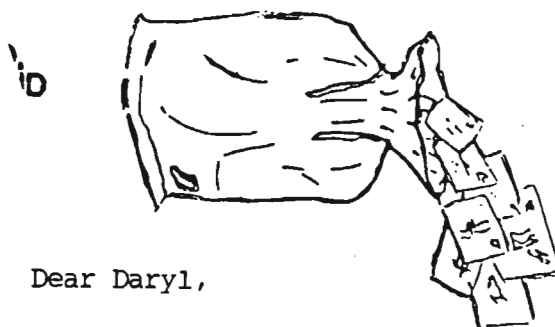
**Telephone: 874 8444**

Fax: 873 5230

**YARRAVAL  
HIRE  
LILLYDALE**

14 HARDY STREET,  
LILLYDALE

**Telephone: 739 5880**



Dear Daryl,

Colin Johnson  
45 Paradise Road  
Slacks Creek 4127  
QL.L.D.

Just a few lines to let you know I have made my booking for **Austins Over Australia** at Wangaratta next Easter. I am travelling down with a few of the guys from the Queensland Austin Car Club. Staying overnight at **Dubbo**, and on to Wang next day.

Thought if any of our members are on the same route, they may care to join us in our concoy. I can be contacted on **07 2086 546**.

Hope all goes well. God willing I will see you in Wang.

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NOT ALL ITEMS AVAILABLE AT BOTH YARDS

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HOW TO PRESERVE A HUSBAND.

Be careful in your selection. Do not choose too young. When once selected give your entire thoughts to preparation for domestic use. Some insist on keeping them in a pickle, others are constantly getting them in hot water. This may make them sour, hard and sometimes bitter. Even poor varieties may be made sweet and tender and good by garnishing them with patience, well sweetened with love and seasoned with kisses. Wrap them in a mantle of charity. Keep warm with a steady fire of domestic devotion and serve with peaches and cream. Thus prepared they will keep for years.

# SALE NOTICE

**Mk 1 1800** Manual G.C. [03] 870 1046 Ringwood **\$800** ONO

**Freebies** 1800 and Kimberely Mk 11 Sunbury David Apse [03] 744 2352

**Mk 11 1800** Good parts car Kennington[ Sydney] Alis Grace [02] 663 3819 Offers

**Mk 11 1800** Body, interior E.C.- but small fire under bonnet- also a Mk 1 parts car **\$400** the lot Kyabram[ country Victoria] [058] 594 239

**Freebie** Kimberely [057] 97 2261 Country Victoria

**One owner** 68 Mk 1 **Auto** Red/White 98,000 Simpson **\$3,200** [02] 521 3273

Matched pair of **Twin 1 3/4 S.U.s** Peter Jones Gold Coast [075] 748 293

**Mk 11 Auto** White /Green One owner last 24 years Salamander Bay [Port Stephens] [049 820 948]

**A 95 Westminster** 2 owners little rust used regularly lots of parts **\$2,500**  
Ken Teagle Casterton, Country Victoria [055 820 276]

**Wolsley 18/85 Mk 11 Auto** GC with new paint job 90,000 **Gary Fry \$5,000**  
[02] 306 591

**Ute** still goes **\$200** Bruce Evanson Morwell [051] 277 041

**Mk 11 1800** Man New motor Blue/Mostly blue Wangaratta **\$500** [057] 221233

**Mk 1 1800** 67 Man V.G.C. 12 Mths reg. White/ Red 97,000 Fran Mc Dimat  
Elwood Vic [03] 531 7595

## Wish List



Colin Johnson 07 2086 546 in looking for;

a really good steering wheel

Good driving lights- Old type same as optional extras

Rear reversing lamp.

"Mummy! Mummy! Daddy is going out!" "Well throw some more petrol on him!"

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