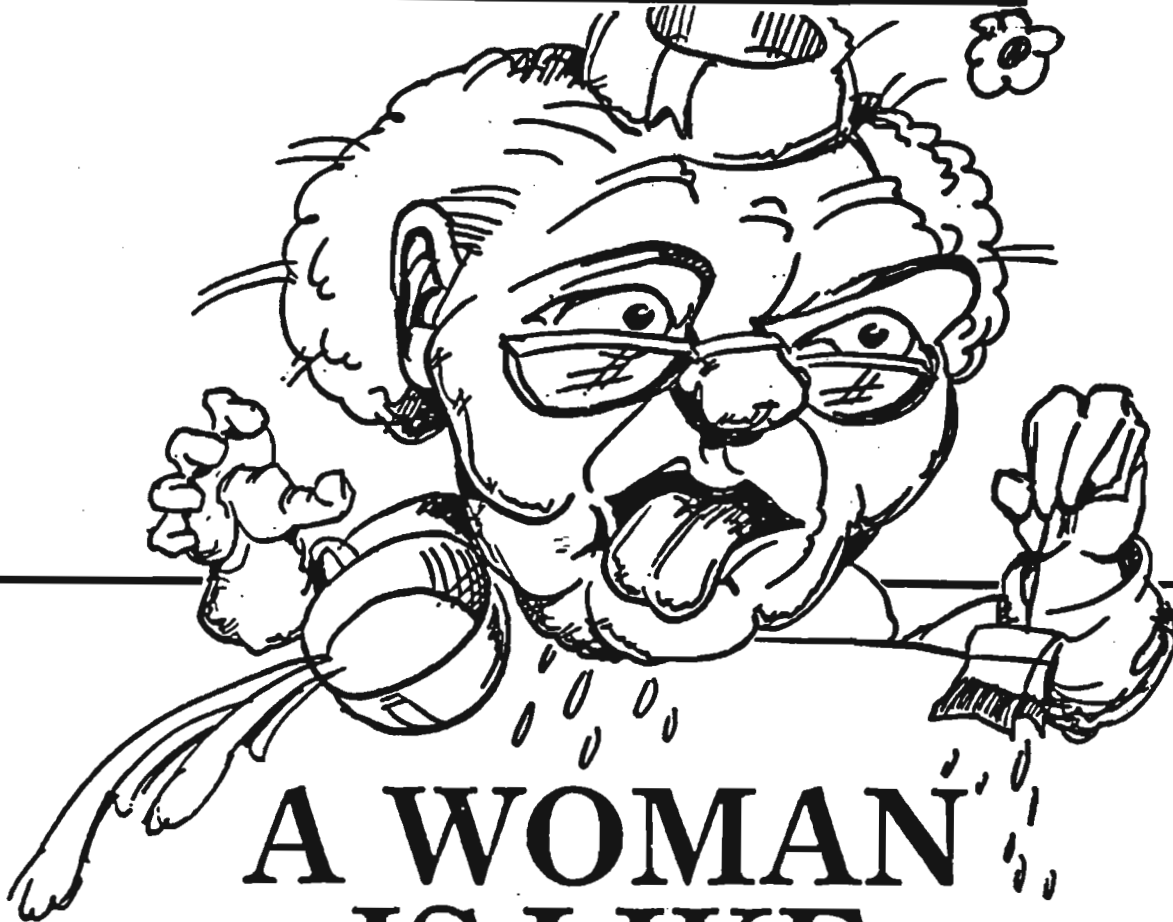


LANDCRAB

The Landcrab Owners club of A/sia, Inc.



**A WOMAN
IS LIKE
A TEA-BAG**

**You can't tell how
strong she is until
you put her in hot
water.**



ell how
is until
r in hot

INTRODUCING..

Cameron BULL	21 Marcus Road, Dingley 3172 Vic	03 551 1880	Mk 11 1800
Paul Copeland	Cedar Gully Yellow Rock Road Albion Park 2528 N.S.W.	042 562 438	Mk 11 1800
Bruce GARDNER	56 Herbert St Parkdale 3195 Vic	03 580 8180	A 99 Westminster
Keith McLEAN	89 Sheedy Street, Rockhampton 4701 Q.L.D.	079 281 024	Mk 11 Ute



Purchased from the original owner. The car was written off in an accident in the early '80 s. Repaired and restored to RWC in '92 by me and it is in daily use.

Keith was kind enough to give the club a copy of B.M.C. notes on how to air condition a Morris 1100. He also traced the rumours of the 5 speed 1800 to a workshop near him. Before everyone gets over excited, it transpired that the complete Morris 1500 power unit was installed in the 1800. Trouble was, there was barely enough power to get the prototype moving !

Stephen MILLAR	47 Britannia St Kalgoorlie 6439 W.A.	090 914 969	Mk 11 1800
Steven SULLIVAN	2/381 Liverpool Street Darlinghurst 2010 N.S.W.	02 361 3754	Mk 11 1800

The only history I know is that it came from Penrith N.S.W. and the previous owner before the last, converted it to manual, undoubtedly saving the cars life. Apart from one small hole in a rear door, the car is in fantastic shape, although a little scruffy at present.

The previous owner also fitted horrible wheels, had it lowered 2" and fitted 2 km of black wiring throughout the car!

The gent I bought it off owned it for 3 years and kept it well. I saw it in the trading post and paid \$1,000 with 12 months rego included.

I have lived in Sydney now for two years after moving from England. but my link with 1800 s goes back to when I was a child.

My next door neighbour had a 1966 Mk 1 Austin in white. I remember thinking how big it was and that it had a smiley grille. Latter in 1979, I made friends with a mate who's Dad had a lime flower coloured Mk 11. It went just about everywhere and travelling in it, I was amazed by the room. Big as it was, my mates Dad was 6'4", and his scone had rubbed a mark in the headlinning.

After he chanded cars, the Morris was left in the garage- we used to fore it up and zoom up and down the driveway, although we were only 12 years old!

My brother bought it in 1984 to restore, but never finished it, and still being at school and only 15, I couldn't save it.

Jn 1986, being 17 and licensed, I found a 1968 Morris 1800, and painted it blue. It was a great car, but the salt winter roads and generally revolting weather ravished the panels. Due to an accident and lack of knowledge, the poor 1800 went to Heaven

After compiling a short list of vehicles here in Oz, I was shattered by the price of even rough Jap cars, let alone 50 s and 60 s Holdens, so when my Austin came up at the right price, I grabbed it.

Although I have had some problems, I have managed to keep it going, and hope to finish it soon. My aim is not concours, but to have a tidy and reliable car I can enjoy in everyday service.

FROM THE BACKSEAT

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Boronia 3155 Vic
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4 Yarandin Court
Worongary 4713 QLD
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Editor/ Secretary 03 873 3038
Daryl Stephens
22 Davison Street,
Mitcham 3132 Vic
A.M.V.C. Sub Committee.
Pat Farrell [as above]
Geoff Marshall
19 Anne Street,
Blackburn North 3130 Vic.

MAILBAG

Dear Daryl,

I have successfully settled into life on the sunny West Coast and I am pleased the Landcrab newsletter arrives on time. Thanks for changing my contact address. One of the first things I had to correct on the 1800 was the persistent overheating problem I was experiencing while I had the car in Sydn. I tried everything to fix it and just before shipping the car to Perth I had radiator recored. I did not want to take any chances with the heat here in Perth. Originally from Canada only 18 months ago, I love the heat but my 1800 would roll over and die if it wasn't repaired. Even though the car only gets out about once a week I needed it to be fool proof. With the new radiator core it still ran a little hot until by chance I met Ken, the Guru of 1800's here in Western Australia. I am really amazed with Ken. He eats, drinks, and literally sleeps with 1800's. He has quite a stable. I needed a couple of minor things repaired to pass the inspection to register the car in W.A. and while Ken was looking at it he suggested I remove the crash or skid plate up front under the engine. His recommendation was based on a weight savings, less labor for oil changes and bottom engine work and it was a collector of dirt and oil. Not being a mechanic and putting alot of trust in those who are I said what the hell pull it out! Since then the engine warms up to operating temperature and the needle doesn't budge off the centre mark. Even while sitting in traffic at 35 degrees. Speaking of registering the car, I had to surrender my custom black and white NSW number plates that read "AN 1800". These plates have been returned to the RTA for storage and I am now asking for offers on the plates from club members. The plates were only on the car for about 5 months and are like new. If anyone is interested I can be contacted at 161 Tower Street, West Leederville W.A 6007 on 09-381-7760

Regrds, Brad Prentice.



EDITORIAL INTERRUPTIONS

Allan Hogg.

Today I'm going to talk to you about my problems and a possible solution.

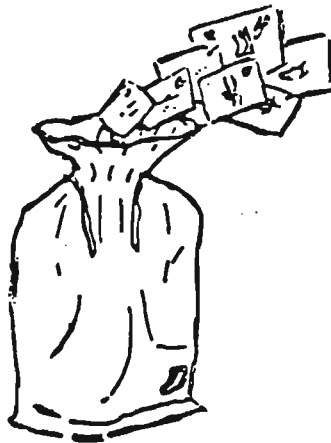
When I bought my Austin Kimberley it had a blown head gasket. I knew how to fix this problem! Find the only Kimberley head gasket kit left in the world and do a head job on the car and everything would be AOK. But the head could have been warped so I just took 60 thou off, got new shims for the lifters and I knew that everything would be AOK. But the original compression ratio 8.6 to 1 and now it's ? (much higher). No worries, it's a strong motor.

Eventually everything went back together and it was AOK. Putting out a genuine guess of 125 bhp after the cam and mickey mouse air cleaners. Seemed to be no problems then someone changed the octane rating when I wasn't looking and it started to ping. 100 octane from Oran park seemed to go well but I wasn't there often enough to keep it filled. In fact it went very well on 100 octane. The upholstery was melting in the fumes but it went well.

Well that's my problem and here's my solution. (I like to share).

ET Performance Products have released an octane boosting additive called 104+. It's designed to prevent pre-ignition pinging, reduce emissions, and recover lost horsepower. It's free of lead, alcohol, aniline and toluent. It's in a red plastic bottle of 16 fluid oz. It does have Naptha, Tricarbonyl, Ethylbenzine and Xylene in it. It must be good!

I put half a bottle in my 10 gallon tank and it didn't ping any more. Next time I put a quarter of a bottle in the tank and it pinged a bit. Maybe a third is just right. The instructions of course say half a bottle to a 16 gallon tank. It costs about \$18 a bottle and is available from most spare parts places. It's made in the good old US of A.



P.O. Box 51

TARALGA 2580 N.S.W.

7th January, 1995.

Hi Darryl & Jan,

Hope that Christmas and the festive season were kind to you and that you saw it through safely. Helena and I had a fairly quiet time, but restful, which is the order of the day now following a couple of heart attacks for me in November. A bit of a scare I must admit, but hasn't stopped me from fitting the old original motor back into Tenacity after a complete rebuild, so now am guaranteed attendance at Wang come Easter.

Might you please include in the next Newsletter information relevant to the attached letter from the Austin Healey Owners Club of N.S.W. inc, inviting other Austin enthusiasts along on their Annual Breakfast Run, which I can assure members is a very good outing, with a top lot of people. Unfortunately we leave the week after Easter for Perth and beyond, so can't be there, but at least other members should be offered the invite.

Well that's it for me at present, catch up with you at Wang, and waiting to hear from any members who might be travelling the Hume Highway and wanting to join the convoy. Please point out that I'll be carrying a spare for every purpose, plus Hydrolastic units, fluid and necessary tools, and that Tricia will have in her car most bits to suit the MK 11.

Bye for now,

Rick Hopkins.

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 problems that may ensue from acting on such advice and information.



AUSTIN-HEALEY OWNERS CLUB (NSW) INC.

PO BOX A471 SYDNEY SOUTH NSW 2000
TELEPHONE 636 2990

THE 7TH ALL BRITISH BREAKFAST RUN.

Dear Club Members,

We wish to announce the running of the 7th All British Breakfast Run.

This run will be a little shorter this year, some members like it that way, to Katoomba, the R.S.L. Services Club, on the corner of Lurline and Merriwa Streets.

DATE. SUNDAY THE 30TH APRIL, 1995
please note that this date differs from previous information which identified the 1st of May (I was looking at the wrong calender)

POINT OF COMMENCEMENT. The large parking area adjacent to the Caltex and McDonalds, west bound on the M4 Motorway at Prospect.

DEPARTURE TIME. 7am SHARP.

COST \$10.00 per head for Adults
\$ 5.00 per head children 4 to 12 old
children under 4 are free.

Breakfast will consist of the usual..... Fruit Juices
Cereals, Sausages Bacon Egg
Hot Rolls/Croissants, Tea/Coffee.

ROUTE SUGGESTED, leaving the parking area travel west along the M4 to Lapstone, then continue along the Great Western Highway to Katoomba, turn left at second set of traffic lights, to round about, turn left along Main street, second on right is Lurline Street, the RSL Club is then on the 5th intersection on the left.

As usual I would ask that one member of your Club become a **CONTACT PERSON**, obtain numbers and contact me, the organiser, Terry Bancroft, phone number 047 774 883, or 018 049 670, or by writing to me at P.O Box No. 27 Llandilo NSW 2747.

Page No. 2.....

Page No. 2.....

I will be on Holidays till about the 22nd January, 1995, tickets will be on sale after that time, plus I will be missing over Easter at our National Rally in Victoria.

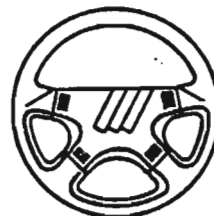
Meals will be supplied on production of a ticket ONLY.

If this is not considered suitable for a Club outing, could it please be placed on your social calender so that individuals with vehicles on Club Plates may attend if they desire.

This is a morning to enjoy everyones' company and inspect their wonderful machines.

Happy British Motoring

Steering Wheel



by Daryl Stephens

Happy new year to everyone !

Following last newsletters comparision between leaded and lead free petrol, club member Robert Leslie has given the Club a mountain of information on the subject. Those who wish to know more before its printed should contact Robert direct.[Our Rover 3500 EFI will accept either fuel, and is now back on leaded. Plans for an unleaded head for the 1800 have been aborted!]

Coming up in a forthcoming newsletter will be a full technical description of how to air condition an 1800. The Mk 1 has had air since just before Christmas, and looses nothing in comparision with the Rover.

Pat Farrell has kindly supplied us with the full workings of the London to Sydney marathon cars, which appear in this edition.

For those in Melbourne on Wednesday, February 8 th, the next Club meeting will be that night at 22 Davison Street, Mitcham at 8 pm

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 trailed 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.

.....

AUSTINS OVER AUSTRALIA

ENTRY FORM

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

Passengers' Names _____

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 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 its acquisition, restoration, achievements and any interesting stories about it for the Rally Directory.

Please forward your entry fee 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

\$40.00 full rally pack
OR
\$20.00 - Cavalcade of Austins
(Easter Sunday)

IMPORTANT P.T.O.

Committee only:

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

Reg. No: _____

"Austins Over Australia"

NEWSLETTER No. 1

December 1994

With only 4 months to go the Committee has been very busy finalising arrangements for the Easter weekend Rally.

The rally is shaping up to be a winner! Entries are coming in from Austin enthusiasts all over Australia, in fact a few enquires have been received from overseas.

There are numerous Austin restoration projects being completed for the event. If you are preparing your Austin for the event we hope you get finished in time!

Trip To Wangaratta

Has your club or group of friends arranged to travel together for the trip to Wangaratta? We would like to know your itinerary, or roughly the day and time you plan to leave, as others may wish to join you either at the start or en route to Wangaratta. It makes the journey far more enjoyable if you can travel in a group, especially along that never-ending Hume Highway.

Any Spare Austins?

Can anyone lend other Austin enthusiasts an Austin for the rally? Enquires have been received from overseas (GB, NZ and also Tasmania) from people wishing to attend, however it is too expensive to bring over their Austins. They are prepared to pay all costs involved to become participants in the rally and would like to enjoy the Australian hospitality. If you are prepared to lend out an Austin, or take passengers, please let David Vaughan know ASAP.

Entries In & Accommodation Booked?

There are a lot of people who have indicated they are entering the Rally who have not yet sent in their entry forms. Entries will be accepted up until 15th February 1995, however we would prefer not to have a huge quantity all at once. If you know of anyone who has yet to send in their entry please give them a prod! Accommodation should be booked a.s.a.p., as there are other activities going on in Wangaratta over Easter, which could mean accommodation will have to be sought out of town.

Afternoon Tea 12th February 1995

Many Austin owners will be attending the huge Picnic at Hanging Rock on 12th February 1995. For the first time there will be an official start at the Zoo gates at 9.15am. All Austin owners are invited to David Vaughan's place in Romsey for afternoon tea, leaving the event at approximately 3.00pm. This would be a good opportunity to meet other Austin owners who will be attending the Easter rally.

PROGRAMME

Easter Friday 14th April 1995

10 am to 6 pm

Reception of rally entrants by committee at Wareena Park, Wangaratta.

Rally pack which includes vinyl bag, grill badge, cloth badge, rally directory etc.

Light refreshments will be available.

(The committee will be staying at the Crana Motel, 93 Tone Road, Hume Hwy; should any entrant need to be contacted during the weekend Tel. No: (057) 214 469 Mobile Phone: A. Francis (015) 850 442

There are no plans for Friday night. We suggest you settle into your accommodation and get to know your Austin neighbours or take a look at places of interest in Wangaratta, maps will be provided in the rally pack.

Saturday 15th April 1995

9 am - 1pm

Assemble at Wareena Park

Observation cruise to the historic township of Beechworth via the Beechworth Road,
(approx 30 minute run)

Special Bush Rangers lunch at Beechworth in Town Hall Gardens

Cost: \$5.00 per pack

Easter Carnival being held in Beechworth, many attractions and activities

Some cars will be invited to participate in their street parade

3.30 pm

Cars may leave in groups with Tour Guides on optional tours to visit Glenrowan (Ned Kelly country), Chiltern (historic town ship), Woollen Mills or wineries. Route maps provided

6.30 pm

Sit down evening dinner at Rovers Football Club at HP Barr Reserve

Wear smart casual clothes

Cost: \$17.50 ph, children \$7.00 ph

Children under 5 years free.

Drinks at bar prices

Easter Sunday 16th April 1995

morning

Self guided tour of places of interest in the district or you may wish to attend church services

Route maps provided for suggested tours and places to see

Purchase own lunch

1 pm

Assemble for Cavalcade of Austins at Wareena Park

To encourage as many Austins as possible, Austin owners may register for this display only, if they are unable to participate during the whole weekend. \$20.00 entry fee covers a rally badge and rally directory

6.30 pm

Evening spit roast and presentations at Rovers Football Club at HP Barr Reserve

Cost: adults \$13.50 ph & children \$6.00

Children under 5 years free.

Drinks at bar prices

Monday 17th April 1995

9am

Optional final gathering at Wareena Park

Some entrants will be leaving for their journey home

10.00am - Wangaratta Airworld Historic Aircraft Museum (approx 40-50 aircraft on display) and model plane display

Admission \$3.50 ph, (group discount, to be paid on the day)

Tuesday 18th April 1995

Entrants leave Wangaratta

Further Information May be Acquired From:

Rally Director: Adam Francis, 16 Barnett Grove, Noble Park Vic 3174 Ph: (03) 547 8513
OR Promotions Officer: David Vaughan, 11 Knox Road, Romsey Vic 3434 (054) 295 721

PLEASE RETURN THESE FORMS BY 15TH FEBRUARY

RALLY ENTRANTS INFORMATION

Name:

Names of Passengers:
(please note children's ages)

Address:

Telephone No:

(w)

(ah) Fax Number:

BOOKING FORM FOR DINNER

return to Treasurer, Bill Rees, PO Box 51, Bundoora Vic 3083
Cheques payable to "Austins Over Australia"

Saturday 15th April

			No:
lunch at Beechworth	\$5.00 per pack	x	=
evening dinner	\$17.50 ph adults	x	=
	\$ 7.00 ph children	x	=

Sunday 16th April

BBQ	\$13.50 ph adults	x	=
	\$ 6.00 ph children	x	=

(Note: children - under 16 years old, under 5 years free, numbers are needed for catering purposes)

Total \$ _____

RALLY PARAPHERNALIA ORDER FORM

items may be ordered now rather than avoid disappointment on rally

		Quantity	Amount	Total
Sweaters	size:	Small	x	=
(Burgundy)		Large	x	=
\$22.00 all sizes		Extra Large	x	=
		Outsize	x	=
Polo Shirts	size:	Small	x	=
\$20.00 all sizes		Large	x	=
		Extra Large	x	=
		Outsize	x	=
Extra grill badges	@ \$15.00	x	=	
Extra Cloth badges	@ \$3.00	x	=	

Total \$ _____

PLEASE RETURN THESE FORMS BY 15TH FEBRUARY.

BUILD NOTES

BMC TEAM INFORMATION

14th Nov., 1968.

CONFIDENTIAL.

To: B.M.C. Dealers, Group A and B.
Senior Service Personnel in charge of Controls.
Mobile Trail Crews.

Attached will be found copy of the "Build Sheets" covering the Factory vehicles entered in the forthcoming Marathon. In many instances the Part description is not self explanatory and we have to apply some educated guess work.

Information received from England would indicate that the majority "Special" parts are in effect special material but can be interchanged with standard parts.

The specifications of other B.M.C. vehicles in the Rally are not known, but it is anticipated that to a large extent they will be duplicates of the Factory Cars.

It should be remembered that the Factory cars have Mk. 1 suspension with 13" wheels. There are a number of modifications which can be seen from the sheets. In the event of service being required, improvisation will be the key word and seconds will be of the utmost importance. In the event of burnt valves etc., it will be quicker to replace the special head with a standard Mk. 1 head.

It would be appreciated if you would discuss these sheets with the members of your Service Team to ensure that all Mechanics are "Aufait" with same. There was apparently some confusion in the mind of some Service Personnel as to whether the cars were being built in Australia or England. The answer is of course England, and hence our difficulty in understanding some of the specifications. It should also be remembered that the sump guards are made of a magnesium alloy and under no circumstances should an oxy torch be applied.

Special jacking points have been situated in the centre of the front and rear bump bars and these have the effect of lifting both wheels at once.

G.B. STAUNTON.
Project Co-ordinator.

Encl.

S M O 223 G -	PRACTICE / RECCE	CAR
S M O 224 G -	TONY FALL	NO. 4
* S M O 225 G -	R. AALTONEN	NO. 6 * OWN CAR
S M O 226 G -	P. HOPKIRK	NO. 51
S M O 227 G -	E. GREEN	NO. 31

Cylinder Head

Type	Mk 1
Modified	Downton
Compression ratio	9.5 - 1
Amount removed	
Combustion space	42.8
Exhaust valves	C-AEH 758
Inlet valves	C-AEH 757
Top caps	C-AEH 760
Bottom caps	C-AEH 801
Valve spring inner	C-AEH 7265
Valve spring outer	C-AEH 7264
Thermostat	Blanking insert
Sealing points	
Exhaust manifold	Downton
Inlet manifold	12H 2838 STD 1800 "S"
Plugs	N6Y
Rockers assembly	EX 3278 Shaft. Crack tested rockers & pillars, C-AEH 768. Cyl Head Gasket

FIT C TYPE VALVE SEALS.

Cooling System

Shorten Rad. cowling by $\frac{1}{2}$ "

Type of fan	STD remove $\frac{1}{2}$ " from each blade	NOTE!
Type of radiator	STD with weld nuts & take off for Aux Rad.	
Water pump	STD with pulley 12H1507	
Hoses	STD top & bottom & Spl. for Aux Rad.	
Fan belt	13H 3637	
Radiator blind	Fit Grill muff	
Blanking	Fit blanking insert	
Anti freeze	Yes	
Rad cap	13 lbs.	
Header tank	STD	
Temp. gauge	Spl. Smiths	
Rad. drain plug	Wire lock	
Rad. drain tap	Nil	
Flush system	At Bombay	

Transmission

modify pick up C-AFT 170

Gear ratios	1st-22B499/2nd-22H1244/3rd-22H789/4th-22H1249/1/S-22
Gear material	R/22H268. 3rd Motion 22H988 All crack tested
Type of transmission	STD
Sump plug	Wire lock
Selector bars & forks	Check, tighten
Dip stick	STD
Filler cap mods.	-
Check oil leaks	Yes
Overdrive	-
Gear lever	Strip, grease remote control. Fit heavy duty cables
Drive shafts	Solid couplings
Propshafts	SPL Innershaft TSK 22141
Diff. ratio	4.1
Clutch adjustment	Fit Adj. clutch stop
Sump protection	As page 1
Rear axle and casing	
Half shafts	Automatic EW 17
Remote control MTC	2A239

NOTE!

NOTE!

Carburettors

Type of carburettors	2 HS 6 1800"S"
Modified	
Needles	T.G.
Dash pot springs	BLUE SPRINGS
Dampers	STD. 1800'S
Air cleaners	STD 1800'S WITH COOPER PRE CLEANER
Choke cables	STD
Heat shields	
Heat collecting box	No
Thermo heating	No
Induction	12H2838
Linkage	1800 "S"
Cable accel.	1800 "S"
Float level	STD 5/16"
Vibration	

Chassis

Front springs Pistons	STD
Rear springs Pistons	STD
Packing rings	Fit rubber dust covers to all units
Displacer units	Large Front type all round. Marked white.
Struts front	With $\frac{1}{2}$ " spacer NOTE.
Struts rear	4 $\frac{13}{16}$ " Long
Anti roll bars	Fit to rear
Anti roll bars	Fit the Bar between bottom front susp. bolts
Rear shackles	Nil
Highbones	Mk 1 EN16 Material
Bump rubbers	STD frt. Beerbarrel Aeon Rear & Brackets for large Aeon
U bolts	NOTE
Front shockers	Fit Mini type
Rear shockers	" " " } NOTE
Torsion bars	
Chassis strengthening	Plate & weld up joins in front Hydrounit housing
Chassis mods	Double skin & Welding webs inside boot, weldup cross member under boot
Engine mounting brkts	Heavy gauge rear & heavy gauge vertical angle bracket 45° angle rubbers with bolts & swivel washers
Shocker mounting brkts	Mini type
Bumpers	Remove
Jacking points	STD & 1 centre front & rear NOTE!
Height of car	
Front hubs	Special from T & T
Rear hubs	Special from T & T
Stub axles	Special from T & T
Towing eyes	2 front & rear
Overriders	Nil
Radius arms	Fit the bar from alloy casing to front of wing valence
Tie rods	adjustable front STD. 1. ADJUSTABLE IN SPARE.
Lubricate	

For lamp brackets:-

Make up bracket two spot High, two fog Below. Weld bot fixings to body.

Fit top front suspension arms with Timkin rollers.

Fit bottom suspension arms EN 16 with ret elastik bushes

Front suspension from T & T with Lapas stub axles & heat treated disc carrier.

Tackweld locking plate to top & bottom ball pins.

Fit special rear swinging arms supplied by T & T.

Fit enlarged suspension Boats

Fit one large tread plate to rear of body

Fit mud flaps to front as Safari cars left Abingdon

Fit mud flaps to rear.

ELECTRICS

	Check that Load resistance is fitted
Alternator	Fit with dust cover. Breathing in Hoater box
Starter	Small type MGB. Drill hole over Bendix drive
Coil	HA12. R.T.
Chge box	For Alt. 4TR 37423A
Battery & fixing	STD. Water proof. Make & fit carrier wold washer under for fixing
Alternator pulley	AEA 535
Water proofing	Distributor, coil & Alternator as Safari
Front. Aux lamps	2 Fqs, 2 European Long range
Overdrive switch	Nil
Wiper motor	Two speed
Wiper motor switch	" "
Wiper blades & arms	STD
H. lamps	Spl.
Readlamp bulbs	80-60
Fog lamps	Two 700 fitted with Iodine Bulbs.
Fog lamp switch	One to work both lights.
Fog lamp bulbs	Iodine
Long range lamps	Two 700 with Spl. European lens.
Long range switch	One to work both lights.
Long range bulb	Iodine
Reverse lamp	576 with 21w Bulb
Reverse lamp switch	Illuminated on Facia
Reverse lamp bulb	21w.
Tail lamps	STD
Up lamps	STD
Flasher lamps	STD
Flasher switch	STD
2 pin plugs	One in door packet
Navigators lamps	2 - one in Door pocket & one on o/s rear parcel shelf
Demister bars	Nil
Lamp covers	Perspex <u>Clip on</u> and Rexine for Aux. Lamps
Horns	Two Mixo Minor
Horn buttons	STD for Horn. One central on floor for Siron.
Panel lights	STD
Panel light rev. counter	STD
Panel light speedo	STD
Panel light odometer	External
Panel light clocks	External
Focus lamps	Yes
Ammeter	Fit bottery condition meter
H/lamp flick switch	STD
Bank. H/alt switch Battery	STD

WIRED ON
5 PIN PLUGS

Steering

Type of column	STD
Type of steering wheel	Leather covered 16"
Steering wheel nut	Check
Rack & pinion	Special 3.25
Steering arms	STD Hk 1. Lap into hubs. Fit case hardened key
Steering idler	Nil
Track arms	STD. Fit split pins to nuts
Camber & caster	Check
Lubricate	Well
Lock nuts	
Steering ratio	3.25
Adjustment	Check
Line up steering wheel	Yes
Track wheels	$\frac{1}{8}$ " Too in

Exhaust

Type of system	Downton manifold
Type of silencer	? Spl. as test car. C. Humphries
Hanging brkts	Spl. Fit safety bars to all joints.
Support brkt. front	
	Run tail pipe through body at rear.

Petrol System

Tank	26 $\frac{1}{2}$ gall. tank
Tank fixing	Three straps & mounted on red rubber
Fuel gauge	Spl. for tank
Pumps	Duel Pump in boot
Pipes	Run inside car
Tank fillers	Fit two, Monza quick release modified for unlock NOTE
Tank protection	Fit in boot
Pipe protection	Inside car
Heat protection	
Leaks	Check
Petrol filters	Fit filter as fitted to fuel injection
Tank breather	In filler caps?

Drivers harness	Cooper reclining in Bedford cord
Passengers harness	Lap & Diagonal. Irvin
W/screen	Full Harness
W/screen washers	Laminated
Sun visors	Two Spl. Tudor with stainless steel shaft. 4 jets.
Perspex windows	STD
Snow reflector	Rear, Rear & lights, N/S R door. Fix N/S rear door window solid. O/S rear to open (glass)
Perspex heat shield	Nil
Rear window wiper	Nil
Denist	Fit clear view.
Cold air system	
Heater	STD with pipe to rear passenger
Vents in wings	Nil
Vents in roof	Nil
Front wings	STD
Rear wings	STD
Doors	Alloy
Panels	"
Fairings	Remove front & rear
Bonnet	Alloy with release inside car not outside NOTE !!
Bonnet fixings	STD. Make up removeable rubber bonnet props.
Doors for shut	<u>Check & Double check</u>
Safety catches	STD
Hard top	Nil
Hard top fixings	Nil
Crash bars	Fit aley alloy type
Window fixings	STD. Fix N/S rear door window solid
Carpets	Lightweight
Trim	Lightweight
Map stowage	N/S Door Pocket & roof Pocket. Also roof pocket for Doc
Parcel shelf	Nil
Door draughts	Check and double check
Water test	Check
Padding	As required
Focia	Special Alloy
Switch position	arranged as instructed
Thermos	
Body	Stowaged for 4 gall water container.

NOTE !!

Fit Hydrolastic pump n/s rear shelf with container in bo
Fix connections with clips as recce car pipes blow off.

Make up and fit Kangaroo guard

Make up & fit 3/4" mesh Rad. grill Contd :

Controls

Accel. pedal	STD <i>LENTHER FOR TOE & HEEL</i>
Accel. pedal brkts.	Standard
Accel. cable	Nylon insert
Accel. linkage	
Brake pedal	Dual system with balance bar NOTE!
Pedal box	Modified for above
Clutch pedal	Latest type
H/Brake lever	STD
H/Brake cables	Fit to rear and rubber covered <i>FIX WITH NUTS & BOLTS</i>

Instruments

Speedo	MPH
Trip instrument	Halda with extra light fitted external (Spl.)
Cables	Halda
Halda	As above, fitted centre of Facia
Clocks	Fitted centre of facia
R/counters	Smiths electric
R/counter cables	Smiths & Nil
Safety gauge	Yes
Ignition key	Yes & Spares
Boot key	" "
Ice thermometer	Nil

Tyres & Wheels

Type of tyre	SP 44
Tubes	SP
Spare wheels	4. two in boot, two studded on roof (forward)
Valve caps	Fit to all wheels
Balance	Yes
Wheel	Minilite
Fix spare wheel fixing on roof as barge boot lid fitting	
Fit in swaged strengthening piece under roof panel for wheel fixings and at door pillars.	

Master cylinder	Dual system	NOTE !!
Master cylinder mountings	Modified	
Wheel cylinders rear	Nil	
Wheel cylinders front	Nil	
Calipers front	STD with asbestos inserts.	Fit pins with Double hole
Calipers rear	Nil	
Pads front	DS 11	
Pads rear	Nil	
Shoes front	Nil	
Shoes rear	VG 95	
Bed brakes & fade	As many sets as poss.	
Pipes	Run inside car	
Bleed	Yes	
Fluid	Girling	
Limiting valve	Nil	
Air cooling	Nil	
Servo	SPL.	
Water proofing		

Fit protection to rear pipes

Kit

Jack	STD & special hydraulic
Plug carrier	Nil
Spare coil	
Wheel brace	Two & stowed
Hammer	In tool kit
Bulb carriers	Box up
Tyre gauge	Stowed
Route card holder	Reel type
Helmet stowage	For 3 helmets
Chains	Two as Safari
Oil stowage	Yes
	Tool kit as Safari
	Tyre levers?
	Winch
	Steel pegs
	Emergency Rations
	Ice Box
	Emergency windscreen
	Make up sft 576 light for hand lamp on two pin plug with hand hold behind lamp to retain STD bottom fitting for wing bracket

Registration nos	Stick on
G.B.	Yes
Comp. Nos	Painted matt black
Holoprens	Yes. Fit
Fire Extinguisher	Yes. Fit
Driving mirror	Dipping
Passengers Mirror	Barnacle
Petrol can stowage	Nil
Kit stowage	Yes
Scotchlite tape	Rear Bumpers and door shut
Grab handles	Yes above passengers door and O/S rear door
Safety Fast	? BLMH
Union Jacks	Yes
Rally Plates	
	Fit half STD rear seat O/S

What's Cookin'



Supplied by George Hulley

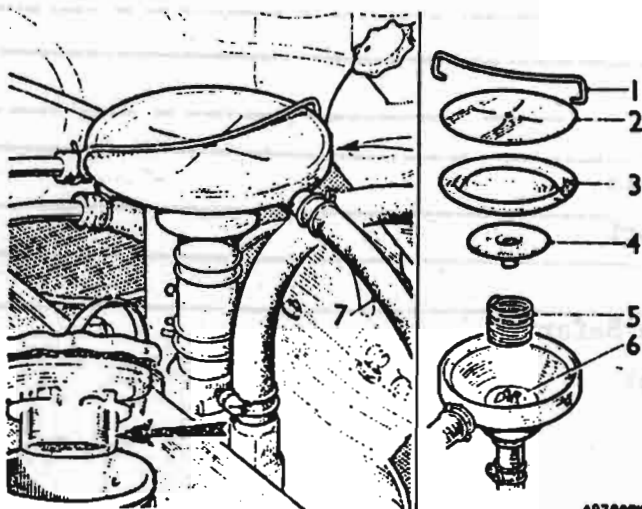


Fig. A.2

The breather control valve (second type) and oil filler cap filter (arrowed)

- | | |
|---------------------|-------------------------------------|
| 1. Spring clip. | 5. Spring. |
| 2. Cover. | 6. Cruciform guides. |
| 3. Diaphragm. | 7. Control valve to separator hose. |
| 4. Metering needle. | |

Breather control valve

TESTING

Run the engine at idling speed and normal operating temperature and remove the oil filler cap. If the valve is functioning correctly the engine speed will increase by approximately 200 r.p.m. This change can be detected by ear, if there is no change in engine speed the valve must be renewed or serviced.

SERVICING

Remove the spring clip and dismantle the valve. Clean all metal parts with a solvent (trichlorethylene, fuel, etc.). If deposits are difficult to remove, immerse in boiling water before applying the solvent. **DO NOT USE AN ABRASIVE.**

Clean the diaphragm with detergent or methylated spirits.

Replace components showing signs of wear or damage. Reassemble the valve, making sure the metering needle is in the cruciform guides and the diaphragm is seated correctly.

NOTE.—If the first type valve assembly (without cruciform guides) is found to be faulty the complete assembly must be replaced.

GOING

Sonic extractors for 1800 \$30 03 570 3629 Ask for Geoff.

1955 Austin A95 ~~Westminster~~ Original condition & complete \$500 ONO

92 Herbert Street, Northcote Vic 03 481 5058

1800 Mk 11 Auto November 1969 one owner 38,000 miles Fair condition some rust and registered Offers 1 The Nook, North Balwyn Vic 03 859 4762 G Ewan

1800 Mk 11 Auto Registered till 31/1 White/ red Liverpool 02 823 2041

1971 Kimberley Parts or restore 13 Hotchin Street, Katamatite Vic 3649

Nessie Cohen

Austin ~~Tasman~~ 1971 one owner much loved family car, goes well but needs some work 250,000 Ks registered, \$500 03 878 4923 18 Lupin St, Blackburn North

1967 Mk 1 One owner 67,000 Green/Beige Bonnett rust Offers Mrs Short
03 754 2296 [Belgrave Vic]

1970 MK 11 Auto One owner 99,060 miles new tyres 12 months reg always garaged
"Winterwood" Bathurst Road, Blayney, N.S.W. 063 682 977 \$2,000 Carmen Wood

1972 Mk 11 Kimberley Manual R.W.C. Brown/ White \$1,250 Brian McLoughlin
51 Cloley Dve, Manruber 07 802 1228

1966 Mk 1 1800 last owner 24 years South Melbourne wreck or restore 03 690 3760
[Freebie]

1967 Mk 1 Green Manual R.W.C. GC \$1,500 03 890 5336 12 months reg.

Helen Sexton Surrey Hills

1967 Mk 1 Auto Grey/grey 85,000 12 Months reg Car in either Canberra or
Sydney \$1,000 Roger Steele 003 91 2213

Mk 11 1800 Campervan and 1800 Mk 11 sedan \$1,000 for both C Hoskin 7 Emerson Crt
Mill Park Vic 03 404 2090

& COMING

Grant Ward wants a heater box for his Austin A50 060 761 369

John Budd 052 615 104[near Geelong VIC] wants a Morris Nomad

The first car in history was not a Landcrab
"And Moses rode in Triumph"

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

LANDCRAB

The Landcrab Owners club of A/sia, Inc.

JACK AND JILL WENT UP THE HILL
TO FETCH A PAIL OF WATER;
JACK FELL DOWN
AND BROKE HIS CROWN...



...AND JILL SAID, 'YOU TWIT! NOW I'LL
HAVE TO CARRY **BOTH** BUCKETS!'

AUSTIN/MORRIS/BMC/LEYLAND in AUSTRALIA

Austin 7's locally assembled in Australia with locally built bodies

1951 Austin A40 was the 2nd most popular car in Australia
Austin had 16.6% of total market behind GMH on 23%, Ford 15.1% and Morris 13.8%

After merger of Austin and Morris into BMC, it's market share fell from 30.7% in 1951 to 6.2% in 1971

1959 Austin sold 5314 Lancers
2138 Cambridges
900 A95 Westminster's
Morris sold 4043 Minor 1000's
6776 Majors
379 Marshalls
Total BMC sales of 21,404 verses Holdens
90,500 sedan and wagons

1960 Austin sold 4301 cars and Morris 11,583
VW sold 17,747
Datsun sold 16
Toyota sold 1

1962 Austin sold 5370
Morris sold 25787 (incl 15,300 Minis - 8,545 Major Elites)
GMH 31%, BMC 20%, Ford 16%, VW 12.3%

1964 Austin sold only 2374 - the bulk being Freeways
Morris sold a remarkable 36,039 with the 1100 outselling the Mini

1966 BMC ended 1966 with 13% behind Holden, Ford, Chrysler and VW was on 4.8%
Local content was Morris 1100 82%
Mini 80%
Austin 62%

1969 BMC market share 9.4%

1970 Austin sold 11,300 mainly 1800's
Morris sold 17,127 of which 6,000 were Mini's and 8,400 were 1500's
BMC market share 8.1%

1971 Leyland sold 6,765 Tasman/Kimberley's

1972 4,367 Tasman/Kimberley's

1973 6,383 Mini's
9,800 4 cyl Marina's
7,258 6 cyl Marina's
4,045 Tasman/Kimberley's
Total Leyland sales 27,792, GMH 106,000, Ford 87,000, Datsun 41,000,
Chrysler 40,000, Toyota 37,000. Leyland P76 launched - sold 8,000

1974 Leyland Sydney Zetland Plant closed in Australia

MAILBAG

R.M.B. 123 Wickerslack lne
Queanbeyan N.S.W.
Bill Wheeler

Dear Editor,

You buy a car- but you **invest in an Austin**

I wonder how many of our members are aware of the important part **Australia** played in the beginnings of **Austin** and **Wolseley** cars? I was surprised and intrigued when I read of this connection and hope this account may be of interest.

The story commenced in the 1860 s when Dublin born Frederick Wolseley was managing a sheep station in this country. Sheep were shorn with hand blades in those days, which must have been very laborious with our great flocks and Wolseley bent his mind to devising a shearing machine. After some years of hard work, he held numerous patents and formed the **Wolseley Sheep shearing Co** in 1887.

Meanwhile , back in England, a young chap named **Herbert Austin**, born in 1866, was considering his future. On leaving school he became indentured to an architect- he was good at drawing- but did not like the work- and was released from his indentures. He wanted to be in engineering and applied for an apprenticeship with a railway company, but decided to accompany an Uncle to Australia instead. Still wanting to be an engineer he found suitable employment and gained wide experience on mining equipment, gas engines, and other equipment needed in the development of this country. He married an Australian women, fathered a daughter, and became manager of a North Melbourne engineering shop.

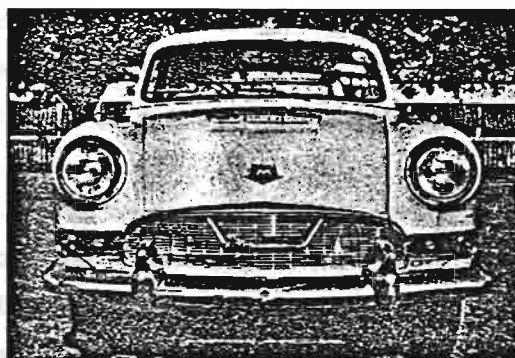
Things were not going so well for the Wolseley Sheep Shearing Company, which was having trouble producing a decent product in this country. Somewhere, somehow Wolseley consulted Austin who showed him how to make a machine which could be supported and maintained in outback Australia. Wolseley then decided to relocate his firm back in England, with its better manufacturing facilities.

Despite relocation, the product remained unsatisfactory due to the use of sub contractors for components and poor quality control. In 1893, Austin was invited to return to England as company manager. He accepted and persuaded the company to make all the components of the shearing machine in house. Austin put the company on its feet, but not before a disheartened Wolseley had resigned in 1894. He died in 1899.

Sales of shearing machines were seasonal and Austin was always on the look out for



The Austin A60 (far left). The engine was locally-produced, but everything else was pure Longbridge. Below, a Morris 1500 of 1970. It replaced the 1100 and came as a saloon and a hatchback, but it wasn't a success. Right, Ethnic engineering. The boomerang badge disguised the fact that the 1957 Morris Marshall was basically an Austin Westminster. Above; four of the nine different models offered by BMC Australia in 1960. From the left they are: Austin A40, Morris 1000, Austin Lancer and Morris Major.



On his first post-war visit, he said, Lord Nuffield had learned that the huge Victoria Park race course (four miles from the Sydney GPO) was for sale. Nuffield thought it would make an ideal site for a massive industrial complex, with a Morris assembly plant at the centre. The English board of directors turned down the idea. So Nuffield instructed Lloyd to buy the 100-acre site as a personal acquisition for Nuffield.

Nuffield had the former race track subdivided. He kept 57 acres which included several buildings such as the Stewards Room. The other factory sites were sold to Olympic Tyres, Lucas-Milring and component manufacturer James Kirby. According to Lloyd, these sales alone paid for the whole complex.

Soon Morris cars were selling so strongly that the English board decided it needed a local assembly plant. It voted to buy Nuffield's remaining 57 acres!

The new Morris assembly plant, opened in 1950, became the group headquarters when BMC Australia was formed. The policy was to assemble successful British models such as the Morris 1000 and Austin A50/55.

By this time, Holden had secured the nation's best sales force — cab drivers. Almost every taxi in the country had a Holden nameplate and their drivers proclaimed the virtues of "Australia's Own" more effectively than any advertising campaign.

Demand for Austin and Morris went into a steep decline. In four years, the combined sales fell from a 30.7 per cent share to 19.6 per cent. By 1958, the figure was down to 12.6 per cent. They had no answer for the all-conquering Holden.

By then I was back in Australia working as a freelance motoring journalist. With colleagues, I was called to a rare BMC press conference. Ostensibly, it was to witness the 50,000th locally assembled Morris Minor roll off the line. In practice the management was eager to announce the completion of a £13 million plan to "build the most modern car making plant in the Southern hemisphere". We were paraded through a brand new press shop where panels for a yet-to-be-released model were being stamped out. We walked into a battery of transfer machines where work had already started on new 1.5-litre engines.

BMC's managing director by this time was John Buckley who told us that the new plant had the capacity to build 50,000 cars a year. The new car market was then running at 155,000 units.

The local model (launched in March '58) was Australia's first touch of badge engineering. The 1.5-litre sedan was built in two versions, Austin Lancer and Morris Major. Despite vague references to an Australian design, the newcomer was largely a stretched Wolseley 1500. Mr Buckley said it would be 96 per cent Australian made.

The local content figure was achieved but the sales target proved a mirage. The problem was that the Lancer/Major introduced nothing new. It was priced under the Holden, but not keenly enough to divert six-cylinder buyers. BMC sales figures give some idea of how desperate the position had become.

For the year 1959, Austin sold 9778 cars, including 5314 Lancers, 2138 Cambridges and 900 A95 Westminsters. Morris did a little better with 11,626 sales, comprising 4043 Minor 1000s, 6776 Majors and 379 Marshalls. Total BMC sales of 21,404 compared with Holden's score of 62,785 sedans plus 29,380 waggons.

BMC had blundered. Not only was it remote from the main action, the six-cylinder market, but the company continued to offer a profusion of models which divided its marketing efforts.

Note that a handful of Morris Marshalls were sold. This was BMC's tentative try to test the six-cylinder field. Despite the large boomerang motif on the grille, the Marshall (introduced 1957-60) was really a modified Austin A95 Westminster. It was dearer than a Holden and the poor sales show how uncompetitive it was.

Major/Lancer sales also fell short of expectations. Talk of annual production of 50,000 a year was pie in the sky. Soon the Lancer was dropped in favour of a locally assembled A40 Farina, imported from Britain. BMC persevered with the Major and, in July 1959, produced the Series 11. The fin-styled model had a 1.6-litre engine and some technical improvements, but did little to enhance the company's dwindling market performance. In 1960 Austin sold only 4301 cars, and Morris 11,583, while Holden sales increased. By this time a new and potentially more damaging competitor appeared. Volkswagen Australia opened a factory in Melbourne and was selling directly into BMC's four-cylinder market.

Volkswagen sold 17,747 cars that year, the single model Beetle comfortably outselling the proliferation of BMC offerings.

The Japanese had not arrived at that stage, mere 16 Datsuns and one Toyota being sold in 1960. Though it was later claimed that the Japanese put BMC Australia out of business, this was not so. The company was in trouble long before the invasion started.

Following some boardroom ructions, John Buckley resigned and his hot seat was jointly taken over by the former managing director, George Lloyd, (then aged 68) and Joe Graves, imported from Longbridge. BMC also hired Bill Abbott, a talented engineer from Holden.

The company's immediate answer to the problems was to launch still more variations on British themes. The Farina-styled Austin, developed from the Cambridge, was fitted with a locally built engine of 1622cc. To retain their record for badge engineering, BMC added a Morris Oxford version. Neither car did well.

Yet another threat loomed. Ford launched its locally built Falcon with a massive advertising campaign. Volkswagen boosted sales by the simple expedient of fitting synchromesh to first gear. Competition intensified.

BMC Australia now started to pin its hopes on the forthcoming Mini, locally launched as the Morris 850. The car eventually exceeded expectations.

Later re-christened the Mini, the newcomer was launched in March 1961. Bill Abbott and his

Allan Hogg
22 Huntingdale Avenue
MIRANDA 2228
19th January 1995

The Editor,
Landcrab Owners Club
22 Davison Street
MITCHAM 3132



Dear Daryl,

You may care to print this letter and the attached statistics which I found as I cruised through a second hand bookshop, looking to complete my 'Wheels' magazine collection.

I found a copy of 'Thoroughbred and Classic Cars' March 1983 with an article written by Pedr Davis called BMC/British Leyland Down Under and it's a fascinating story about Austins made/assembled in Australia, which is my current obsession (justifies looking for an A95). I'm trying to list all the models that were made/assembled in Australia. I thought it would have started with the A40, but the article says Austin 7's were made here while they were successful in England during the twenties.

Does anyone know ? Has this question already been asked and answered ?
Can someone help me ?

At least I know that I've got 1 of 15,000 Austin Kimberley/Tasman's that will go into the 21st century. Where are all the others ?

There was also an Austin 1800 with a 6 cylinder engine prototype made in Sydney - where is it ?

Yours faithfully,



Allan

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 problems that may ensue from acting on such advice and information.

Rumours flew thick and fast, including the story that BMC was also about to close.

Bill Abbott called a press conference to say that the opposite was true. He had received authorisation from England to spend £7 million on an expansion plan. At the time, Morris 1100 had an 82 per cent local content, Mini 80 per cent and Austin 1800 62 per cent. Local content would increase, Mr Abbott said, and part of the money would be spent on a new car with a 1.5-litre engine and two body shapes.

Called the Morris 1500, but based on the 1100, the new design was sold in a conventional (small booted) sedan shape and a 5-door hatchback called Nomad. The latter had a multitude of seating arrangements, rivalling the Renault 16 for versatility, provided you had time to make the adjustments.

The new models were launched at a time when Japanese firms were making major inroads into BMC's traditional market. BMC's share of new vehicle sales had fallen from 13 per cent in 1966 to 9.4 per cent in 1969; and the Japanese came from nowhere to take ten per cent.

Before planning the 1500/Nomad, BMC Australia had studied the British built Maxi but decided to revamp the existing 1100 and fit a local overhead cam engine. The Nomad, they said, was smaller and lighter than the Maxi and more versatile in its seating arrangements. The concept was certainly advanced, with a detachable shelf covering the luggage and the front and rear seats folding to form a double bed, 7ft in length.

The 1500/Nomad, launched in June '69, did little to stem the rising sun. In 1970 Austin sold 11,300 cars (mainly 1800s); Morris sold 17,127, of which 6000 were Minis and 8400 Morris 1500s. The company's market share was down to 8.1 per cent, well behind Chrysler and total Japanese sales. 1969 was to be BMC's last profitable year in Australia.

The declining sales encouraged or perhaps panicked the company into another stab at the six-cylinder market, despite the battle raging between well established models from Holden, Falcon and Valiant.

By this time British Leyland had been formed and the managing director of the overseas divi-

sion, Jack Plane, came to Australia to finalise arrangements. He told the press that the company would start manufacturing cars in New Zealand and assembling them in Japan, appointed a new managing director, John Ma who had had a long association with Austin products in Australia.

The newly launched (November 1970) six-cylinder car was based on the 1800 and the earlier experiments to add two extra cylinders. Called the XJ series (a tribute to Jaguar's reputation), it was sold in two models — Tasman and Kimberley. Remarkably, the company was able to sell the six-cylinder Tasman for the same price as the four-cylinder 1800.

The bodywork was based on the Austin 1800, the styling being done in Britain under contract. A new look was achieved by stretching the wheelbase by two inches and the overall length by eight inches. The Tasman had single headlights, the up-market Kimberley twin headlights.

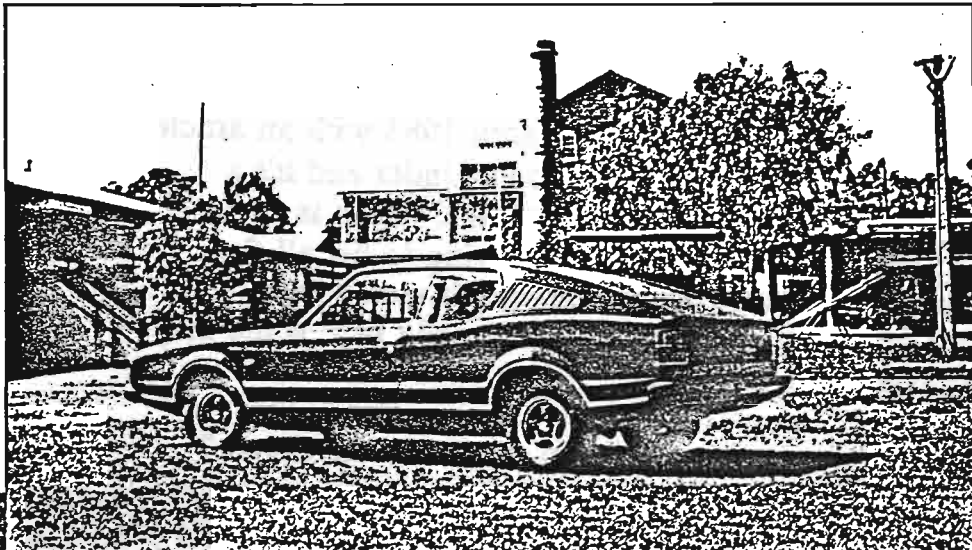
With a 2.2-litre (102bhp) engine driving the front wheels, the Tasman/Kimberley was priced right in the Holden/Falcon/Valiant market. The car itself weighed less than the 1800, despite the bigger engine, and had an excellent performance. Other changes from the 1800 design included constant velocity joints on the inboard and outboard ends of the drive shafts and major changes to the Hydrolastic suspension system.

The rationale behind the design was that the 1800 was so handicapped by its four-cylinder engine that the maximum sales potential was 15,000 a year. A six-cylinder version, it was argued, should be able to sell at Falcon or Valiant volumes, then running at 45,000 and 32,000 per year respectively.

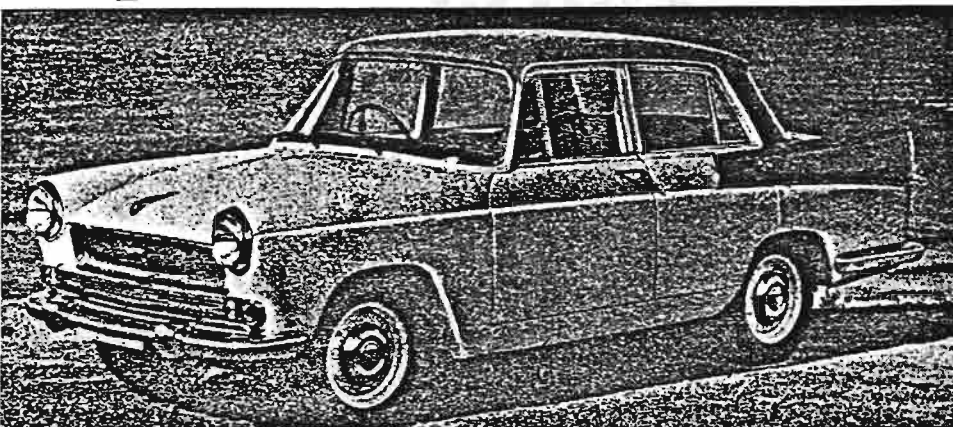
Once again BMC was indulging in wishful

continued on page 84 ➤

Arguably the best-looking car ever built in Australia — the Leyland P76. Leyland's plant close-down meant that it never went into production. A great pity.



BMC/British Leyland Down Under



The British motor industry lost its golden foothold in the Commonwealth markets despite putting up a determined fight and despite producing some very good cars. The mistakes, however, were fundamental as Australian writer **Pedr Davis** recalls of BMC/Leyland's activities in his home market. It's a sad though fascinating story.

IN 1951 Austin's A40 was the second most popular car sold in Australia. Austin had 16.6 per cent of the total vehicle market, behind General Motors Holden (GMH) on 23 per cent but ahead of Ford (15.1 per cent) and Morris (13.8 per cent).

The largest Austin distributor, Larke Hoskins of Sydney, made a reported profit of £1 million for the year.

News also came in 1951 that Austin and Morris were to merge, forming British Motor Corporation of Australia. The scene appeared to be set for Austin/Morris to enjoy one of the biggest car booms ever. In just 20 years Australia's vehicle population rocketed from 1.4 to 5.0 million.

Enormous profits were made — but not by BMC Australia. Its market share fell from 30.7 per cent in 1951 to 6.2 per cent in 1971. Three years later the company closed its manufacturing plant, an ignominious admission that the last of a line of locally produced cars had failed. The losses amounted to \$50 million, equivalent then to £25 million.

What went wrong?

The pundits said that BMC Australia suffered from weak management, but this was not true. The trouble was the management was divided between the locals who ran the business and the parent company who owned it. It is more likely that the decline and eventual demise of the Australia car plant was caused by a philosophical argument: should cars have four or six cylinders? The Australian company wanted six, the UK company four. To be precise, they wanted the Sydney plant to assemble and sell cars which were specifically designed for Britain.

Viewed in the light of the current trend to smaller cars, the UK view would ultimately have been proved right. But it was wrong at the time. Ever since the first Holden appeared in 1948, Australian buyers have shown an overwhelming preference for "sixes". Even in 1982, the two top-selling sedans on the market are Ford's Falcon and Holden's Commodore, both available with six or eight cylinders.

Whatever energy conservationists may think, Australian motorists want abundant power.

Volkswagen bucked the trend for a while but was eventually forced to close its Victorian manufacturing plant with large losses. BMC/Leyland put up a stronger rearguard action, first with four-cylinder cars, then with a number of British-based sixes. Eventually, Leyland Australia produced its own home grown model, the P76. Within 18 months the company was bankrupt.

But along the way, BMC/Leyland produced a number of memorable machines (and some forgettable ones) unique to Australia, models such as Morris Marshall, Nomad hatchback, Marina 6 and the ill-fated but much admired Leyland P76.

Whether bad luck, poor judgement or British pressure proved decisive is a matter of opinion. But the company showed extraordinary flair and ingenuity as it fought to stay in business.

Austin's interest in Australia dates to the 1890s when Herbert Austin migrated to Australia and took a job with the Wolseley Sheep Shearing Machine Company. He started as an engineering trouble shooter and became General Manager when the firm moved its operations to Britain. Austin designed the first Wolseley cars before putting up his shingle at Longbridge, near Birmingham. His interest in 'down under' was probably rekindled when his daughter married Captain (later Colonel) Arthur Waite, who was to manage Austin's racing team.

As soon as it became apparent that the Austin 7 was a success in the Twenties, Austin sent Waite to Australia to beat the drum. Waite rounded up a number of eager dealers and Austin 7s were soon locally assembled with locally made bodies. Waite set out to give the diminutive newcomer its baptism of fire. He cabled Austin for a supercharged racing Seven and, in 1928, won the first Australian Grand Prix outright, driving off a handicap.

Waite put the Austin Seven on the map in no uncertain manner and the company was equally quick off the mark after World War II, purchasing, in 1948, the former Ruskin Body in Melbourne as the basis of a local assembly and body building operation.

Under the leadership of Leonard Lord (later

Lord Lambury), Austins of Longbridge rightly judged that Australia's post-war prosperity and sprawling vastness shrieked out for more cars. They came by the thousand mostly from Britain, replacing the tired and worn US cars many of which had been locally assembled by GMH and Ford.

Post-war Australia had an acute shortage of US dollars, so the Federal Government adopted a 'Buy British' policy. Soon Austin, Morris, Ford, Hillman, Standard and Vauxhall were shipping CKD packs, almost as fast as they could find space.

General Motors Holden alone opted for local manufacture. In the face of dire predictions that the demand would not last, GMH launched the Chevrolet-based, six-cylinder Holden in 1948. The car was called Holden after the Adelaide-based body works which had once built Austin 7 bodies but which merged with GM Australia during the depression.

Aided by a good product and the slogan "Australia's Own Car", GMH produced a winner. Holden did not need salesmen, just people to organise the queues.

With GMH cranking out cars as fast as it could and Britain shipping in CKD packs in ever increasing numbers, Australia gained three million new cars in 15 years; the human population rose from 7.5 to 10.5 million.

By 1951 the early scramble had settled down to an orderly battle for sales. The combined strength of Austin and Morris led the field, but Holden was the top-selling individual model. To be specific, the pecking order was GMH 23 per cent of total new registrations, Austin 16.6 per cent, Morris 15.8 per cent, Ford 15.1 per cent, Standard-Triumph 8.3 per cent and Rootes 6 per cent. Rover and Renault each had 2 per cent of the market.

Dwindling market share

Only GMH made real headway during the Fifties. The six-cylinder Holden soared in popularity, largely at the expense of BMC and Ford, who both relied on local adaptations of four-cylinder British cars.

GMH ended the decade with 50 per cent of the total market, a seemingly invincible lead over Ford (14.3 per cent) and BMC (12.6 per cent). Lacking a competitor for Holden, BMC watched its market share shrink by two thirds.

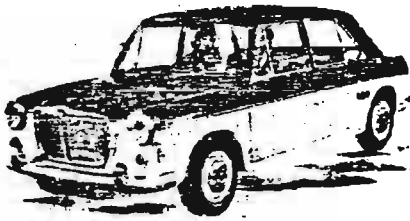
Ford's reaction was to invest heavily in manufacturing a local version of the US-designed six-cylinder Falcon. Though costly, the decision was eventually justified. Falcon progressively reduced Holden's lead and finally (in 1982), began to outsell it.

BMC tried to ignore the demand for popular priced six-cylinder cars and, when it eventually succumbed to the inevitable, offered too much too late.

The reason is largely historic. Both Austin and Morris had entered the local market as assemblers not manufacturers. The assembly mentality pervaded every vehicle the company touched, even after it had spent huge sums installing ultra-modern presses and transfer machines to manufacture some local cars completely.

BMC Australia never forgot — or was never allowed to forget — that it was a subsidiary of a British firm. Its main job was to buy from Britain and sell to Australia.

The rot went back to the late Forties. At that time Lord Nuffield was represented by the late George Lloyd, later managing director of BMC Australia. During the early Fifties when working for Austin at Longbridge, I had a six months working stint at the young BMC plant near Sydney. I was given a desk in an office which had been the Stewards Room of a major horse and car racing course. George Lloyd told me the story.



AD016

33 Tatiara Road,
Happy Valley,
S.A. 5051
Ph (08) 381 4861

To whom it may concern,

I am currently in the process of forming a nation-wide register file for all the BMC 1100/1300 cars produced in England from 1962 to 1973. This includes Austin 1100/1300/GT, Morris 1100/1300/GT, MG 1100/1300, Riley Kestrel/1300, Vanden Plas Princess 1100/1300, and Wolseley 1100/1300 and all their derivatives. If there is enough interest shown I may also include the locally made Morris 11/1300's.

If any of you're club members own any of these cars or know the whereabouts of any and are interested in helping me form the register, I would greatly appreciate it if they could contact me at the above address.

The information required for each car's file includes Owner's Name and Address, Make and Model, Year of Manufacture, Car #, Body #, Engine #, Rego #, Body and Trim Colour, a brief description of the car (it's condition, any accessories fitted etc), the Owner's estimated value and any known history of the car. A photograph or two of the car also would help make the file complete.

Register files such as this have proved themselves invaluable at times in the past when people need advice, want to buy or sell a car, are interested in the rarity of their car or when a car is stolen such records can help trace the car.

Also if anyone has spare parts they wouldn't mind selling I will include a list as part of the file so if another owner is looking for a hard to find part it could save them valuable time and money searching.

If this letter could be aired publicly, either on the club noticeboard or in the club magazine or handed around to relevant parties it would be a great help.

Yours Sincerely

Daniel Lee

BMC Down Under

team started work improving the design for local conditions — a policy which continued with the Morris 1100 and Austin 1800. They introduced wind-up windows in the Mini in June 1965 and the parent company was soon asking for details. Within months of the initial launch they released a sporting, twin carburettor version, followed by a local Mini Cooper, using a combination of imported and local parts.

The company also plunged into motor sport. Millions of viewers saw Aussie-made Mini Coopers out-gun some of the country's top six-cylinder racing machinery. The programme reached a climax at the popular Bathurst production car 500-mile race in October 1965. Locally made Mini Coopers won the first six places in their class and filled six of the first nine places outright. Success was even sweeter because local heroes Brian Foley and Peter Manton out-raced Paddy Hopkirk and Timo Mäkinen, specially imported to race identical machines. Foley/Manton won their class at Bathurst and gained third place outright.

The Mini did marvellous things for BMC's public image and corporate confidence. In one heady month, May 1962, the firm achieved 20 per cent of the total car market — taking second place behind GMH (31 per cent) but ahead of Ford on 16 per cent and VW 12.3 per cent.

BMC ended the 1962 calendar year selling 5370 Austins and 25,787 Morris of which 15,300 were Minis. This was its highest market share since 1957.

The assembly mentality then struck again.

Instead of capitalising on the Mini which had opened up a market no one had thought worth exploiting, BMC took another stab at the six-cylinder field. In May 1962 it launched the Austin Freeway and badge-engineered Wolseley 24.80. At the time, the duo was said to be the only BMC 6 in its class in the world. The Freeway was however merely an extension of the Austin A60, with a wider track and locally built 2.2-litre engine, achieved by adding two cylinders to the well known Austin B-series unit.

The Freeway had a three-speed gearbox as standard (shades of Holden and Falcon) and was to be as a sedan and waggon. Only 3090 Freeways/Wolseleys were sold in 1962; fewer still the following year. Ford was having major mechanical troubles with its Falcon but Holden sailed on, oblivious to BMC's challenge.

The year 1962 ended with an all-time Australian record for passenger car sales, with some 323,246 vehicles registered. The Major was, by now, in the shadow of the Mini, but the company persevered and introduced (April '62) the Major Elite with a 1.6-litre engine and several mechanical refinements. Only 8545 were sold that year.

The Elite was a stopgap measure, pending the arrival of the Morris 1100 in February 1964. Though locally manufactured, the design was simply a British car incorporating minor local mods. The assembly mentality prevented the company doing what it knew should be done — the rear end needed restyling to enlarge the boot. With Falcon and Holden offering cavernous luggage accommodations, Mini and 1100 provided token space. BMC Australia virtually apologised for the size of the boot when launching the 1100 and when they finally did something about it, it was too late.

Improved engineering efficiency

The 1100 was closer to the six-cylinder competition in price than the Mini and was considered to be under-powered, but it did well. In 1964, Austin sold only 2374 cars, the bulk being Free-

ways. Morris sold a remarkable 36,039 units, with the 1100 outselling the Mini.

By this time, BMC Australia was manufacturing a range of four and six cylinder engines with some cars having 90 per cent local content. The profusion of models — four from Austin and five from Morris — continued. The company also developed a new engineering team, directed by Bill Abbott and headed by former Longbridge whizzkid David Beach. Beach introduced new production techniques, converting existing transfer machines to handle four and six cylinder components simultaneously. Largely because of his expertise, the company was able to develop new models with unusually low capital investments.

The next venture was to build a local version of the Austin 1800, launched in October '65. The British name Land Crab was imported and the car engineered to suit the local market. Many Aussie improvements were later incorporated in British-built 1800s.

By this time Bill Abbott was managing director of BMC Australia. With a touch of pride, he told

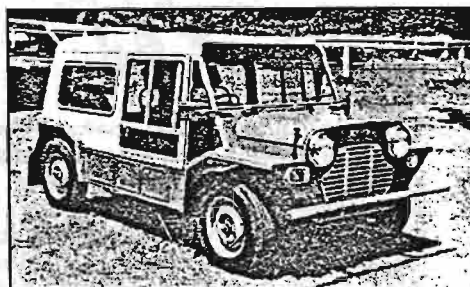
me that the local company was making more money per unit on the Austin 1800 than the parent company. It was certainly building a better product.

By local standards, however, the Austin 1800 was dear, a four-cylinder car competing in the six cylinder price class. By the end of 1966, company engineers were trying to shoe-horn a six-cylinder engine into it. In October 1968, when the Austin 1800 Mk II was launched, the company admitted that a six-cylinder version was on the way.

BMC ended the year 1966 with 13 per cent of the market, behind Holden, Ford and Chrysler, who were doing well with the locally built six-cylinder Valiant. Volkswagen by this time was in dire trouble, with only 4.8 per cent of the market.

Belatedly, BMC began to counter criticism of the 1100 by announcing a more powerful series, called the Morris 1500.

The announcement (it was billed as the Civilised Sports Car) was made long before the 1500 appeared. The reason was that Volkswagen Australia had revealed it was closing its manufacturing operations, following a series of losses.

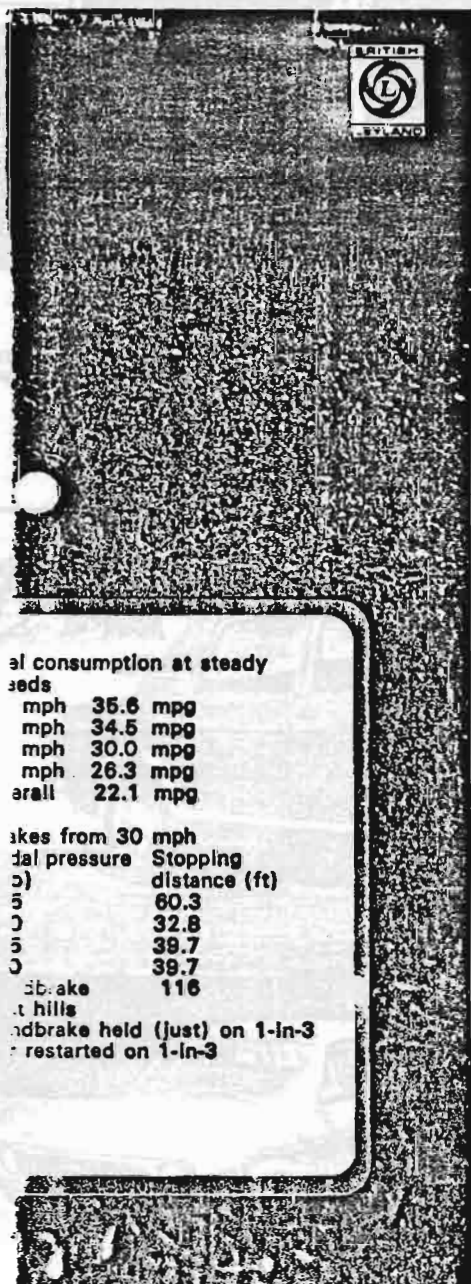
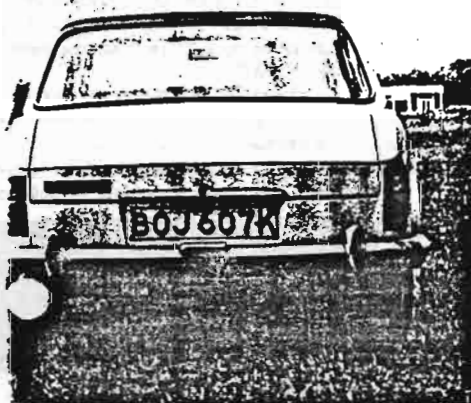


This Austin 1800 lookalike was a six-cylinder prototype made in Sydney in 1968. The Moke (left) was a very popular car in Australia. (Note unusual hardtop).



Based on the 1800 series, the six-cylinder Kimberley's styling was an improvement on the 1800. The Australian Marina (right) had the added option of six-cylinder power.





Fuel consumption at steady

mph	35.6	mpg
mph	34.5	mpg
mph	30.0	mpg
mph	26.3	mpg
mpg	22.1	mpg

Stops from 30 mph

Brake pressure	Stopping distance (ft)
5	60.3
5	32.8
5	39.7
5	39.7
5	116

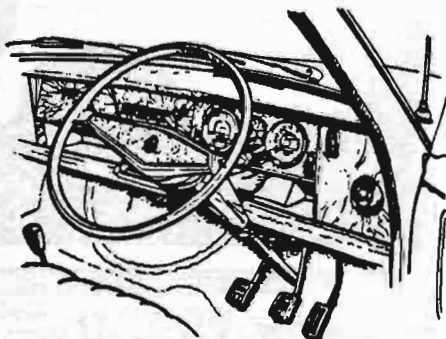
at hills
and brake held (just) on 1-in-3
restarted on 1-in-3

MAKING its Motor Show debut this year, British Leyland's newest luxury family car, the Wolseley Six, is a curious mixture of tradition and trendiness.

The trendy bit is under the bonnet, where you will find an up-to-the-minute overhead camshaft six-cylinder engine that's in effect a Maxi engine with a couple of extra cylinders. It's mounted transversely and drives the front wheels, just like the Mini.

The tradition is inside — where it's full of walnut and plush cloth upholstery. It smells a bit like the carpet department of Harrods.

If you are of the opinion that a top-of-the-range big car should look a little special, the big Wolseley will disappoint you. Except for a couple of badges, from outside it looks very like the smaller Wolseley 18/85, because it shares the same body shell. On the other hand, when you're driving a car you cannot see what it looks like outside, and judged from the driver's seat, the Wolseley Six is a much grander car than the 18/85.



It's the engine that makes most of the difference. It is smooth, quiet, and has impressive pulling power. It will accelerate away from 15 mph in top gear, and if you leave it in top you will notice it seems to gather itself at 45 mph to accelerate hard and evenly to almost 100 mph.

If you want to drive it like a sports car the Wolseley is perfectly happy — in the engine department, at least. It will do 35 mph in first gear, nearly 60 mph in second, and 86 mph in third. This sort of driving will give maximum acceleration, although for normal use, much lower gear-change points can be used and the Wolseley is much quieter and still accelerates well.

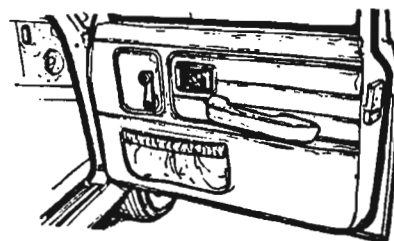
We expected the big 2.2-litre engine to cause some mounting problems. It's the biggest engine British Leyland have set transversely and (as the bigger-engined Minis demonstrate) with this layout the slightest amount of backlash in the mountings can cause great thumps when the clutch is engaged. Perhaps because six-cylinder engines are smoother than fours this problem

didn't arise. There was virtually no movement of the gear lever when you opened the throttle and suddenly closed it. Closer inspection revealed substantial engine mountings and a progressive accelerator linkage that discouraged the driver from snapping open the throttle and straining the mountings, the drive shafts, and the back of his neck.

So the big Wolseley is smooth. Up to a point it is quiet too. The thickness of carpet and weight of interior trim obviously soaks up a lot of noise. The engine is subdued; because of this, the slight gearbox whine is probably noticed more. Above 70 mph wind noise began, and over certain surfaces there was some road rumble from the big radial-ply tyres. But, overall, we rate it pretty quiet.

The driving controls were a curious mixture of ancient and modern. Let's begin with the pedals. The accelerator is nicely balanced and, because of the linkage, you need a fair bit of movement of the organ pedal for a small response from the engine. This makes trickling in traffic particularly easy. The brakes—power assisted—need only a light pedal action. In fact, at pressures above 50 lb. in the dry, the braking performance got worse because the wheels were locking up. So, for day-to-day use you will only need about 30 lb. pedal pressure. Alongside these two pedals is a clutch that is very heavy by current standards and without too much "bite" and—as if this wasn't enough—the gearchange is heavy and notchy.

Unlike Ford, Chrysler and Vauxhall, British Leyland have never been noted for their light gear-



changes. They need a heavy hand and this Wolseley was no exception. It frequently baulked at going into first, and engaging reverse was made doubly difficult by the gear knob fouling the edge of the driver's seat. The gearchanging situation is made even more complicated if the driver's left arm-rest is down, since the lever is then partly masked and the left arm has to be put at an awkward angle to reach it at all. We give it a "fail" on the gear-change.

The test car had been fitted with the optional power steering — we

VC Down Under

king. In the event, Leyland sold 6765 Tasman/Kimberleys in 1971, and only 4367 in 1972.

In January 1971 the company announced a net loss of just over £1 million, compared with a sizeable profit in 1969. Lord Stokes came from Leyland to mastermind the recovery programme. He announced a management shake-up, saying that the word British would be dropped and the Australian subsidiary renamed Leyland Australia. He said that as soon as profitability was recovered, the firm would offer the public a 50 per cent equity in the business. This never happened.

Admitting that the company's market share had dropped to a disastrous 6.7 per cent, Lord Stokes announced plans to produce an "exciting series of new locally manufactured cars". In a fighting speech to the press, he said: "We are undaunted but unbowed."

Part of the recovery plan was to introduce the Marina — not just the British designed four-cylinder model, but a local six-cylinder version as well. Leyland Australia believed this would take them into the fleet and business market, then dominated by Holden and Falcon.

Offered as a replacement for the 1500, the Aussie Marina gave buyers a choice of three engines (1.5 and 1.75 ohc units and a 2.6-litre 6). The Marina had identical bodyshells for all models. Unfortunately the six had more power than its suspension could safely handle. The ride was choppy, the steering sloppy and the engine noisy. The six-cylinder engine was however extremely flexible. As a technical exercise, I once started from rest in top gear and accelerated to maximum speed without protest from the engine or clutch.

Leyland claimed the Marina 6 was the liveliest and most economical six-cylinder sedan available. The critics replied that it was the worst car the company had ever produced.

Despite a poor reputation the Marina initially sold in reasonable numbers. Later its lack of reliability and poor handling kept the buyers away. The records tell us that in 1973 Leyland sold 6383 Minis, 9800 four-cylinder Marinas, 258 six-cylinder Marinas and 4045 Kimberley/Tasman. Total company sales of 27,792 vehicles put it well behind GMH on 106,000, Ford on 37,000, Datsun (41,000), Chrysler (40,000) and Toyota 37,000.

Despite the gloom, the company had one success — the Mini Moke.

The Moke's origins go back to the day when Alex Issigonis was asked to design an all-purpose personnel carrier for the British armed forces. It was to be tough and rugged, yet light enough for easy transport by plane or helicopter.

Issigonis based the Moke on Mini mechanical components, using a punt-type chassis made from steel pressings. BMC executives were quick to realise its potential for civilian use but the demand never reached a viable level. In 1968 production was transferred from Longbridge to Leyland Australia. A series of changes including larger wheels and better weather protection made it a more practical proposition. Soon the Aussie-made Moke was being exported to 19 countries, ranging from Greece to Hong Kong.

The Moke grew more refined with the years and production continued until early 1982 — long after Leyland's main plant had closed.

The failure, when it came, was caused by several factors, one being a damaging trade union campaign. This started in earnest just before the Marina 6 was ready and its launch was delayed due to a shortage of parts from supplier firms. The reason for the campaign was never clear, but it consisted mainly in denying the company door

handles and other minor components necessary to complete each car.

I spoke to a prominent trade union official on the subject after meeting him by chance at Adelaide airport waiting for a plane. He said:

"If we put Leyland out of business, just think of the pressure we can apply to GMH and Ford."

Whether this reflected the view of his executive or not, I do not know, but the man was assistant national secretary of a union noted for its militancy.

The final chapter started on June 4 1971. Yet another new managing director, Peter North, announced that Leyland would manufacture a completely new car, unique to Australia. It would be as large as the top selling Holden and sold with six and eight cylinders.

Mr North made the announcement ahead of the actual car, once again to curb rumours that the plant was about to close. The company's market share was still falling and Leyland seemed powerless to counter the popularity of well-equipped, four-cylinder Japanese cars. The new car, code named P76, was still two years away. Later we learned that the big investment involved would be funded by a Euroloan and the sale of property and inventory.

P76 was a desperate gamble, especially as the firm was losing money on every Tasman and Kimberley sold. The smaller models were competing in price against a new generation of Japanese designs which offered everything which opened and shut — at no extra cost.

The P76 project was masterminded by David Beach. He later told me that four European stylists had been approached but the final shape was determined by Giovanni Michelotti for a flat fee, equivalent to £50,000. No doubt he had to work around set parameters. One was to kill the traditional BMC bogie of having a small boot. Leyland went overboard with the P76 providing a boot so large that the lid could be closed on a 44 gallon drum!

The optional V8 engine was developed from the Rover unit enlarged to 4.4-litres. The unit represented a local triumph as it weighed no more than the 2.2-litre six and could be used without changing the suspension or steering ratio.

The huge boot made it necessary to adopt a thick wedge profile. Popular wisdom held that the car looked tail heavy and therefore was tail heavy. In fact it was a good handling and excellent riding car. Its drawbacks related to the poor parking vision and indifferent quality control.

By June 1973, when the car was ready for launch, the code name P76 became official. It was neither an Austin nor a Morris, the official name being P76 By Leyland Australia. Leyland sold roughly 8000 P76s in 1973. By the year's

end it was obvious that the car was not going to reach anything like the volume needed to keep the project afloat.

A lesser firm might have despaired but Leyland Australia dipped into its kitty bag, producing a prototype which had originally been planned for production alongside the P76 sedan, the attractive looking hatchback coupé was everything the sedan was not — stylish, compact and full of pizzazz. It shared the sedan's wheelbase and floor plan, but the overall length was chopped by nine inches and the cumbersome looking rear end demolished.

Leyland built 50 coupés, naming the new model Force 7. One was sent to Lord Stokes in London. Work commenced on a production model with a very high level of equipment — to be called Tour de Force. There was also talk of a wagon version.

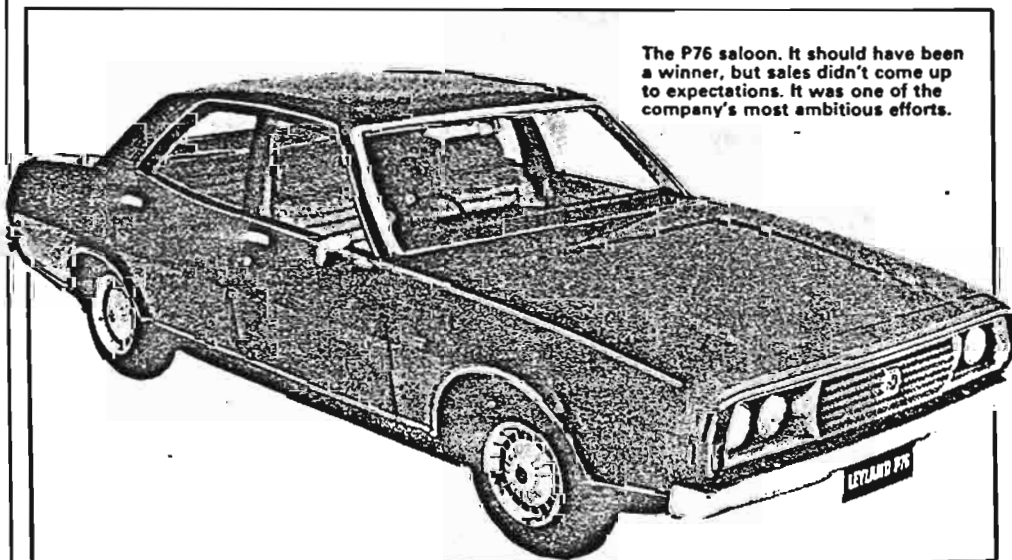
The frenzied activity coincided with the arrival of Davis Abell from Britain and the abrupt resignation of Peter North. In hindsight, it is clear that Abell came with instructions to close down the firm. The end came in October 1974. Newspapers reported that the company was \$50 million in the red and also owed the \$21 million Euroloan which funded the P76 project. Leyland never officially confirmed or denied the extent of the losses, but admitted they were high.

The closure of Sydney's only motor manufacturing company created an outcry. For all its faults, Leyland Australia had the country's best press shop, its most modern V8 engine and a talented team of design and development engineers. The Federal Labour Government, led by Gough Whitlam, rejected trade union calls for a Government take-over. It agreed however to ease the liquidity position by immediately buying 800 P76s and Marinas and to arrange an early payout for vehicles already delivered.

The closing of the 64-acre plant at Zetland did not spell the end of Leyland Australia. The company owned a much smaller plant at Enfield, near Sydney, which immediately started to assemble Minis and to manufacture Mokes with imported running gear. Leyland also extracted from the Government a large number of import quotas, permitting it to bring in a large number of Jaguar and Rover cars. The profitable truck operation continued unchanged.

Two years after the main plant had closed, Leyland Australia declared its first profit in six years. That same year, Japanese sourced vehicles gained 51 per cent of the Australian car market. Mini production was phased out of the Enfield plant in October 1978. Production of the Moke stopped in 1982 because Leyland had signed a contract to assemble Peugeot 505s.

This was virtually the end of the British presence in the Australian car industry. ▲



30 Henson St.,
Marrickville NSW 2204.
Phone (02) 558 4294.
Fax (02) 559 3355.

6th February 1995.

Daryl Stephens,
22 Davison Street,
Mitcham Vic 3132.

Dear Daryl,

I enclose an article that you may care to use in the Newsletter.

It is pretty well self explanatory, and as I am a pretty garrulous old goat, feel free to edit it if you feel it is too lengthy for publication as is.

While on the Newsletter, keep up the good work as I find it very entertaining and informative and only wish it came more often. Congratulations!

In addition to the Historic Rallying, I am hoping to take the Crab up to Lakeside Racetrack (Qld) where hopefully, I will be able to compete in the Regularity Trials at their Historic Race Meeting, which I think is in July. I will try anything....once.

I would love to attend the bash at Wangatatta, but a prior committment makes it impossible. Hope it is a great event.

Yours faithfully,

Trevor Bailey

Trevor Bailey.

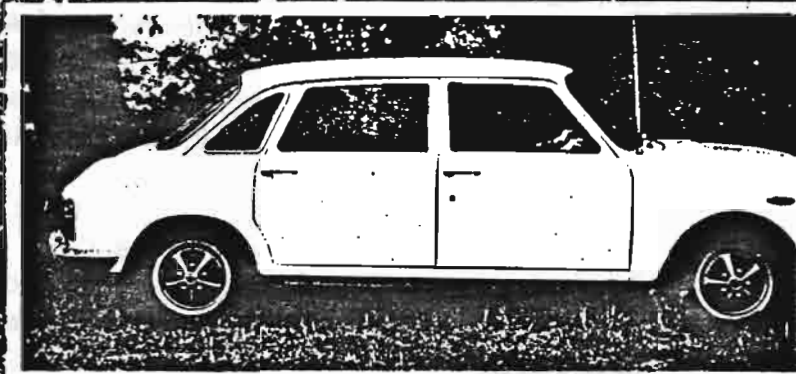
*P.S. HAVE ENCLOSED A COUPLE OF
PHOTOS.*

Trevor

supplied by John Webster



WOLSELEY SIX



performance and specification

Engine: Six-cylinder In-line 2,227 cc, ohc. Compression ratio 9:1 (four-star fuel). Max. bhp 110 (net) at 5,250 rpm; max. torque 125.6 lb.ft. at 3,500 rpm. Twin SU 1½ in. carburettors, mechanical fuel pump; 12.5-gal. fuel tank.

Transmission: Four-speed gearbox with synchromesh on all forward speeds. Final drive ratio 3.88:1 giving 18.1 mph/1,000 rpm in top gear. Hydraulically-operated 8 in. diameter clutch.

Suspension: Front, independent upper and lower arms with tie rod and Hydrolastic displacers; rear, independent with trailing arms and Hydrolastic displacers.

Steering: Rack-and-pinion, two-spoke 16.56 in. dia. steering

wheel, 3.56 turns from lock to lock; turning circle, 37 ft.

Brakes: Servo-assisted 9.7 in. dia. discs at front, 9 in. dia. leading-and-trailing shoe drum brakes at rear.

Dimensions: Overall length 13ft 10.2in.; width 5ft. 6.9in.; height unladen 4ft 8.2in; **Price** £1,606.23 inc P.T.

Extras fitted to test car: Power steering, £72.50; Rostyle wheels, £20.30; Inertia reel seat belts £16.07. Price as tested: £1,715.10 inc. P.T.

Speedometer correction							
Ind	30	40	50	60	70	mph	
True	31	41	50	60	70	mph	

Standing quarter-mile
19.0 sec. (75 mph at end).

Maximum gear speeds
1st 35 mph
2nd 58 mph
3rd 86 mph

Maximum speed
(best) 101 mph
(mean) 100 mph

Acceleration from rest		
0-30 mph	4.0	sec
0-40 mph	6.2	sec
0-50 mph	8.9	sec
0-60 mph	12.5	sec
0-70 mph	17.0	sec
0-80 mph	22.9	sec

Acceleration on the r		
mph	third	
20-40	6.2	sec
30-50	5.2	sec
40-60	6.5	sec
50-70	6.6	sec
60-80	9.5	sec 1

I think that the formula for these events is terrific and most suitable as an entry level for Historic Rallying. The navigation is not too hard, so that the navigator is not head down all the time and as the event is scored on median times (ie the best result is achieved by running midway between the fastest and slowest cars in your class) it is not necessary to be fast and furious. We were first timers in both driving and navigating and we achieved an excellent result. (OK I will skite a bit. We won! Believe me it was beginners luck! But win, lose or draw is not important as the doing it is really all that counts.)

The cost is kept to a minimum also. This is probably the most expensive event the group runs, as it is over two days and the costs were, apart from fuel, as follows; Entry \$40 - Accommodation (Dinner bed and breakfast) \$40 / person, lunches \$6.50 / person.. As most of their other events are one day runs the costs are even more reasonable.

I believe that next year the classes will change slightly and will cater for cars in the following groups ; Pre 1962 - Pre 1968 and Pre 1975 . I certainly recommend that anyone interested in this form of sport should give these events a try, as I don't think that the stresses are so high that husband / wife teams need worry about divorce causing disputes. They are relaxed events and above all are **fun, fun, fun.**

We were the only Landcrab competing, although we have previously seen Stuart Ratcliff's London to Sydney replica in many of these events. I think this car is still hiding it's face, after putting a leg out of bed on Winton racetrack during the last Jaguar Drivers Club Mountain Rally.

Our next Rally is at Orange on 12th-13th March and we are entering "Team Landcrab" with the same team in the manual car and my wife Denise and my navigator's wife Joy in the Mk.II auto. This event is to be run on Saturday afternoon, Saturday night and Sunday Morning which enables us to drive down to Orange on Saturday morning and back on Sunday afternoon. A busy weekend, but we have full confidence in our cars. Time permitting I will let you know how we go. That is, unless the girls have the bad taste to beat us, when I will probably go very quiet!

FROM THE BACK SEAT

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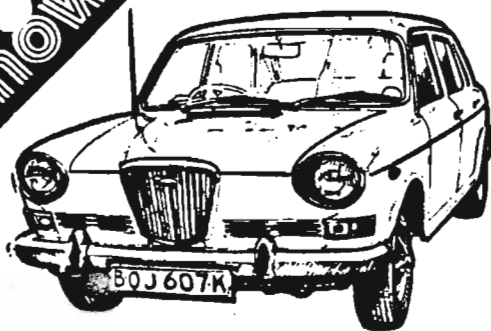
A.M.V.C. Sub Committee.

Pat Farrell [as above]

Geoff Marshall

19 Anne Street,

Blackburn North 3130 Vic.



suspect it was added because the manual steering is on the heavy side. The power steering set-up uses the same large (16½ in.) steering wheel with the same 3½ turns from lock-to-lock as the manual set-up. The only difference is that the power steering is incredibly light, so that when you first drive the car on a dry road you have to waggle the wheel occasionally to prove that the front wheels are on the ground at all.

There was some controversy about the steering. Definitely it lacked "feel" and gave the driver little indication of the state of the road surface. Even in the dry, it was easy to over-steer into a corner and

cause the front tyres to squeal and scrub. In the wet, it was even easier to do this, causing a front wheel slide. On the other hand, the light steering made the Wolseley easy to manoeuvre at parking speeds, and we feel that once a driver has learned to live with its lack of feel he will prefer it to a manual system. In our view, a smaller steering wheel would improve matters, reducing the arm-twirling required when negotiating twisty roads.

Like the 1800, the Wolseley has Hydrolastic "float on fluid" suspension. This gives the expected floaty ride over normal surfaces and has good anti-roll characteristics. But we wonder whether it is reaching the limit of its usefulness on a big car.

The test car handled well at high speeds. As one has come to expect from front wheel drive cars it understeered, running wide on the corners if you went in a little too fast. But unlike the Mini, which tightened its line in a corner if you released the accelerator, the Wolseley ran wider if you took your foot off, tightening its line if you put the power on.

Well-shaped front seats complement the handling because they prevent the driver from slipping sideways. This is helped by the cloth facings, which are obviously

much less slippery than leather or plastic. Both front and rear seats are supremely comfortable, and back-seat passengers have the bonus of plenty of leg-room.

The walnut fascia we did not like. It is made up of five separate pieces of timber. The baulk immediately ahead of the driver contains instruments and the odd switch, and some switches have spilled on to the timber at each side, at a different level.

With the walnut goes a glove locker which locks. We had great difficulty unlocking it because the key to the cabinet-type lock will only go under the edge of the crash-padding with difficulty. It would have been easier to use a push-button lock. There are also two miniature cubby-holes built into the fascia which are scarcely worth mentioning because they will hold precious little. Overall, it's about the worst bit of fascia design we've seen on a post-1960 car.

But if you can put up with the walnut, the rest of the car is quite acceptable. It's a good five-seater with bags of room in the boot, and since it's the same overall size as an 1800 it doesn't take up a vast amount of our over-crowded road space. And the engine's a honey.

technical data

■ Among the problems of fitting a long six-cylinder engine sideways into a space formerly occupied by a four-cylinder unit is where to put the radiator. The 1800 carries its radiator on the near-side, blowing cooling air through it with an engine-driven fan. On the Wolseley Six the radiator is mounted orthodoxly up front, and a thermostatically controlled electric fan provides the air-flow when needed (1).

You will notice that there's no filler cap on the low-mounted radiator. This has been taken to the rear of the engine compartment on top of a small header tank which tops-up the radiator via a small-bore hose (2). In this picture you can also see the cam-operated throttle linkage which discourages snap opening of the throttles.

The hydraulic pump that operates the power steering is belt-driven from an extra pulley on the crankshaft. The fluid level is easily checked (3) but it's a bit tricky to top up.

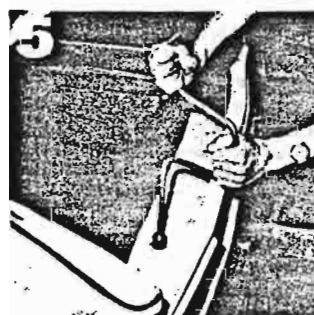
As you can see, the distributor is fairly accessible, but the No. 6 plug (4) is a

bit difficult to get out because it's masked by the top radiator hose. Most other servicing jobs — with the exception of adjusting the alternator drive belt tension on power-steering cars — are fairly straight-forward.

On the exhaust system — often a weak point on transverse-engined cars — there is a wound "flexible" section which, if our experience is anything to go by, will begin to leak if there is much flexing of the pipe.

The car comes with a decent side-lift jack which is operated with a crank handle. The spare wheel is stowed under the boot and is lowered using the wheel-brace to unscrew a threaded bolt on the boot floor. Fortunately the bolt has been placed near the rear edge so you don't have to unload much luggage to get at the spare (5).

The front disc brakes are interesting in that they have three pistons — two outboard and one inboard. Happily, they still use two pads and these are easy to reach once the wheel is off — in fact, they can be checked without removing the front wheel (6). Note the substantial rubber covers for the drive shaft universal joints.



supplied by Stephen Millar

THE MARK 2 GAME



Leyland's Tasman X6 is definitely lovelier the second time around . . .

IN AUTOMOTIVE developmental terms, four million dollars is not a lot of money to spend on a new car — GMH spent many times that figure on the HQ Holden — but even a large company like Leyland Australia can't afford to throw this sort of cash around without seeing some return.

The Kimberley-Tasman series, for reasons that are at once complex and clear-cut, has not been a big money-earner for Leyland and despite massive advertising campaigns calculated to lift both the car's and the company's public prestige, sales have continued at a very mediocre pace.

Many industry observers blame this on the product itself, while others say that the company failed to launch it with the necessary confidence and aggression.

The first argument is far from airtight. The Kimberley-Tasman is based very

heavily on the Austin 1800 — a car which went over very successfully with the Australian public and which enjoyed a better market penetration than anywhere else in the world — and as such was a relatively proven package even before it hit the roads.

But the second argument does hold some weight. So lacklustre was the launch of the new cars that within a month of release, dealers were desperately trying to promote showroom interest by offering huge discounts. The cars were basically very good value, but the public just didn't want to know, even at hundreds of dollars off retail price.

MORE ➤

AUSTRALIAN MOTOR MANUAL — JULY, 1972 — 31

Doing it in the Dirt.

Since getting my 1800 Mk.II back on the road (although lacking front and rear bumpers and some soft trim) I had done a few trips running in the new motor and was keen to use the car for one of the main reasons that I had undertaken the rebuild. **Historic Rallying!** This is in addition to using the car for everyday transport, and have now covered 5,000 miles since the rebuild.

As a reminder, I have done a complete mechanical rebuild including a Goldseal factory rebuilt motor, a two pack respray and a retrim including headrests, together with a set of 6 inch Rover SD1 mag wheels and Pirelli P44's in 185X75X14 size. The motor is standard at this point (maybe even substandard as the carb and distributor are both really in need of a rebuild) and I wonder whether I should go ahead with the twin carb installation or stick with the single set-up as the torque in the current form is fantastic and I don't know whether twins would adversely affect this. The motor is a bit of a mystery to me as the cylinder head has an "E" cast in where the Mk.II head has the "O". **Does anyone out there know anything about this head? Any advice on the carbs or the head would be very welcome!**

So now to the real reason for this letter. On the 16-17th October, 1994 I had the best fun weekend that I have had for ages! I have found something that is nearly as much fun as that beaut three letter word, and what's more, it lasts longer!

I am referring to the Ken Tubman Memorial Rally, which was run out of Newcastle and covered about three hundred kilometres of very interesting roads. These roads ranged from excellent bitumen through to real forestry type roads and comprised about 50-50 sealed and dirt roads which are certainly OK for just about any car you wish to take. I didn't get time to fit the sump shield to the Landcrab and it got through without any sump damage.

Ernie Vallance navigated for me and I think he enjoyed himself almost as much as I did. I picked him up at 6.00am Saturday morning and we headed off to Newcastle in perfect conditions. After a good run we arrived at the designated area, a pleasant spot on the Harbour foreshores, for the usual scrutineering and drivers briefing, together with putting on all the necessary stickers, numbers etc. in plenty of time for a 10.30 start. We were escorted to Newcastle Showground (via a very scenic? route) for a couple of laps of the track, speedway style. The rally proper then started with cars off at two minute intervals and a nice drive to Ringwood Hillclimb out of Raymond Terrace, where we had one run up the hill, followed by two laps of the adjoining dirt circuit. Incidentally all these speed events are optional and do not count in the rally results. (Thankfully!) Then on through some terrific roads and country with four more interesting sections to our overnight stop at Riverside Downs at Monkerai, arriving at about 3.30pm. The days run covered about two hundred kilometres.

The overnight accommodation was in bunkhouse style units and whilst not luxurious was clean and comfortable, but the dinner and breakfast was great, along with the hospitality and all for the cheap rate of \$40 / person all up. One of the good features of the event was the time to socialise with the other competitors, who were a really pleasant, friendly group. The next morning the first car was away at 8.30 and we had to cover 90 kilometres of very interesting roads to Nelsons Plains and a visit to Newcastle MGCC's dirt circuit, where the competitive stage ended. After a couple of laps of the circuit, we travelled in convoy to Newcastle Showground for a barbecue lunch at the MGCC's pleasant clubrooms.

supplied by Stephen Millar

THE MARK 2 GAME



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MORE ➤

AUSTRALIAN MOTOR MANUAL — JULY, 1972 — 31



● Rick Hopkins and Tenacity with the map of figure of eight on the boot.

'Tenacity' to rally again on her 30th birthday

By LYN TERREY

Tenacity, as the old 1800 is affectionately known to Rick and Helena Hopkins, came into their stable of Austins some years ago.

"You might imagine the excitement upon learning that this was in fact the old DYL-090, of 'Figure of Eight' fame, driven by 'Gelignite' Jack Murray and Evan Green in the Castrol oil tests 30 years ago," Rick said.

"Papers that came with the car indicated the prior registration number, and after checks for authenticity, we were very proud to become 'minders' for Jack's old car.

"The name 'Tenacity' came from the word tenacious.

"The old original motor, after twice around the clock, has just been completely rebuilt and this is fitting as this year marks her 30th birthday."

Rick and Helena are very active members of the Austin 1800 Club.

"We have attended two Austins Over Australia rallies in this car - the inaugural one at Tamworth in 1991, followed by Yass in 1993," Rick said.

This year they will be attending the rally at Wangaratta in Victoria, along with Tenacity's brother William which is owned by Bert and Tricia Jarrett, who categorically state that they will never part with him as he is one of the family.

These two 1800s will represent Goulburn at the rally, along with hundreds of Austins of all models which will be in attendance at Wangaratta at Easter time.

Tenacity is just one of the 1800s in their stable as Rick's son Todd, is the proud owner of Arthur, another brother.

History was created when Rick and Helena's Austin 1800 MK1 was manufactured in October 1965.

"It was selected at random off the British Motor Corporation production line, along with a new Morris Mini, to negotiate the first ever east/west crossing of Australia by car," Rick said.

The "figure of eight" as the journey came to be known, was intended by Castrol to test its new oil under extreme conditions. The vehicles were driven by Evan Green, noted rally driver, author and vehicle tester and 'Gelignite' Jack Murray, famous for his exploits in the early Ampol and Redex trials.

The two drivers along with their mechanic and a cameraman, set out from Wilson's Promontory in Victoria and drove via the "Snowy" to Sydney, Rockhampton and into outback Queensland via Longreach, Alice Springs, past Ayers Rock and along the Gunbarrel highway of South and Western Australia to Canarvon on the Western Australian coast, then onto Fitzroy Crossing and Darwin.

The Austin and Mini negotiated knee-deep dust and pot holed unsealed roads, were towed by a government four wheel drive lorry through flooded and swollen creeks in the Northern Territory in the middle of the wet season, but safely arrived in Darwin. To complete the "figure of eight", they motored down through the centre to finish in Sydney.

Men and cars alike were forced to endure the freezing temperatures of the Snowy Mountains and the extreme heat of the outback, where at times they had to physically dig the cars out of heavy sand in heat where one digger could only last on the shovel for 30 seconds at most.

The journey was regarded as a success by Castrol Oils and no doubt by the car manufacturers. Now, 30 years on, it is a part of Australia's motoring history.

Rick related that "Gelignite" Jack unfortunately passed on some years back and Evan Green now resides in Fiji. Evan wrote his best selling book "Journeys with Gelignite Jack" at the completion of the run in 1965 and a photo of Tenacity is featured on the front cover and throughout the book.

"One of our biggest thrills is when we attend an outing or display and other Austin enthusiasts approach us and ask if they might be permitted to spend a few quiet moments, sitting and reflecting in the seat where 'Gelignite Jack sat'," Rick said.

"Tenacity would never be for sale at any price, but hopefully in time she might retire to a museum where folks could come and see a very important part of Australia's motoring heritage."

Rick and Helena leave Goulburn on April 19 for an all round Australia trip, to promote Rick's new album, not shovel cars out of sand.

"In six months we hope to see most of the places Tenacity saw all those years before," he said.

The Lighter side of Motor Vehicle Accidents

The following are actual statements taken from Insurance Claim Forms.

- * Coming home I drove into the wrong house and collided with a tree I don't have.
- * The other car collided with mine without giving warning of its intention.
- * I thought my window was down, but I found out it was up when I put my head through it.
- * I collided with a stationary truck coming the other way.
- * A truck backed through my windshield into my wife's face.
- * A pedestrian hit me and went under my car.
- * The guy was all over the road. I had to swerve a number of times to hit him.
- * I pulled away from the side of the road, glanced at my mother-in-law and headed over the embankment.
- * In attempt to kill a fly, I drove into a telephone pole.
- * I had been shopping for plants all day and was on my way home. As I reached an intersection a hedge sprang out, obscuring my vision and did not see the other car.
- * I had been driving for 40 years when I fell asleep at the wheel & had an accident.
- * As I approached the intersection a sign suddenly appeared in front of me in a place where no stop sign had ever appeared before. I was unable to stop to avoid the accident.
- * To avoid hitting the bumper of the car in front I struck the pedestrian.
- * My car was legally parked as it backed into the other vehicle.
- * An invisible car came out of nowhere, struck my car and vanished.
- * I told the police I was not injured, but on removing my hat found that I had a fractured skull.
- * I sure the old fellow would never make it across the road when I struck him.
- * The pedestrian had no idea which way to run so I ran over him.
- * I saw a slow moving, sad faced old gentleman as he bounced off the roof of my car.
- * The direct cause of the accident was a little guy in a small car with a big mouth.
- * I was thrown from my car as it left the road. I was later found in a ditch by stray cows.

Supplied by Peter Jones

Of course the car's prestige slipped badly during this period, helped along by the usual teething problems that are part-and-parcel of any new model plus ludicrous predictions by some magazines that the series was only scheduled for a 12 month model run.

Now, with its second birthday imminent, the X-6 has been de-bugged, re-furbished and presented in "Mark 2" form.

Most of the changes are centred around an upgrading of the luxury image and the Tasman in particular has received a real boost which lifts it almost to Austin 1800 standards of comfort.

From the outside, it is identifiable by full-length waistline strips of stainless steel (identical to the Kimberley), a new, more substantial grille with vertical central insignia and at the rear, a heavier rear bumper with inset rubber protector strip.

Inside, it retains the bench front seat, but upholstery is now of "proper" rolled and pleated, stitched design and good quality carpet replaces the previous rubber mats.

The Kimberley restricts most of its changes to seat design, with new, softly-padded reclining buckets up front and a built-in central armrest. Adjustable head restraints slide down in Peugeot style to form part of the backrest.

Outside, the Kimberley gets a black-out tail panel, rubber-faced rear bumper and mag-style wheeltrims for identification. It retains the attractive, four-eyed frontal treatment of the original car.

Most important change with the Kimberley is the use of the single carburettor Tasman powerplant, which replaces the twin carb 115 bhp unit used previously. The latter was planned as an option with the Mark 2, but this idea was dropped in a last-minute decision by Leyland.

The Tasman — subject of this test — is the more significantly improved car.

It has dispensed completely with the

THE MARK 2 GAME

starkly plain exterior appearance of the Mark 1 and thus looks far more attractive, being easily mistaken for a Kimberley from some angles.

Inside, it feels warmer and more inviting, but the front bench seat is still a poorly designed, upright unit which proves less comfortable than the benches fitted to the popular Big Three. In the rear, however, the deeply foam padded cushions promote relaxation and the generous legroom allows one to stretch out without forcing one's knees into the spinal column of the front seat passenger.

The full carpeting lowers general noise level to the extent that 70 mph cruising speeds require only a minimal increase in radio volume — although the typical forward rumble is noticeable on all-weather sealed surfaces.

As before, the excellent low speed torque of the ohc six combines with low overall gearing to produce incredibly smooth low speed response — while the ability to rev. freely gives good performance in the higher ranges. During testing, we found that the car could pick up smoothly — if leisurely — from as low as 10-15 mph in top gear, yet there was still plenty of urge at 70 mph. Gear maximums also demonstrated the free-revving capabilities of the engine: first was capable of 31 mph, second 51 mph and third, 73 mph.

Yet despite the obvious liking for hard work, it produced a fuel consumption figure of 26.2 mpg during our test — by today's standards, an excellent figure for a car which will top 91 mph and accelerate accordingly.

The Mark 2 Tasman was also the first X6 to be driven by Motor Manual that was fitted with the standard crossply tyres. These showed some benefits in the lower transmission of harshness and steering feedback, but were prone to squeal and early breakaway when placed under stress — especially high-speed braking. They also contributed to an increase in the car's natural understeer characteristics when pushed hard — although actual steering response was quite good and low-speed effort was markedly reduced.

Leyland claims to have improved the cable-operated manual gearshift to give more precision and slightly shorter movements, but the familiar knitting-needle-in-a-box-of-marbles feel is still there. But at least with this type of linkage you don't get the disconcerting gearlever movement under acceleration and deceleration that is common with rod-type fwd. setups.

Although nothing is mentioned in the specifications, the Hydrolastic ride seems to have been slightly firmed-up in the latest X-6 models and feels more like the 1800 in the way it handles tricky undulations — the previous X-6 set up a very upsetting, trampoline effect at times.

So basically, the Mark 2 Tasman is a refinement of the original theme. It eliminates most of the criticism directed at the first model and embellishes the good points of the design with better trim and more luxury — although — I would strongly recommend the optional bucket seats to prospective purchasers with any respect for their spinal posture.

In design and engineering, it is a far better car than one has a right to expect for under \$3000.



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- * I was thrown from my car as it left the road. I was later found in a ditch by stray cows.

Supplied by Peter Jones

240 P.S.I.

by Ian McIntyre

Readers may not realize that if the height of the suspension settings **change**, the cars toe in is effected quite considerably.

The recommended toe in is 3.2 mm[1/8"] with the car in the unladen condition, and the suspension height set at 394 mm[15"] from the centre of the front hub to the highest point of the wheel opening in the front mudguard.

I was curious to learn how the suspension height affected the wheel alignment, so I once conducted some measurements, and found as follows; Lowering the car increases the toe out[or reduces the toe in] For example, I found that at height 370 mm, the wheels were being out by 3 mm, but by raising the car to 440 mm, thre wheels were then toe ing in by 4 mm

Obviously, this is very important for tyre life. If your car looses suspension pressure and sags, the tyres will go out of alignment, apart from any other problems such as reduced ground clearance or incorrect camber.

The other factor that seems critical with wheel alignment is the state of the lower, inner suspension bush. Wear in other components such as the [adjustable] ball joints, the steering tie rod joints, and the rubber buffers at the front of the stay rods is usaly fairly obvious, and manifests itself in rattles and obvious movement of the wheels. However, wear in the lower inner suspension arm bush is usually harder to detect unless the car is jacked up.

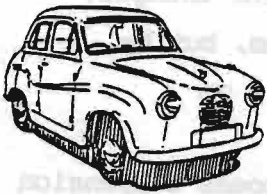
Originally, the cars were fitted with easily replaceable rubber bushes, but in my experience these do not last very well.. The workshop manual recommends replacing them with a Silentbloc bush[still available from **Mini Kingdom** 112 Milperra Road, Revesby N.S.W. 02 774 3388 as far as I know, and probably other places, too]

These consist of rubber bonded between 2 metal cyclinders, and have to be pressed into the aluminium housing.[It is preferable to fit these bushes when the whole front suspension is in **peices** and the housings are removed from the car. In my experience, these Silentbloc bushes last just about for ever, yet most old cars I have dismantled are still running on the original bushes which are always in a horrible state.No wonder the cars got a terrible reputation for chewing up tyres!

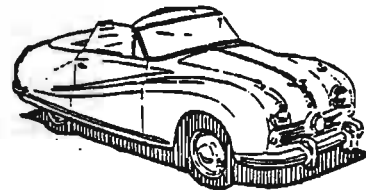
With the Silentbloc bushes fitted,in my experience tyres last quite well.[we

recorded an average life of 35,000 ks on Michelins with daily gentle long distances towing. My son manages rather less, but corners rather faster than we do]

Finally, while doing work on the front suspension, the rubber boots on the top and bottom of the ball joints and the steering tie rod should be replaced if faulty. I have found that satisfactory replacement parts are available from **Old Auto Rubber, 4 Appin Mace Dunhered 02 673 1353**. The part numbers are 270 039[ball joints] and 270 038[tie rods].



GOING



Donald Florey of **Ballarat** Victoria 053 311 051 has the remains of an 1800 **Ambulance** for sale. It needs a ground up restoration, but could be an interesting project for somebody!

Wolseley 18/85 Mk 11 Auto. Laminated windscreen Michelin tyres - no expense spared, including new Cedar Green paintwork \$4,990 Gary Fry 02 306 591

Twin 1 3/4 SU carbies Peter Jones 075 748 293

1973 **Tasman Mk 11**[Tasmanian Devil] Camino Gold/ Black. Rebuilt motor excellent condition heaps of spares including spare motor \$1600 John Webster 06 295 9060

1971 **Tasman Mk 1 Gc.** plenty of spares Bob Chapman 049 434 258

Mk 1 1800 Man 23,000 miles as new man. \$5,000 Lindsay Dunn [03] 435 5703

& COMING

Wanted to buy. Austin Kimberley/ Tasman Automatic must be registered
Graham Halloran [02] 44 3696

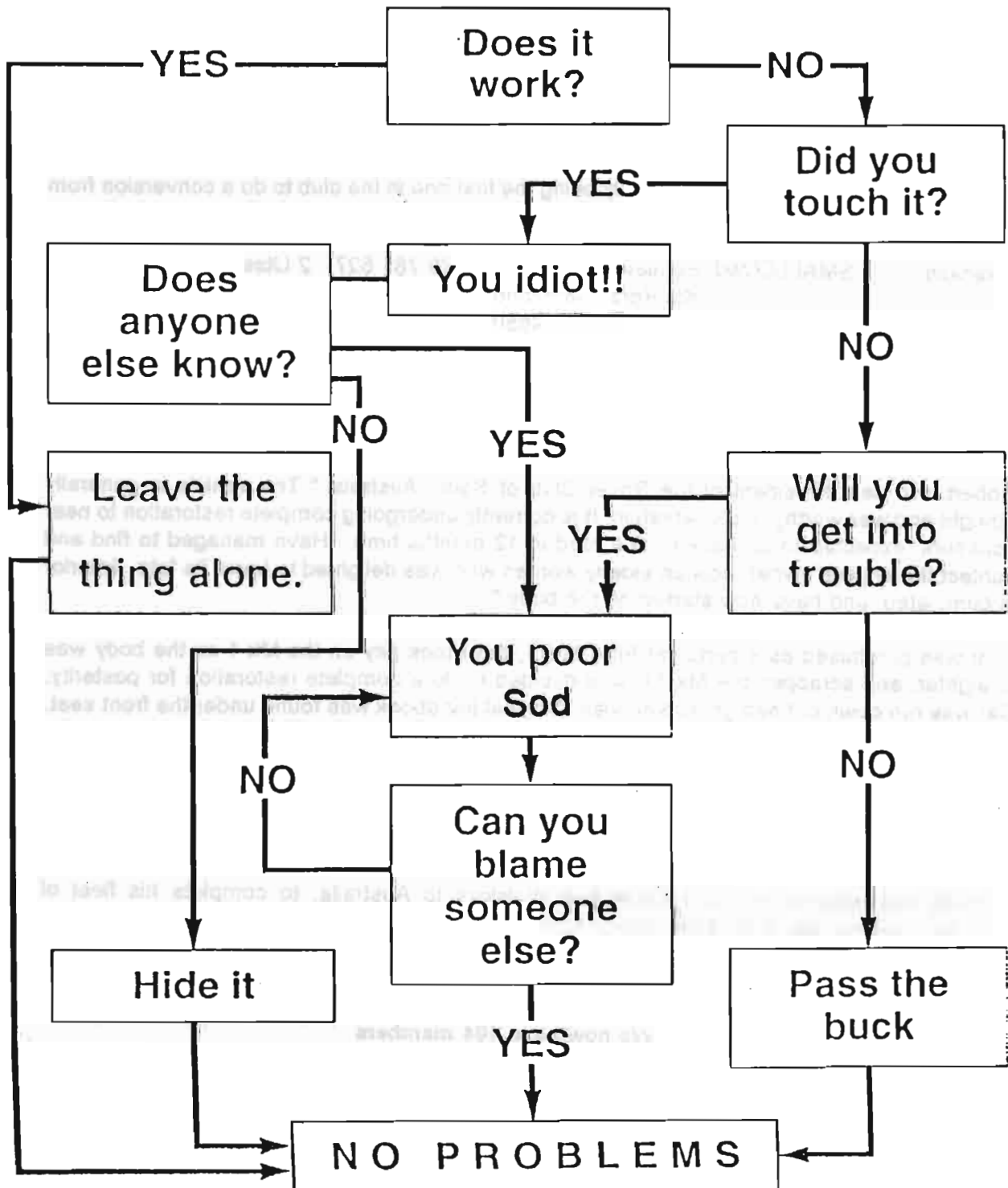
Think metric- use the ten commandments

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

LANDCRAB

Number 62 June and July 1995

PROBLEM-SOLVING CHART



Introducing...

Robert PETERS 32 Price Street, 052 612 326 Mk 1 1800
Torquay 3288
Vic

Robert has done a complete restoration of his vehicle.

Nicholas BUCHANAN 7 Maitland Avenue 03 817 3254 Mk 11 1800
EastKew 3102
Vic

Mechanics are in very good order. However, the body needs some work done. Bit by bit, this will happen, I hope! Daryl, thankyou for giving me David Ealeys number(03 737 9235)- what a legend- he came to the house and gave the car a complete going over. Such a nice man!

Raymond LYNCH 3/56 Borva Dve 03 336 4034 Mk 11 1800
East Keilor 3033
Vic

Raymond has the distinction of probably being the first one in the club to do a conversion from manual to automatic!

Franklin SMALLCOMBE 30 Illawarra Dve 079 781 527 2 Utes
Kin Kora Gladstone
Q.L.D. 4680

Robert MEDLEY 2 Grassdale Rise 08 370 7794 Mk 1 1800
Aberfoyle Park 5159
S.A.

Robert is a past President of the Rover Club of South Australia." The vehicle is generally straight and well worthy of preservation. It is currently undergoing complete restoration to near concours; expected to be back on the road in 12 months time. Have managed to find and contact the original owner- now an elderly woman who was delighted to know its fate. Interior is completed. and have now started on the body."

"Car was purchased as a parts car for a Mk11, but I took pity on the Mk 1 as the body was straighter, and scrapped the Mk 11, and decided to do a complete restoration for posterity. Car was run down but had great potential! Original handbook was found under the front seat.

Richard SNEDDEN 36 Claremont Ave 03 509 9110 2 Wolsley 6's
Malvern 3144
Vic

Richard has recently imported these two Wolsleys to Australia, to complete his fleet of Wolsleys. Neither car is for sale, now or later!

We now have 104 members

AUSTINS OVER AUSTRALIA AND VERY THICKLY OVER WANGARATTA



By Daryl Stephens

The big Easter rally began in fine style for us. We, that is, Janice(the war committee) Adam and Naomi(the apprentice humans) and I arrived at Wangaratta just before midnight thursday night. This caused the Caravan park owner to leave bed to book us in. He was not happy. The non standard 1800 exhaust also woke up Graham and Judy Anderson in the very quick Mk 1 Kimberley.

On Good Friday morning, I washed the 1800. However, because of the drought this was taboo! Caravan park owner unhappy. We drove down to the Rally headquarters to be greeted by the biggest collection of Austins I have ever seen.

After a couple of hours of introductions, including Ken Lyle from Perth in the ute, we went out in a convoy to an old gold mine. All good stuff.

Saturday saw Adam and I kicking a football in the Caravan park. Unhappy owner again! At 10am, we all again meet at the Rally headquarters and went in a convoy to Beechworth. The lesser Austins went first, with the 1800's and Kimberley bringing up the rear. At least that how it started! Driving along the open highway at 60 ks may be fine in an A40, but many of our club members lost patience and passed every old car in sight. It made us realise that the Landcrabs are perhaps the only Austins that can be used as regular transport in the 90's.

In Beechworth, the main street was corded off for all the Austins and we had pride of place. The display lasted several hours. Floats paraded up and down also. The combined effect of 30 c, a very sunny day, and the strain of meeting so many new people had us all looking a little drowsy! We, that is about 300 of us, had a beautiful sit down meal at the local football club that night.

Sunday saw us back at the Rally headquarters for a photographic session. All 150 cars were lined up in order of model on the oval. The 15 1800's and 5 Kimberleys were of course looking magnificent! Just as the last car parked, the Heavens opened. We all en masse bolted for the hall. It was unkindly said by Ken Patience that some owners could run faster than their cars could go! Whilst the rain washed out the photography session, it was a fortuitous piece of luck for Rob Leonard.

Rob formerly of The 1800 Centre, but now trading as Northern Jag, had just finished up spreading out heaps of spares when the multitude bolted in!

Tea that night was programmed as a spit roast, but with the weather still appalling, another sit down meal was organised. This time, we were all tending to move in the circles of our own various clubs. (As well as all the usual clubs, a National register of pre war Austins has been formed. They have 100 or so members, and the club is growing rapidly.)

Various awards were handed out to various ages of cars. Herman Pedersens magnificent mk1 1800 collected one. Breathing down his neck must have been the Mk1 Kimberley of Allan Hogg. In its new coat of British Racing Green, it is a real crown stopper. Also, the Mk1 Kimberley of Graham Anderson, resprayed in the original sugar cane. The mk1 1800's of Norm Peck and Tony Ellington are also very nice. Ditto for Mike Gilmour's Mk11 Kimberley. And the Mk11 1800's of Ian Powell and Ken Patience. (No correspondence about cars omitted will be entered into!)

Easter Monday saw the bulk of us at an air display at Wangaratta airfield. And then for most of us, back home. On the way south on the Hume highway to Melbourne, we counted 14 broken down cars. No Austins of course!

Congratulations to the A40 club for a great Rally, and a very hard act to follow. The next Austins over Australia will be run by the Q.L.D. Austin Car Club at Easter 1997 in Q.L.D. Those who would go but think it is too far to travel at Easter may write to the Austin Car Club in Queensland, as I have done and suggest it is moved to January. The address is 1376 Old Cleveland Road, Carindale 4152 Q.L.D.

We would dearly love to out number "dial a crowd"(the A40 club) at the next rally!

FROM THE BACK SEAT

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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 the advice offered in these pages is correct, the Editor and Officers of the Club cannot be held responsible for any problems that may ensue from acting on such advice and information

Submission deadline is the 25 th of the even month. Posting date is the 25 th of the odd month

I knew something was going to happen when my owner polished my hubcaps - again. The chrome strip on the side was installed and special oil for my carburetors added.

Now I'm not complaining because I live in a nice cosy house and I'm never out in the rain or wind now, but I remember a time when my heart was sick and my skin was powdery and I had many minor problems. Oh, the stories I could tell.

All that's in the past now so I look forward to all of the attention because we were obviously going somewhere. I was filled with petrol, oil, water and air, then all manner of suitcases, cameras, boxes and spares.

Sometimes I think my owner doesn't trust me because when we go out they take all sorts of my spare parts. They must think I may need them sometime, but I won't this time. I'm OK. I'm ready.

We set out very very very early one morning and headed south.

We weren't going to Manyana, but seemed to be heading for Canberra. I've been there before, but we went on and on past Canberra, Bookham (Danno), Holbrook, Albury and on to Wankers, or that's what he kept calling it.

We pulled into a Motel and all around the yard were other friends that I found I was drawn to for some reason. I've never had Aunts and Uncles before, but it was just like I'd come home for a family function of some sort. My owners stood around talking to their owners about all sorts of things that I don't understand, but they all seemed contented and I was happy to be there too.

They unloaded lots of things and I was washed and cleaned again. All this attention!!!

The next day we all went to a place called Beechworth and we were allowed to park in one of the main streets and lots of people looked at us and said kind things. I also met more Uncles and Aunts and some Cousins - some of them were very very very old - but we all enjoyed meeting each other at this place called 'Wankers'. It rained, very very very heavily, that night and I got wet, so I leaked a bit. I don't normally do that but I was unhappy.

The next day looked wet and cold and it was. We had to all line up like I've seen little owners do at school. It took quite a while and during this time the weather looked like getting worse. I was cold and unhappy, so I leaked a bit more.

They put my great, great Uncles and Aunts in the first row at the start. They were very very stately just sitting there. They were all saying that it was much worse in their Younger days and that the young ones don't know how good they've got it now.

I was one of the youngest there, so I was at the end of the line with Cousins about my own age. My older cousins looked very stately too, but they also reminded me of a crab I had seen once.

We'd only just finished lining up, when the heavens opened up, or that's what my owners said (amongst other things), I just thought it was wet and cold and wanted to go home, so we did go back to the motel to dry out - they did by I didn't. It was wet and cold all that night.

The next day was much better so we all went to some winery's. They bought some boxes and put them in my boot - they were heavy. Then they put more in, but everyone seemed very very happy and laughed a lot, so things must have been OK.

In fact things were so good that we went back to the same place next day and bought some more boxes - they were heavy, I must find out what slap and tickle means. I will ask one of my Aunts later.

We went on, not far, to a place that has a great port, because Sydney has a good harbour - whatever that means. That night it was very very very cold and I was a bit naughty, because the next morning I wouldn't let them start me, but they got some other car and attached us with cables. It was quite horrid - I just had to start, but I stopped again as soon as I got away from that other car - I think it was a Ford or something Really nasty.

They got someone to poke at my insides - it wasn't nice either. I let them put a new lead acid sort of thing into me and I promised to start again all the time, if only they'd stop fiddling about - and I did.

My owners decided to go home, but not the easy way. We went via roads that none of us had been on ever



and ended up in a place called Wagga Wagga Wagga. It was to be a surprise. This is where I was first sold and serviced 24 years ago. We found the place, or so they said, because I couldn't recognise it - it didn't have any BMC or Leyland signs up, nor were there and brothers and sisters about like I remembered. I think some of us wept just a little tiny bit.

We then called into every Craft/Art/Antique place in every little town that we could find - everyone was happy. I gave them 25.5 miles per gallon, because I can't work out these metric things. Strangely none of my Aunts, Uncles or Cousins could either.

We're heading back now to my nice warm, dry, cosy house. My owners seem to think that we'll do this in another couple of years, but I was talking to one of my cousins who came from 'up north' who heard an Aunt say that Uncle thinks they will host it next time 'Up North'. Maybe it won't rain or get cold up there, but I'll be ready in any case.

I wonder if they'll call it 'Austins Over Australia' again?

Courtesy Kimby

Allan Hogg

SYDNEY CLASSIC RALLY

ENTRY NOMINATION

Applications for Invitations to enter the SYDNEY CLASSIC RALLY will be accepted prior to the official Entries Open date. They should be accompanied by either the full Entry Fee or Deposit (\$200), in which case the balance will become payable upon receipt of the Invitation.

Secretary of The Event
Sydney Classic Rally
P O Box 861
ROZELLE NSW 2039

THE SYDNEY CLASSIC RALLY, whose two parts will cover nine days from 14th-23rd August, 1995, has been conceived by Sydney company Australian Classic Motor Events (ACME) in conjunction with the NSW Government's tourism agency, Special Events NSW Limited.

Sydney and NSW provide ideal locations for a sophisticated motoring adventure for classic and exotic car owners in Australia and their colleagues around the world.

The SYDNEY CLASSIC RALLY is such an event.

To be run entirely on sealed roads, with comfortable distances each day, this unique two-part rally offers a wide variety of driving opportunities to satisfy the specialist needs of enthusiastic classic car owners and admirers.

The SYDNEY CLASSIC RALLY will cater for all tastes, with lunch stops and overnight stays at delightful country venues, public displays of the cars at selected overnight locations and Prizegiving Banquets at prime Sydney venues. Plus...

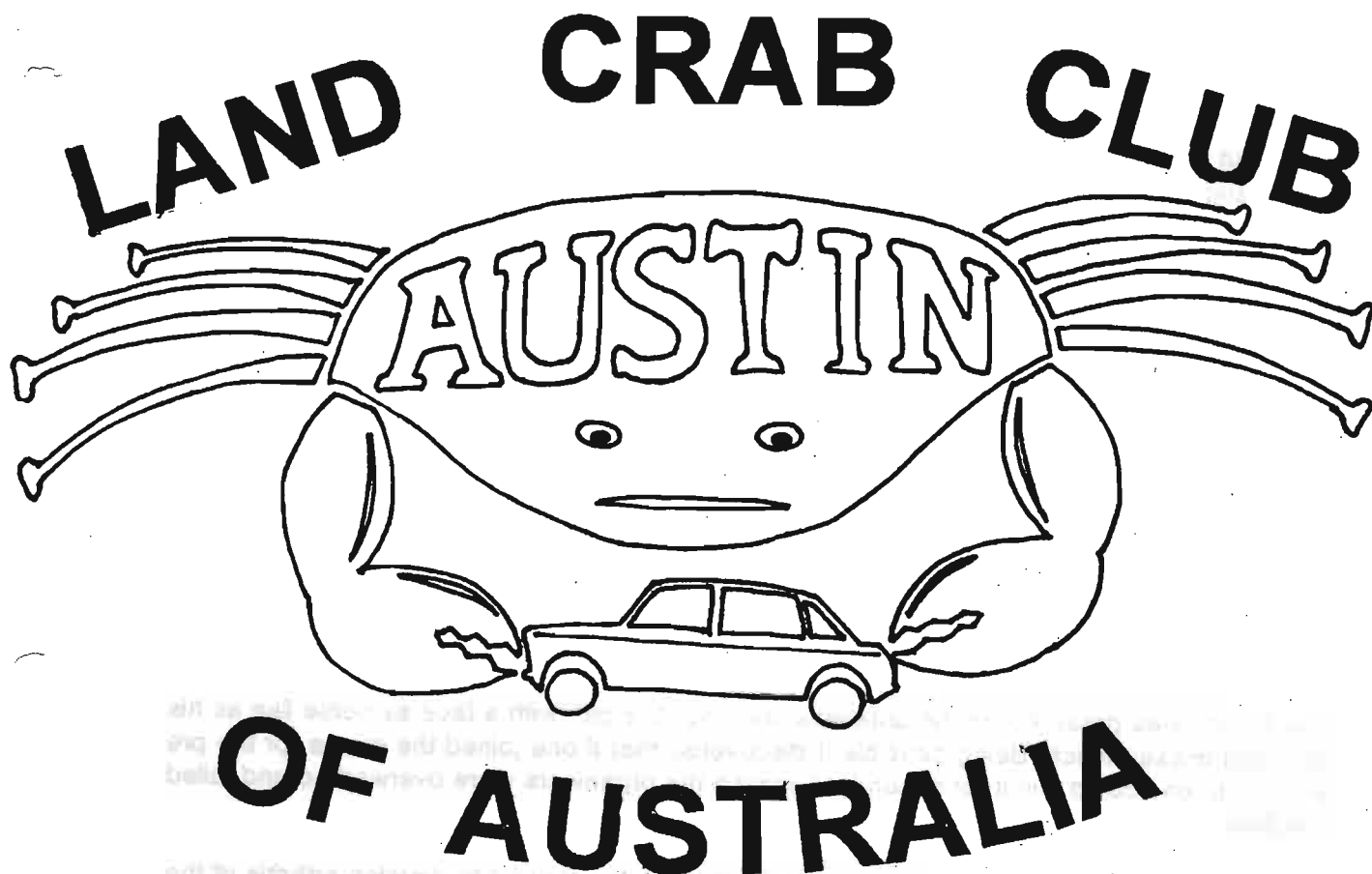
- Evenings at two of Australia's oldest and finest wine-growing districts;
- Scenery ranging from ocean to mountain to rain-forest.

ENTRIES CLOSE:

20TH JUNE 1995

ENTRY FEES:

INITIAL DEPOSIT	\$ 200
THE CHASE	\$ 900
THE CHALLENGE	\$ 700
BOTH	\$ 1,400



This is the actual size of the transfer. It is red on a white background. Priced at \$15.00. (A smaller one is \$5.00)

Inquiries for these highly recommended products to: **Colin Johnson**
48 Paradise Rd
Slacks Creek Qld
4127
Ph: (07) 208 6546

He also has one: "My other car is a Landcrab"

TEENAGERS AT WANGARATTA

by Naomi Stephens

Mum, Adam(my 17 year old dork of a brother) and 14 year old self(Naomi) decided to accompany the old fool(Dad) to Wangarrata for the rally. You see, Dad was devastated when we had to cancel the Yass rally 2 years ago, at the last minute(due to Dads disorganisation- he couldn't organise a massage in a massage parlour) and this was the pay back.

Adam and I didn't really want to go! After, what sort of a hic joint is Wangarrata? After all, it doesn't even have civilisation ie McDonalds!

We have a perfectly good Rover here- last of the British ones of course- and we do several interstate trips every year. You guessed it- in Dads old bomb. (Just imagine if any of my school friends saw me in it- I would be laughed out) Each trip, there is a new excuse for going in the 1800. and Easter this year was no exception. One excuse last year was to see if the rush of wind at high speed would affect a new brand of polish.

Dad, being disorganised (self employed of course - nobody would have him) mucked up his days work on Good Thursday. Which meant he arrived home at 7pm instead of 3. This, I might add, happens **every** Easter!

He left out a list of things for us to pack for him in the caravan. We lost the list- he fell for that again-- and that delayed us more.. Did he crack the sads!

Mum and Dad think that young drivers are **mad**. Yet Mum said nothing while Dad belted the poor old Austin at 70 MPH up the Hume, with 22 CWT of Camper Trailer behind it. I ask you!

When we arrived at midnight, Dad conned sucker Mum into rousing up the Caravan park owner, who promptly developed bile on the liver.

The rally convoy to Beechworth would have been a very restful country drive.. Except Dad couldn't stand being stuck behind some cute old jalopy- Mum called it a jelly bean- and made a fool of himself again

No sensible, carefully planned , overtaking manoeuvre here! 4 th into second at 25 MPH, into 3 rd at 55 MPH, and back into 4 th at 80 MPH, and only then because Mum started yelling!

Beechworth was **great**. Adam the dork was chatting up a girl, with a face as horse like as his own, and missed lunch. Being sensible, I discovered that if one joined the queue for the pre paid lunch, one could join it for seconds, because the organisers were overworked and failed to notice.

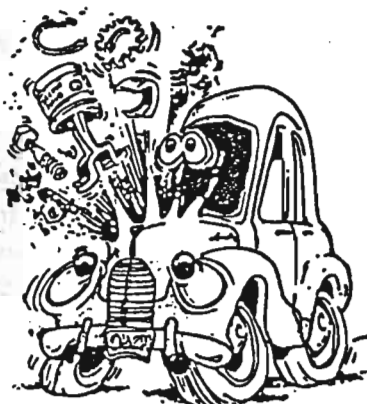
Mum and I went shopping at the craft market, while Dad continued to develop arthritis of the jaw, and Adam was hungry and sunburnt. We all sat in the gutter- real high society stuff here- for lunch, because there was no where else to sit. Sitting in the car would have caused crumbs, of course.

The sit down meal that evening was hilarious. Mike and Glenda Gilmour were trying to control 2 year old rug rat Liz who did not wish to be controlled. Adam and Dad were negotiating very loudly to swap some chicken for a potato. And Judy Anderson thought they were going to come to blows over it. Graham Anderson was more concerned about being caught in the cross fire! And Mum was trying to pretend she was somewhere else!

We also saw close up a fleece the tourist mentality in action. The air display was initially going to be \$3-50 a head. However, at the last minute , it was cranked up to \$10.

After a **deep and meaningful**, the price descended to \$5, which was the same as the general public. However, by then a few had gone to the wineries instead and returned with full boots, empty wallets, and sore heads!

Overall, we all enjoyed it immensely and may even attend the next one! I nearly forgot- thankyou Herman and Alice Pederson for the icecream.



A GEM FROM KEN

NOTES ON FITTING AUXILLARY ELECTRIC COOLING FANS TO LANDCRABS

The auxillary electric cooling fan is a most usefull accessory, especially when towing trailers on hot days. The following notes and sketches are provided as a guide when considering fitment operations:

1. Before cutting away the grille (adjacent R/H mudguard) place a sheet of masonite/ply/metal between radiator and stone grille as protection, when using grinder/cutting wheel. (It is better to remove radiator entirely as access for cutting is much better and safer for the radiator).

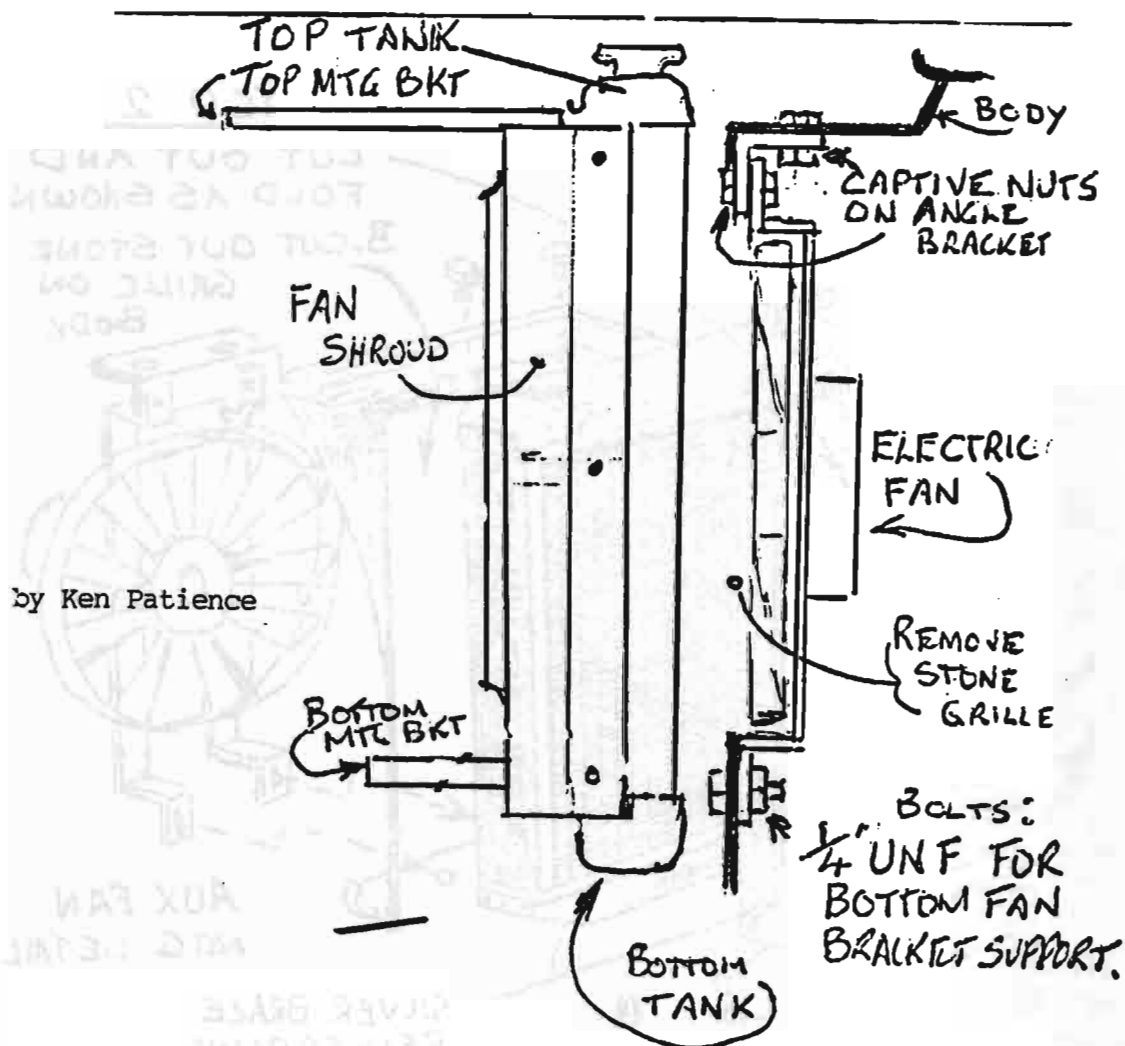
2. Mounting of fan unit is as per sketches.

3. Wiring - Depends upon choice of switching selected:

A. Thermal switch/relay combination, Capillary sensor.

B. Thermal switch magnetic or bimetal etc.

(I used only on/off switch under dash mounted and not bothered with thermo switch, thus enables me to activate fan prior to any heating of motor occuring).



by Ken Patience

KP1994

COOLING SYSTEM
COWL MODIFICATION — RAM AIR EFFECT AND
ELECTRIC FAN LOCATION.

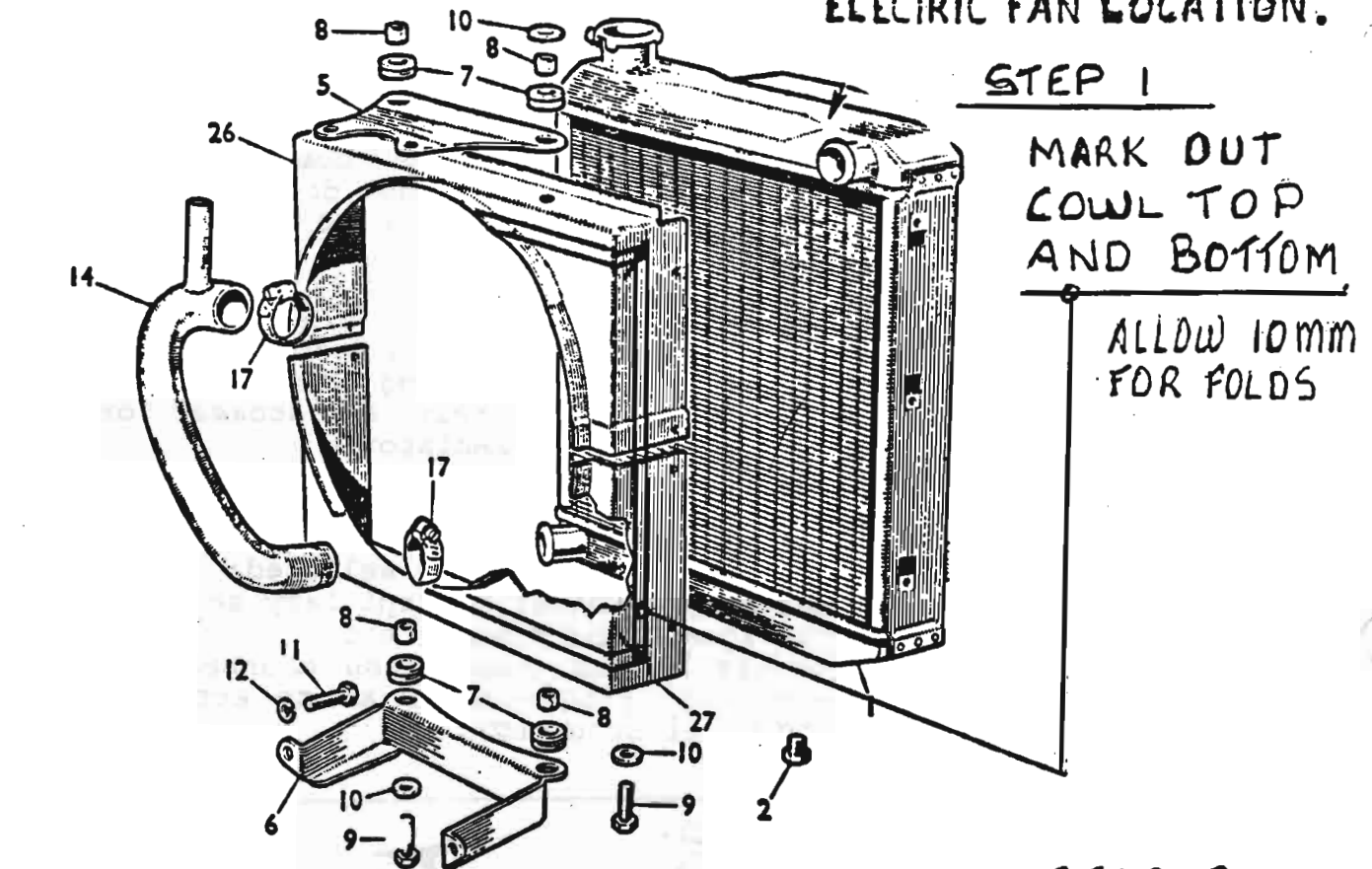
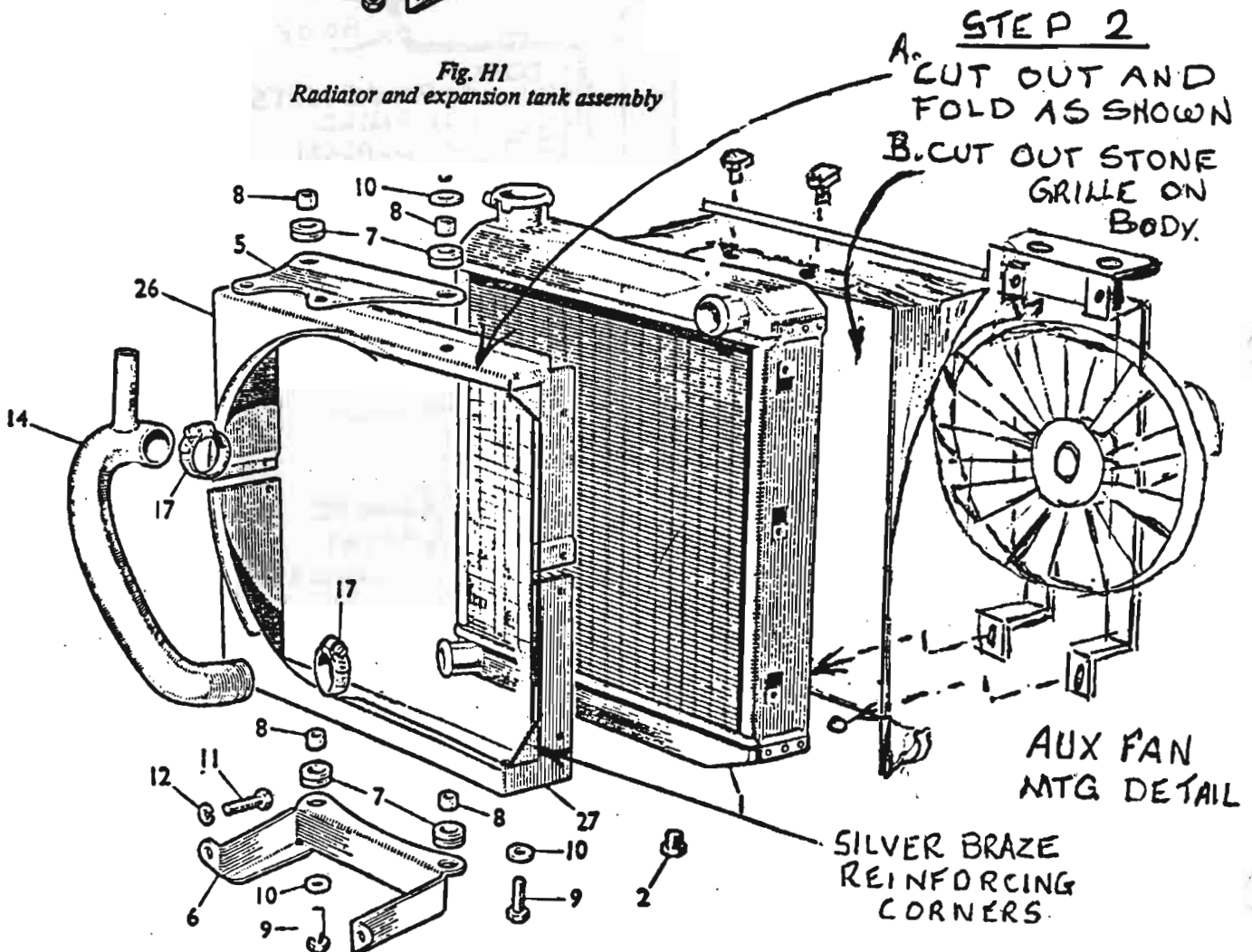
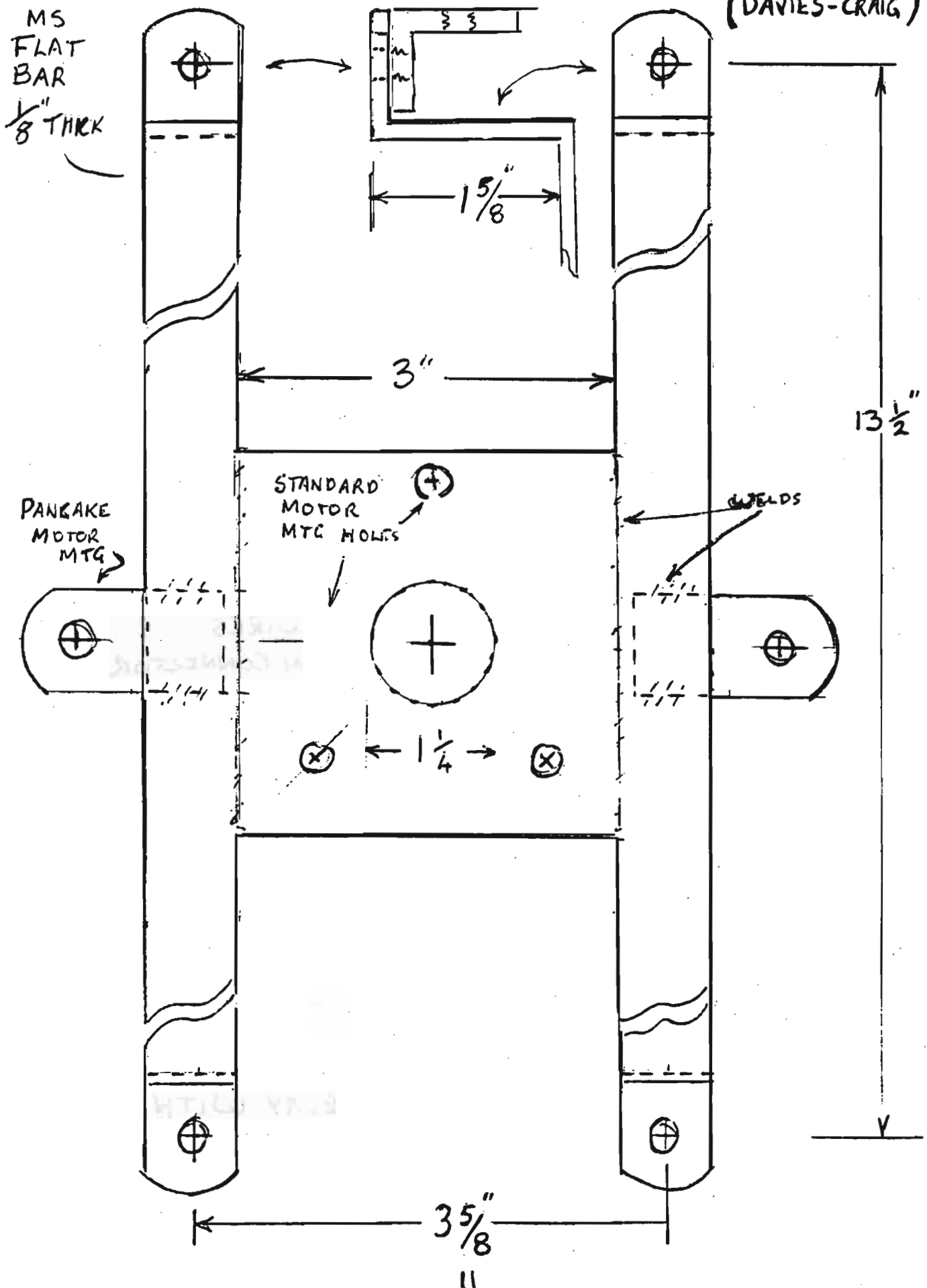


Fig. H1
Radiator and expansion tank assembly

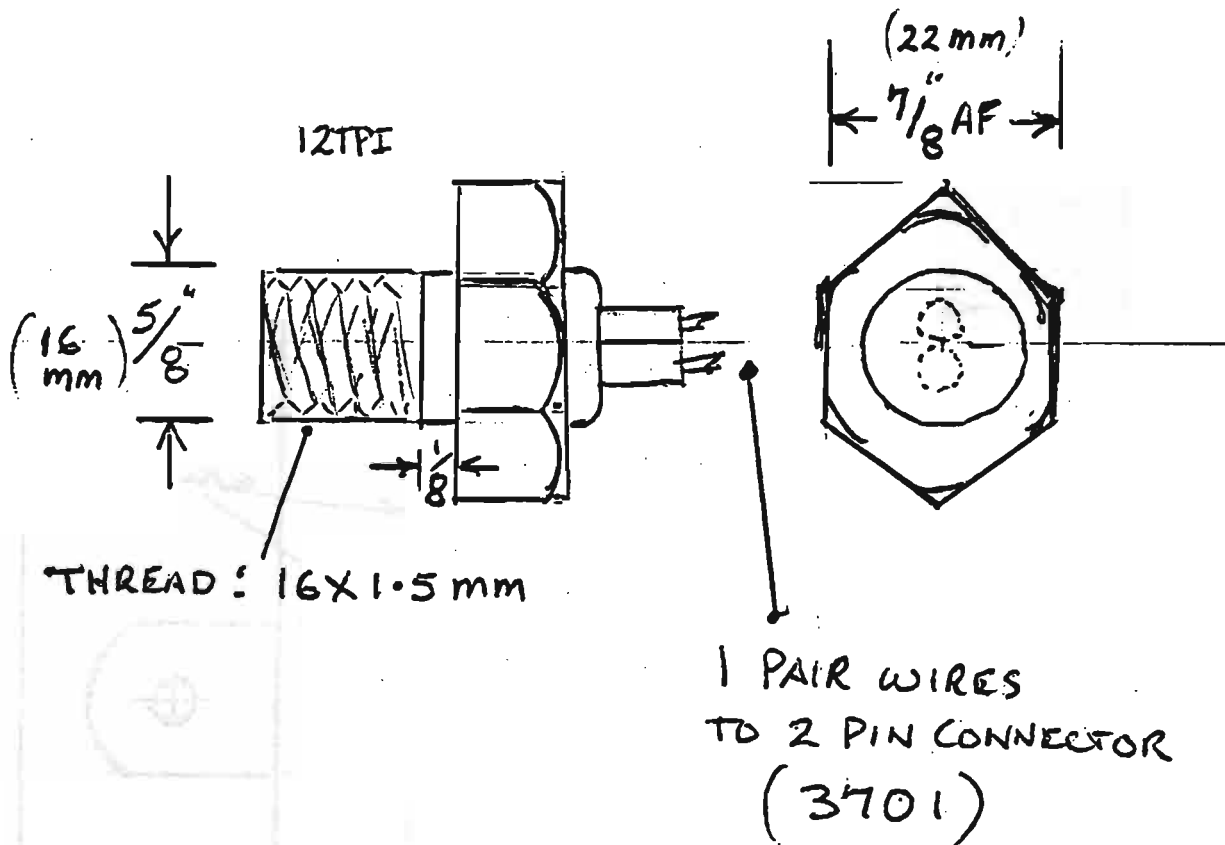


AUXILLARY COOLING FAN INSTALLATION (LANDCRAB) UNIVERSAL MOUNTING BRACKET

FOR STANDARD & PANCAKE TYPE ELECTRIC MOTORS
(DAVIES-CRAIG)



THERMO SWITCH DETAIL (TEMPERATURE SENSITIVE SWITCH)



THERMO SWITCH - FITS BOTTOM RADIATOR
TANK - NISSAN CARS

NISSAN PART NO : 21595 - 01A 00

MANUFACTURER : NICHY - RA

SPECIFICATION : ON = 94°C

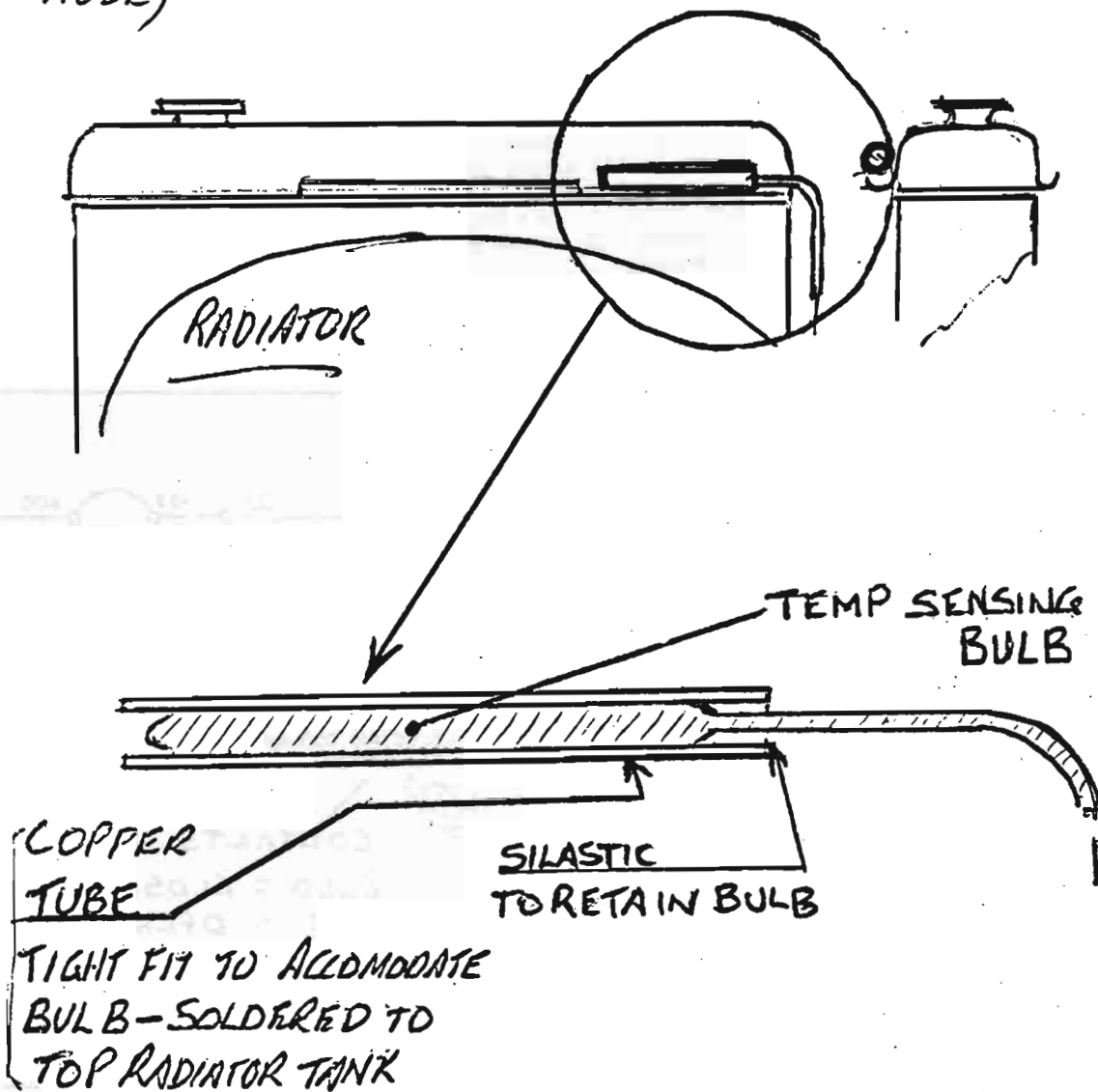
OFF = 85°C

NOTE : NISSAN DO NOT USE RELAY WITH
THIS SWITCH

TYPE 2

TEMPERATURE SENSITIVE SWITCH.

BULB/CAPILLARY TUBE (MOUNTING DETAIL)
(IN LIEU OF INSERTING INTO TOP RADIATOR HOSE)



NOTE : USE RELAY WITH THIS SYSTEM
(IS RECOMMENDED)

FAN SWITCH

In the fan switch body, thermoferrite is sandwiched between two magnets. When the water temperature is low, the thermoferrite is magnetized so that the lead switch is connected and current flowing through the relay circuit maintains the fan operating switch in the open (OFF) position. When the temperature reaches 97°C or over, the thermoferrite is not magnetized and the lead switch is opened, which in turn closes the fan operating switch to provide power to operate the electric fan (Fig. 8).

**LOCATION : ENGINE
THERMOSTAT HOUSING.**

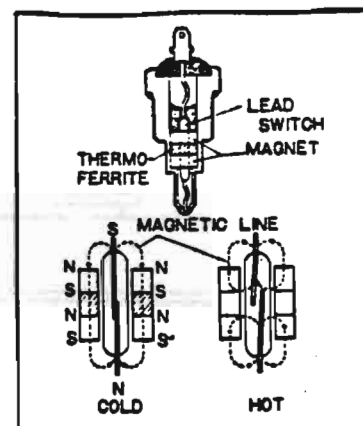


FIG. 8 — Fan switch

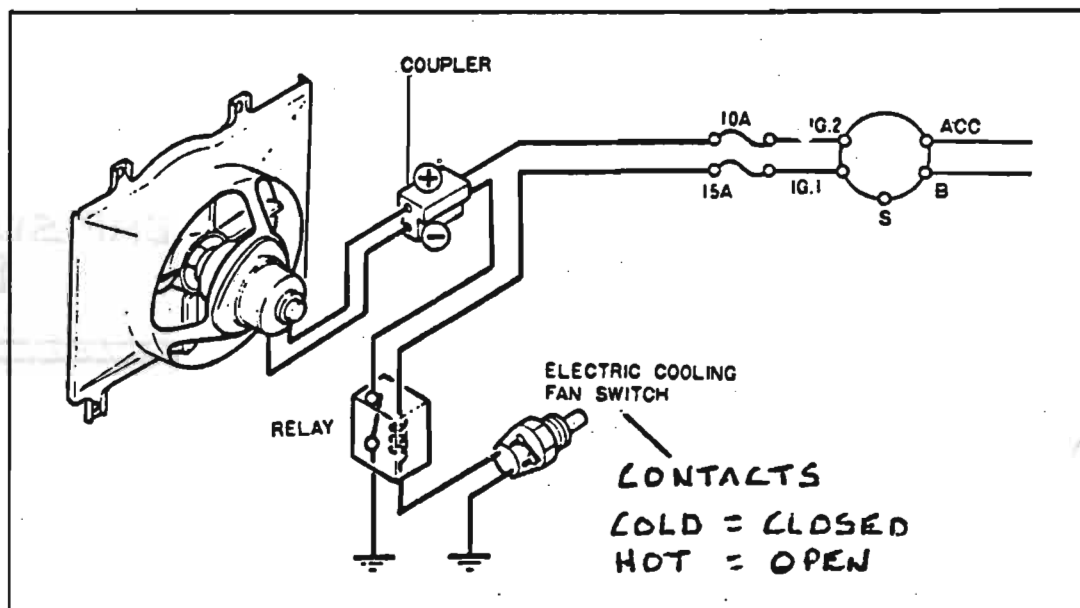


FIG. 7 — Fan motor, relay, thermo switch and fuses

Fan Switch — Check

1. Immerse the water temperature switch in a container filled with water above 91° (196°F).
2. Connect a circuit tester to the switch (Fig. 9).
3. Make sure that when the water temperature is more than 91°C (196°F), current does not flow.
4. Make sure that when the water temperature is less than 84°C (183°F), current flows.
5. Replace the switch if necessary.

NOTE :

- When installing the water temperature switch do not use sealing tapes.
- If the connector from the water temperature switch is removed when the Ignition switch is "ON" the fan will operate.
- A 97°C (207°F) water temperature switch is optional for use in cold climates.

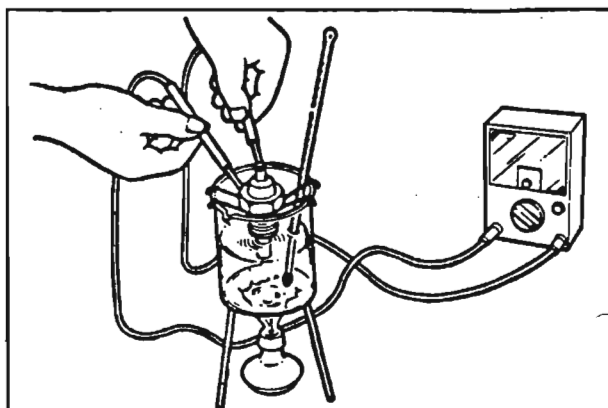


FIG. 9 — Testing fan switch

RADIATOR PRESSURE CAP — PRESSURE — CHECK

WARNING: Never remove the radiator cap under any circumstances while the engine is operating. Failure to follow these instructions could result in serious personal injury from hot coolant or steam blow-out (and/or damage to the cooling system or engine). Before removing the radiator cap, switch off the engine and wait until it has cooled. Even then, use extreme care when removing the cap from a hot radiator. Wrap a thick cloth around the cap and turn it slowly to the first stop. Step back while the pressure is released from the cooling system. When you are sure all the pressure has been released, press down on the cap — still with a cloth — turn and remove it.

1. Inspect the areas under the vacuum valve and rubber seal for rust or dirt particles (Fig. 10).
2. Use warm tap water, raise the vacuum valve and rubber seal and thoroughly flush away loose rust or dirt particles trapped under the vacuum valve, rubber seal and on the seal surface.
3. Inspect and remove any imbedded rust or dirt particles on the sealing surfaces of the rubber seal.
4. Inspect the radiator filler neck opening for rust or dirt particles on the sealing surface at the bottom of the filler neck opening. Use a clean cloth and wipe the sealing surface to remove any rust or dirt particles.
5. Wet the cap and attach it to the tester (Fig. 11).
6. Apply pressure of 90 kPa (13 psi) with the tester.
7. The cap is in normal condition if the above pressure is sustained for about 10 seconds.



FIG. 10 — Inspect valve and seal for dirt

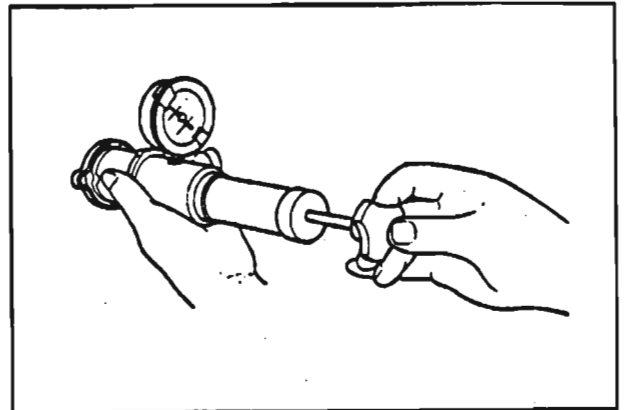


FIG. 11 — Pressure cap — testing

6. Test fan relay as follows (Fig. 6).
Check the continuity between the terminal '1' and '4' when the power is applied to '2' and '3'. It should be as shown in the following table.

12V Power between terminal '2' and '3'	Continuity between terminal '1' and '4'
Not applied	Yes (NC)
Applied	No

NC = NORMALLY CLOSED

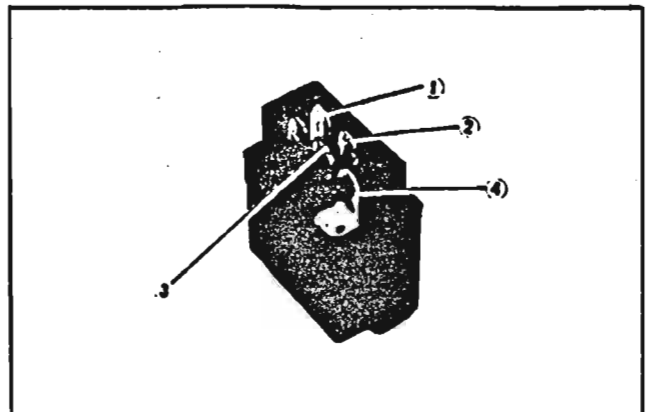
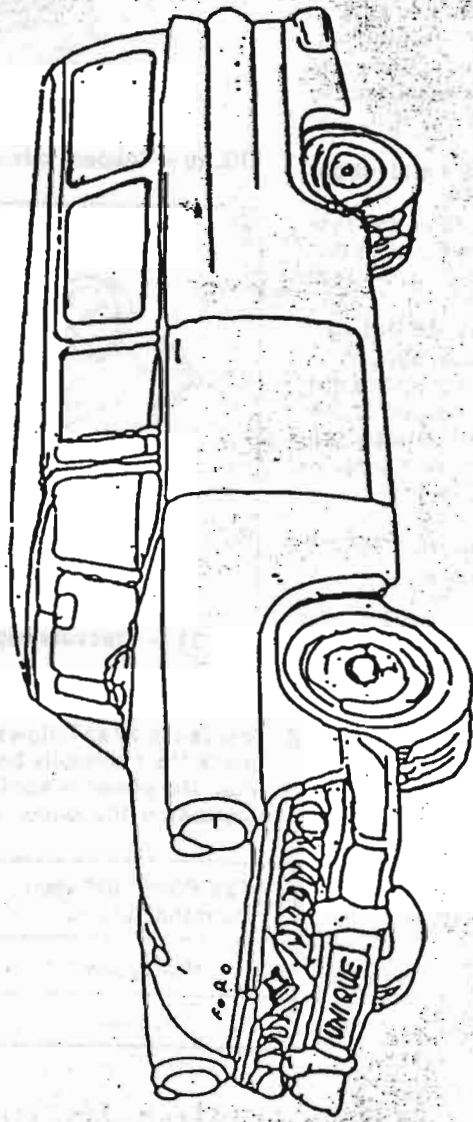


FIG. 6 — Fan relay

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Proprietors Paul & Helen Davis

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Croydon North

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Victoria 3136

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MAILBAG

PO Box 180
MONBULK 3793

17 March 1995

Dear Daryl,

Last time we spoke you asked me to put pen to paper regarding our over heating problems, which I might add were self induced.

Perhaps I could take this opportunity to expand that and tell you the progress of the development of our rally car.

We are now using the 4.7 uto diff. Most of the work in the forest is in 2nd and 3rd gear. In the past we have either been screaming in 2nd or labouring in 3rd. This change enables us to get into 3rd sooner.

Mind you, top speed is probably only 80 mph, which is faster than my navigator wants me to drive!

When changing the pinion gear, only one of my three manuals stated that the retaining nut in the gear box is a left hand thread!

Now that the oil cooler is fitted, the engine runs at low temperatures, even during competition.

We wanted a high operating temperature. The radiator fan was removed, and a thematic fan fitted behind the radiator in the wheel arch. We found it necessary to remove the original grille and fit a sheet metal box in which the new fan was supported.

Fan No. 1 fell to bits half way through a forest stage.

Fan No. 2 ran for one hour until the motor seized.

Even when the fan was operating, we were now running too hot.

Time for a rethink. Logic told us that as the radiator did not face forward, the radiator fan and shroud was required to push air through, rather than rely on the air current created by the movement of the car.



We refitted the radiator fan after removing three blades and shortening the remaining three by 5mm.

Fan No. 3 is fitted as an over temperature fan only, and only comes on when the engine has been working hard for some time. Control of the fan is from a sensor fitted into the bottom tank (Mazda 323). This eliminates the normal capillary sensor fitted into the top hose, which may break if removed and reinstalled too many times. The added bonus is if for some reason we started to lose water, the new sensor would continue to function for a longer period of time.

The wrong choice of air filters has meant an engine overhaul. The paper element type filters were not good enough to keep out the dust. We are now using a foam impregnated cartridge in our HP filter housing.

I think I should say that the paper elements would be fine for normal operating conditions.

This time we are fitting an MGB camshaft. During the rebuild, the distributor on my MGB fell to bits, so I pinched the one from the Austin. This has given me the perfect excuse to have Ignition Development build a Bosch unit for us.

With the engine out, Peter (my navigator) decided it would be a good time to tidy up the wiring. This meant he ran amok with the side cutters and re-wired the lot!!

We seem to get through a lot of ball joints in the front suspension. So I decided to get four new ones and a socket to suit. Beware, the original parts fit a one & eleven sixteenths socket, but the new ones are one & three quarters and "deep" sockets of this size are only available in an impact type at approx. \$100 each!

"Special Tuning" used to offer fibreglass boot bonnet and doors which of course are no longer available. The use of these panels will save a minimum of 80kg - that's a person.

A friend in the fibreglass business refused to make them for me, but did offer to provide materials and advice. So far, the bonnet and boot are fitted, and I've started to manufacture the doors. I will gladly make the moulds available for others to use if required.

Yours sincerely,

PAUL NICHOLLS





BOOKWORMS CORNER

by Daryl Stephens (Not for petrol heads!)

Nexus April - May, 1995 under the heading "Earthquakes and Sun Changes.

New evidence shows a link between earthquakes and the combined effects of solar winds and sunspots. It also suggests we're entering a period of disastrous earthquake activity.

As the prophecies have also warned, we can expect major catastrophes to affect our planet.

The evidence is quite astonishing! Firstly, there is a suggestion that all is not well with Sol ie the Sun. One theory is that it has been shrinking for the last 400 years, and is now expanding!

Secondly, earthquakes have increased 947% from 1967 till 1993. This allows for the increasingly sensitive measuring equipment available these days.

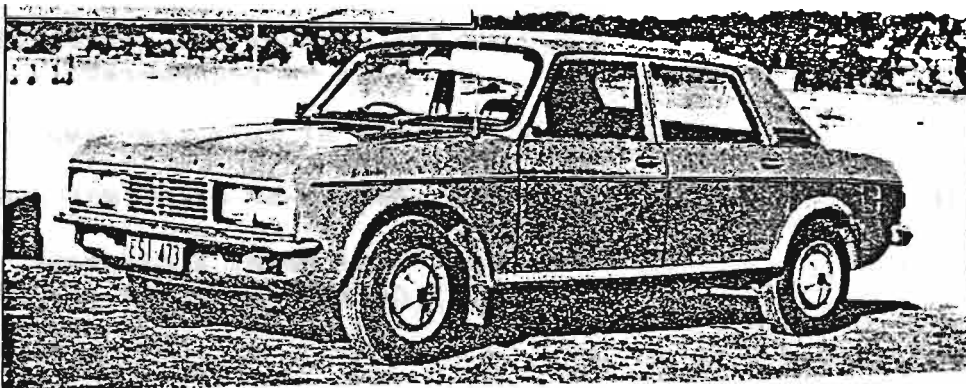
Prophecy from Nostradamus, the Bible, Mother Shipton, Gordon- Michael Scallan and others seem to say that in the last days there will be enormous earthquakes, and the Sun will turn red!

Most newsagents sell Nexus for \$4-95

VACCINATION THE HIDDEN FACTS by IAN SINCLAIR

A remarkable book which not only claims that vaccinations are useless, it claims that they are downright dangerous! Also claims that S.I.D.S. cases drop 50 % on unvaccinated babies. There are many similar books on this subject, but this is the best I've yet read.

Available from Ian Sinclair 5 Ivy Street, RYDE N.S.W. 2112 02 808 3691 \$15-00



INTERCHANGEABLE PARTS

by Peter Jones

Listed below is some information regarding replacement parts for your Austin which also fit more common Australian cars;

AUSTIN 1800

automatic universal joint,

as fitted to: QL403 (QH), or K5L4,
Austin Healey 3000,
Jaguar 2.4, 3.4, & 3.8, to 67,
Triumph TR4, TR5, & TR6,
Volvo 244, 245, 1975 on,

fan belt MKII with alternator,

as fitted to: 11A0965,
Holden HQ, 71-74 with air con.
Falcon XE 6 cyl 84 with air.

fan belt MKI with generator.

as fitted to: 11A0925,
Holden 6 cyl 74-83, with
Delco or Frigidaire air con.

fan belt auto.

as fitted to: 10A0900,
Holden 6 cyl 71-83, no air.

disc brake caliper pistons (PBR),

as fitted to: TEP2014, or DB 2014,
Valiant VC, VE, VF,
Datsun 240C, 260Z,
Falcon ZA, ZB, XR, XT,
Rolls Royce Corniche 1978.

disc brake caliper pistons (Girling),

as fitted to: TEP2240,
Falcon XP, 65-66,
Falcon XT, 68-69,
Holden HD-HR, 65-68,
Triumph TR3-TR6, 59-72.

disc pads MKII (PRR).

as fitted to: DB1.
Falcon XP, XR, XT, ZA, & ZB,
Valiant AP6, VC, VE, & VF.

tie rod ends.

as fitted to: TE125R,
MGB.

temp. gauge sender,

as fitted to: MGB.

side flasher (front wing),

as fitted to: Jaguar XJ6 series III 82-87,
some Range Rovers.

interior light,

as fitted to: MGB 67 tailgate lamp.

thermostat housing,

as fitted to: MGB 64-67 with 186B-186D eng.

distributor cap 67-70,

as fitted to: Mini Moke, & Cluhman,
Cortina MKII & 4 cyl 73-74.

P.A.J.'s TECH TIPS

A very popular add on gauge during late 60's and early 70's was the vacuum gauge, or performance gauge as some people called them, why I don't know. I fitted one of these gauges to my Austin A60, and found it very useful for tuning the twin SU's which were fitted to it.

But a vacuum gauge has many more practical uses other than just tuning a motor vehicle, and knowing how far down you have pushed the accelerator pedal (shown by a very low vacuum reading).

Listed below are the most important 16 different types of vacuum gauge readings and their meanings:

- 1 Engine at idle, needle steady between 17 and 21, TUNING GOOD.
- 2 When you push hard on the accelerator and then release, reading between 2 and 25, ENGINE GOOD.
- 3 Fast idle, needle reads between 10 and 22 as engine speed increases, needle fluctuates, WEAK VALVE SPRINGS.
- 4 During idle needle moves between 14 and 19, WORN VALVE GUIDES.
- 5 As engine idles, needle drops and returns, LEAKING VALVE.
- 6 At idle needle drops consistently, BURNT VALVE.
- 7 At idle needle drops intermittently, STICKING VALVE.
- 8 At idle the needle reads between 8 and 15, LATE VALVE TIMING.
- 9 At idle needle steady but low, WORN RINGS.
- 10 As "2" needle between 0 and 23 or less, WORN RINGS OR OLD OIL.
- 11 Slow fluctuations between 14 and 16, DEFECTIVE IGNITION.
- 12 At fast idle needle reads between 14 and 17, RETARDED IGNITION.
- 13 At idle needle moves slowly between 13 and 17, ADJUST. CARBY.
- 14 At idle needle reads between 3 and 5, CHECK INLET FOR LEAKS.
- 15 Needle moves between 3 and 19, FAULTY HEAD OR GASKET.
- 16 Normal reading at start but dropping to 1, BLOCKED EXHAUST SYSTEM.

All the above readings are in inches of mercury, to convert them to the metric kilopascals, multiply them by 3.386.

Listed below are a few useful conversions,

inch\mercury		kilopascals
1.7.	5	16.93.
3.39.	10	33.86.
5.08.	15	50.79.
6.8.	20	67.72.
8.5.	25	84.65.
10.17.	30	101.58.

PAJ Oct. 94.

MORE OF THEM

FITTING A VACUUM GAUGE.

When fitting a vacuum or any other after market gauge, possibly the most difficult task is to find a suitable position to mount it. With classic cars, mounting under or in the dash board is fairly easy, but with more modern vehicles with plastic every where almost down as far as the eye can see, finding a suitable mounting place is almost impossible.

Once you have found a suitable place for the meter, the next step is to connect the vacuum line to a suitable line on the engine using the tee piece supplied with the meter. When passing the line through the fire wall either use an existing hole or drill a new one, but make sure that a rubber grommet is fitted to the hole to prevent fumes from the engine entering the passenger compartment.

The final part of the installation is to wire the gauge's light to the dash board lights so that the gauge can be used at night.

TIE ROD ENDS

When fitting replacement tie rod end ball joints, a fairly close wheel alignment can be obtained by following the steps listed below.

1. After removing the road wheel, supporting the vehicle, and releasing the ball joint taper. Release tie rod locking nut and back it off a couple of turns.
2. Stop the nut from moving, by taping it to the tie rod, do not put tape on the side which comes in contact with the tie rod end.
3. Measure the distance between the the locking nut and the center of the ball joint.
4. Count the number of turns to remove the tie rod end.
5. Screw the new tie rod end on to the tie rod the same number of turns, and check the measurement the same way as '3' above.
6. If the measurement is different, set the ball joint up to the same measurement.
7. Reassemble the ball joints, road wheels, ect. and take the vehicle for a wheel alignment as soon as possible.

Using this system of roughly setting the wheel alignment, will make the trip to your tyre centre a lot easier and safer for both you and the car.

MISC TIP

The next time you have to replace a ball or roller bearing in you classic, clean the old bearing and take it to a bearing supplier in you local area. He will then either read the numbers stamped on the shells or take three measurements from it. From either of these, he will be able to find a replacement bearing at a much cheaper cost to you than a new car par dealer.

ENGLISH SPARE PARTS

Phone 07-8143762 Fax 07-8140955
Office ; 5 Gardner St., Redbank Plains, 4301, Queensland.

AUSTIN 1800 PARTS SPECIALS

TO (30/4/95)

Quality New English made parts, most from the original BMC suppliers

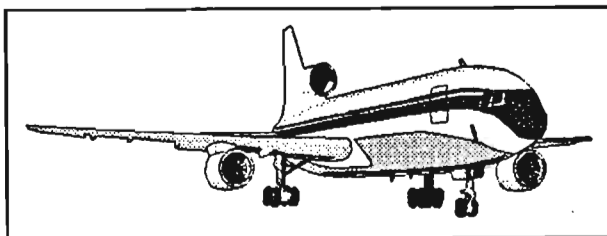
Front ball joints \$40 Engine mounts \$50
Lucas wing flasher lens \$12, lamp & gasket \$30
Wing flasher lamp, LEP (UK) brand, identical to Lucas \$18
Interior roof lamp \$13 MK2 trafficator switch \$75
Steering rack gaiters, original BL, also suit Marina & 1100 \$6
Lucas distributors \$130 for points or \$225 for full electronic set-up
Windscream seals \$60 Filler strip \$5/metre *This is the proper stuff with chrome bonded into the mould, not just stuck on top like cheap reproductions. Also will fit Tasman & Kimberley models*
Front brake hoses \$15 Disc pads, either Girling or PBR calipers \$28
Rear wheel brake cylinders Mk1 Girling only, \$25 ea
Head gasket sets (VRS) \$25 Piston ring sets +020" \$45
Big end or main bearings, most sizes, from \$30/set
Pushrod cover gasket \$2 Plug lead sets \$20
Speedo cables (48") \$20 Plastic cap uni joints \$75pr

Now for some real trivia.....

18/85 front lenses \$35 ea 120MPH Strip speedo (3litre??) \$90

!! HOT NEWS !! We are currently buying out a large English BMC/Leyland dealer of the 60's and 70's. Lots of goodies, some in very limited quantities so be quick. Register your wants now. 18/85, 3 litre & Maxi owners take note. We wont import the parts for these unless you call before 30/4/95. Delivery expected late June.

ALL PRICES INCLUDE SALES TAX



FOR SALE

Austin Kimberly(Mk 1 ?) twin carbies white V.G.C. deceased estate 8,000 miles ? Mrs Walton 043 571 578 Offers Car is somewhere near the N.S.W. central coast.

2 Austin A 50 bodies; many engine, gearboxes and other assorted mechanical parts for sale at low prices Alex or George on Creswick(Vic) 053 452 337

Jeff Andre 059 873 470 (Mornington Peninsular) has at least 2 tandem trailer loads of 1800 parts

Tony Wood 31 All Hallows Road,Blackpool FY2 OAS England has written to advise the following; Genuine Hobourn Eaton **oil pumps** 22 English Pounds delivered. Also remanufactured **Aeon spring assister KITS** 75 English Pounds delivered .

Andrew Gough, 1966 1800 cream/red,48,000 miles, 2nd owner, reg. Feb 1996, \$2,000, Sth Yarra Ph:(03)820-3369

Austin 1800 MkII, suspect auto,**free**, 15 Piers St, East Brunswick, Ph:(03)387-2921, Jenny C.

CLUB FEES DUE

With much pleasure, the treasurer has advised that club fees become due **30/6/95**. Please remit A\$27-00 to the Landcrab Club 22 Davison Street, Mitcham Vic 3132 Australia. Also, with most phone numbers changing, please supply your new phone number, including area code, if applicable.



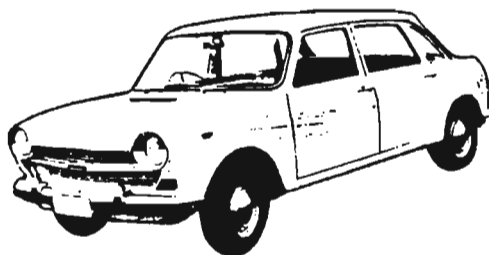
*Let's remember,
We're travelling 1st Class*

LANDCRAB

Number 63 August and September 1995

STICK WITH IT





INTRODUCING...

Peter Tadman	Box 524 Nundah QLD 4012	07 266 5437	Mk 11 1800
Belinda Edmunds	Box 69 Newtown NSW 2042	02 557 4733	Mk 11 1800
Ian Bailey	17 Evans Cres Griffith ACT 2603	06 295 2200	Mk 11 1800
David Huck	Leyland Park RMB 8A March Rd Orange NSW 2800	063 658 328	Mk 1 & 11 1800
Robert Goodall	95 Osborne Avenue Mt Waverley Vic 3149	03 9543 7861	2 X Mk 11 Kims
John Uscinski	Box 468 Noosa heads QLD 4567	074 475 097	Mk 1 Kimberley
Neil Solomon	Box 44 Bendigo Vic 3550	054 470 626	Mk 1 1800

We now have 111 members!

FROM THE BACK SEAT

PRESIDENT/ TREASURER/ LIBRARIAN

Pat Farrell 03 9762 4457
4 Wayne Avenue, Boronia Vic 3155

REGALIA OFFICER

Mike Gilmour 046 81 8887 Lot 57
Remembrance Drive, Tahmor N.S.W. 2573.

DATA REGISTRAR

Peter Jones
4 Yarandin Court, Worongary QLD 4213

PUBLIC OFFICER

Ken Patience 03 9337 4661
149 Brees Road, Keilor East Vic 3133

A.M.V.C. Sub Committee

Pat Farrell(as above)
Geoff Marshall 03 9877 1425
19 Anne Street, Blackburn Vic 3130

EDITOR/ SECRETARY ..

Daryl Stephens 03 9873 3038
22 Davison Street, Mitcham. Vic. 3132

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 the advice offered in these pages is correct, the Editor and Officers of the Club cannot be held responsible for any problems that may ensue from acting on such advice and information

Submission deadline is the 25 th of the **even** month. Posting date is the 25 th of the **odd** month



PRESIDENTS REPORT 1994 1995

Greetings from Pat Farrell !

This has been a milestone year in our Club, with the merger between ourselves and the Austin Motor Vehicle Club.

This merger has injected a *substantial* amount of funds into our Club. At this time we are keeping the Bank accounts separate, with Daryl operating the Landcrab account, and myself operating the A.M.V.C. account, as treasurer of the A.M.V.C. However in the new financial year, we will combine both accounts in to one as the Landcrab Owners Club of A/sia

Speaking of the Austin Motor Vehicle Club, we have had a great deal of trouble rounding up all the property and regalia. Thanks to the sterling efforts of *Geoff Marshall*, we have now accounted for most of the missing gear. However, we have had to write off about \$900-00 worth of regalia (badges etc) which we just could not locate.

The committee has decided to look into the possibility of importing hard to find or expensive parts from both England and New Zealand. With this in mind, we have sent a *wish list* to Tony Woods in England. If this comes off, it will enable members to purchase spares through the Club at a greatly reduced cost.

We are now looking for someone else to take over as President. as I will have my hands full as treasurer. Any volunteers?

TREASURERS REPORT 1994 1995

by Pat Farrell

FINANCIAL REPORT

As you are all aware, I have taken over as treasurer from 1/5/95. The following is a financial statement to the best of my knowledge from that date.

Received from the A.M.V.C.	\$3166-14
Expenditure postage	\$ 10-00
3..7. diffs from New Zealand	\$ 600-00
weathershields	\$ 200-00
mail redirection form P.O. Box 187 now closed	\$ 30-00
balance of account	\$2325-86
Landcrab Club membership renewals from 1/5/	\$ 432-00
New Balance	\$2757-86

EXPLANATION OF EXPENDITURE ITEMS

The 3.7(18/67) diffs are already sold to club members. When they arrive and are paid for, the money will be returned to Club funds.

The **weathershields** are now available from the club at a cost of \$ 50-00 each, or \$100-00 a set (left and right hand sides) in clear or green tint.

The Austin Motor Vehicle Club post box has been terminated as it was costing \$120-00 per annum, and was also situated too far from where we live.

I am now in the process of combining the A.M.V.C. and L.O.C.A. bank accounts. When this is accomplished, I hope to have a more detailed report on the current state of our affairs

Steering Wheel

by Daryl Stephens

Many thanks to **Peter Jones** for giving the Club some very good publicity. The front cover of **Restored cars Australia** July- August 1995 features a photo of Peters 1800 along side that of **Colin Johnson**. Peters 3 page article inside is a masterpiece of journalism. Also featured is **George Hulley's** beautifully restored ute.

Ken Patience has been busy producing some polyutherane engine mounts. They are being trailed in my vehicle at present and have so far lasted 3 weeks and 1,000 miles! If as I expect, the experiment proves a success, they will be available for around **\$12** each

Ken Lyle is busy producing a new dashboard top for the 1800. The big advantage over the original one is that it is removable in 5 minutes instead of 5 hours. The fibre glass is identicle to the original. More details as they become available.(Put me down for one, Ken)



Unleaded petrol and Cancer

Asbestos, Cigarettes. Now Benzene.

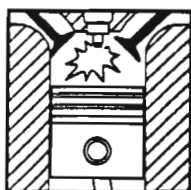
The community's health is at risk.

The government is considering introducing unleaded premium petrol.

Lead in our existing petrol would be replaced by aromatics and olefins. These become benzene and 1,3 butadiene - two highly potent human carcinogens.

Benzene is created by aromatics changing their chemical structure during combustion in the engine.

It is well-known for its relationship to cancer and childhood leukaemia, with a latency period averaging 11 years from benzene exposure to possible appearance of the first symptoms.



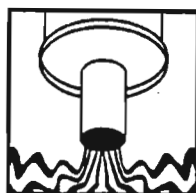
...benzene is created in the engine from aromatics...

While all petrol generally contains small amounts of benzene this content does not govern what comes out the exhaust pipe.

Since benzene is created in the engine from aromatics it is possible to have benzene emitted from the exhaust without any being in the petrol.

The only way to effectively remove most exhaust-pipe benzene and other carcinogenic pollutants before they mix with the air we all breathe is to have cars fitted with working catalytic converters.

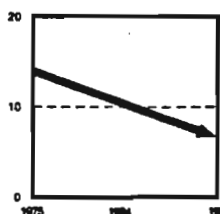
However, the Government said last year that it was not considering any requirement for cars to have working catalysts before any move to an unleaded premium petrol.



...will pump known cancer causing chemicals...

There is no alternative: If cars used unleaded premium petrol without catalysts they would pump known cancer-causing chemicals into the lives of virtually all New Zealanders.

Benzene is a carcinogen and there is no level at which it can be considered safe - it is dangerous at any level of pollution.



...New Zealand's blood lead levels well below the threshold...

In contrast, lead is a naturally occurring toxin, as are alcohol, sugar and salt. Toxins are dangerous only at high dosage rates - in small amounts they do little or no harm.

The international standard by which lead levels are adjudged 'elevated' is 10 micrograms per decilitre of human blood. New Zealand's blood lead levels have been measured well inside this threshold, at about 7 micrograms, and levels are continuing to trend down. Experts attribute this principally to the elimination of lead paint, its gradual removal from older homes and the banning of lead solder from food cans and water pipes.



...Unleaded and catalytic converters must go hand in hand...

As a responsible international corporate citizen, Associated Octel says if unleaded premium petrol is introduced, New Zealand must ensure the change goes hand in hand with mandatory use of catalytic converters. We cannot stand by and silently watch.

One without the other would be trifling with public health.

The Associated Octel Company Ltd is the world's largest producer of transport fuel additives, supplying more than 200 refineries in over 65 countries. Its product portfolio includes additives for diesel and both unleaded and leaded petrols.

Petrol. Health deserves a sensible decision.



ASSOCIATED OCTEL

The Lies of Unleaded Petrol

Used by permission of Nexus magazine

Highly toxic chemicals are replacing the lead in our fuel, yet government authorities continue to underestimate the serious risks to public health.

Part 2

By Catherine Simons, B.Sc.
NEXUS Magazine

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Mapleton, Qld 4560, Australia
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Fax: +61 (074) 42 9381

THE COMPOSITION OF PETROL

Last issue we discussed how there was little evidence to support the claim that the octane-raising substances in unleaded petrol are safer than the lead compound used. In fact, there was little or no evidence to support the claim that lead in petrol has any effect on the levels of lead in the blood. Unleaded technology means something else is added to the petrol to maintain its octane number. What has not been made very clear is that since about 1970 the lead content in leaded petrol has been reduced. Policy has meant that, over time, lower and lower maximum lead levels have been set.

There are three main groups of substances the oil companies use instead of lead.

1. Aromatics—organic compounds based on the benzene ring, a 6-carbon ring with 3 delocalised double bonds, e.g., benzene, toluene, xylene, etc.
2. Olefines—organic compounds which have double bonds. After combustion, one critical by-product is 1,3-butadiene.
3. Oxygenates—organic compounds containing oxygen molecules such as methane, ethane or MTBE (methyl-tertiary-butyl ether).

The US Environmental Protection Agency has targeted five toxic air pollutants—benzene and 1,3-butadiene are the top two on the list. They are both highly carcinogenic substances. 1,3-butadiene has only just come to international attention.¹

Therefore, there is one very important question to ask. What is the present composition of leaded, regular unleaded, and premium unleaded fuel?

In Australia, oil companies do not have to release the exact formulas for making up the petrol mixtures. In Britain it is the same as in Australia: the oil companies provide almost no information about the chemical content of lead. In the US, oil companies have to release the petrol formulae to the US EPA. I managed to find an independent study, done by Dr Michael Dawson and Mr Noel Child of the University of Technology, Sydney, which analysed the composition of many petrol samples from all over Australia.² They also compiled a table of petrol compositions from many other countries (see Table 1, 2 and 3). These figures came from the "International Gasoline Survey, 1994", a report published annually by Associated Octel Company.

Using the figures for Australia as an example, in regular unleaded petrol, the total aromatic content was 27.7%, and benzene level at 2.0% (Table 2). But, for leaded petrol, the total aromatic content was 29.2%, and the benzene level at 2.1% (Table 3). Wow! This means the total aromatic content and the benzene levels are very similar—actually, marginally higher in leaded petrol. If you look at all the other countries in the tables, the percentage content of benzene and total aromatics in leaded and regular unleaded petrol is also very similar.

Standard unleaded petrol has a lower octane number of around 91, whereas leaded petrol has an octane number of 96 or higher. The lead compound added is just enough to increase the octane number from around 91 to over 96. Premium unleaded has an octane number of 96, so it has much higher levels of aromatics—as well as benzene—than other fuels. For premium unleaded petrol in Australia, the total aromatic content was 36.4%, with benzene level of 3.3% (Table 1).

This analysis of Australian petrol was conducted before 1st January 1995. At this time, maximum lead levels were at 0.3 grams per litre. After 1st January 1995, the maximum lead levels were reduced to 0.2 g/litre, which means that more of these alternative additives—the aromatics, including benzene, and/or olefines—have been used. So, leaded petrol today could have even more alternative additives than regular unleaded petrol.³

Table 1: Premium Unleaded Gasolines—An International Comparison (N. G. Child/Dr M. Dawson, 30/3/95)

COUNTRY	SAMPLE DATE	GRADE	RON •	SATURATES (%v/v)	OLEFINS (%v/v)	AROMATICS (%v/v)	OXYGENATE (%v/v)	BENZENE (%v/v)
USA	Winter 93/94	Premium	97.6	58.4	7.4	29	5.3	1.1
GREAT BRITAIN	June 1994	Super	98.3	52.4	7.3	38.4	2.1	2.5
GREAT BRITAIN	June 1994	Premium	96.3	59.1	9.3	30.2	1.3	2
SINGAPORE	Late 1992	Premium	97.9	47.6	2.3	43.7	6.4	3.5
AUSTRALIA	Oct/Dec 1994	Premium	95.9	55.6	7.9	36.4	0.0	3.3
ITALY	January 1993	Premium	96.4	58.2	10.7	31.1	4.1	1.6
NETHERLANDS	January 1993	Premium	98.4	59.2	2.9	37.9	6.6	1.7
FRANCE	January 1993	Premium	98.7	50.1	6.5	43.4	2.7	2.6
GERMANY	January 1993	Premium	96.5	52.6	7.7	39.7	2.0	2.3
NORDIC	January 1993	Premium	96.0	55.8	7.3	36.9	4.6	2.7
SPAIN	January 1993	Premium	96.1	47.6	13.6	38.8	5.6	1.7
MID-EUROPE	January 1993	Premium	95.4	55.4	6.9	37.7	4.4	1.8

Dr Michael Dawson says that "Eventually, the lead content in leaded petrol will be reduced to almost nil" in Australia, "and we will have cars not fitted with catalytic converters spewing out tons more air toxics each year than is currently the case."³

The third group of alternative octane-raising substances mentioned above are the oxygenates. A major by-product of their combustion is acid aldehyde—the first substance the body produces in the alcohol-detoxifying process.¹⁴ So it seems that the oxygenates are less toxic than benzene and 1,3-butadiene.

Another advantage of oxygenates is that, because they contain oxygen molecules, they cause the fuel to burn more efficiently—and thus lowering the levels of all pollutants from car emissions.⁴

Oil companies in Australia don't use these oxygenates because they are not by-products of petroleum production and would have to be purchased from other chemical companies, thus making them more expensive.¹

The US EPA mandated that from 1st January this year, a "reformulated gasoline" is to be sold in approximately 25% of the USA.⁵ A limit of 1% of benzene (10% of total aromatic content) is set for this fuel. EPA sources predict that market share for reformulated gasoline will eventually be 70%.¹

The oxygenate MTBE is one of the substances of concern, mentioned in the article extract from Dr Hans Nieper which follows on page 29. (Note: Australia is the only country listed in the tables whose petrol contains no MTBE.)

Taking this into consideration, ethanol and methanol may be the safest additives—or should catalytic converters be phased out of use? Definitely, many more studies have to be done on the exact effects of these chemicals.

BENZENE IN THE ATMOSPHERE

The carcinogen benzene is an inexpensive substitute for lead. As an example, in Germany in 1993, 32 million tons of fuel were burnt. Around 10 million tons of aromatics were in this fuel—and at least three-quarters-of-a-million tons would have been benzene. A significant amount of this fuel finds its way into the atmosphere as benzene.⁷

In 1991 in Germany, about 100,000 tons of fuel escaped during transport from refinery to filling station; 45,000 tons escaped while gasoline was being pumped into gas tanks, and another 33,000 tons escaped from car motors.⁷

Dr Michael Dawson has taken benzene readings in Sydney over an entire month in summer and an entire month in winter. The measurements revealed average benzene levels of 4.1 parts per billion in summer, and 7.6 p.p.b. in winter. Peak concentrations reached between 12 and 25 p.p.b. respectively. These readings were taken at the same place in the city where carbon monoxide levels are monitored by the EPA.²⁴

Britain has recently adopted a maximum of 5 p.p.b. of benzene and has a national target to decrease levels below 1 p.p.b.

Dr Michael Dawson says, "Australia has no safe standard for benzene, and its environmental authorities do not carry out regular monitoring."⁸

The Victorian EPA conducted a study in 1992-93 which found benzene levels in Melbourne's inner suburbs of up to 6 p.p.b. This agency sets a preferred limit equal to about 30 p.p.b. They quote studies which show that over 75% of benzene in the air of industrialised cities comes from vehicle emissions.⁹

Tests of benzene levels in Baden-Württemberg, Germany, mea-

Table 2: Regular Unleaded Gasolines—An International Comparison (N. G. Child/Dr M. Dawson, 30/3/95)

COUNTRY	SAMPLE DATE	GRADE	RON •	SATURATES (%v/v)	OLEFINS (%v/v)	AROMATICS (%v/v)	OXYGENATE (%v/v)	BENZENE (%v/v)
USA	Winter 93/94	Regular	92.1	58.7	12.9	24.4	4.1 (MTBE)	1.10
USA	Winter 93/94	Intermediate	94.2	58.3	11.3	26.1	4.5 (MTBE)	1.11
GREAT BRITAIN								
SINGAPORE								
AUSTRALIA	Oct/Dec 1994	Regular	91.5	59.6	12.7	27.7	0.0 (MTBE)	2.0
ITALY								
NETHERLANDS								
FRANCE								
GERMANY	January 1993	Regular	92.7	58.6	12.0	29.5	1.3 (MTBE)	1.6
NORDIC								
SPAIN								
MID-EUROPE								

AIR POLLUTION

Dr Michael Dawson explains that when the oil companies removed lead from US gasoline in the 1980s, the increased aromatic content had two deleterious effects:

"Firstly, air pollution became worse because aromatic compounds are very photochemically active. Secondly, tailpipe emissions of the carcinogen benzene increased."⁶

measured statewide average values of between 6 and 46 micrograms of benzene per cubic metre (approx. 2 to 15 p.p.b.). Traffic in Stuttgart produced monthly peak values of up to 62 micrograms (approx. 21 p.p.b.). The Swabian Environment Minister, Harold Schäfer commented that the levels were "Frightening, ...indeed, dramatically high."⁷

Harald Notter, spokesman for the environment minister, aware that the Baden-Württemberg case is unique in Germany, says, "Most of the German states approach the benzene issue with great caution, afraid of the costs and perhaps also of the results."⁷

In Britain in 1994, a cross-party group of MPs called on the government to ban sales of super unleaded petrol. The recommendation was one of many aimed at reducing air pollution.

The MPs said that evidence "strongly suggests that the potential health hazards resulting from the excessive aromatics used... outweigh any possible benefits from the reduced lead." They would also like the composition of petrol to be publicised so that people can judge for themselves the environmental effects of different types of fuels.^{10,11}

In Switzerland, it is now compulsory for every petrol pump to be fitted with a negative-pressure vapour hood. This is a device that pumps all the air that is displaced by the petrol, into a holding tank. Therefore, the fumes do not escape into the atmosphere, and a little petrol actually recondenses in the holding tank.

They also use this method in some parts of the US, but there are no plans to use these in Britain or Australia.

HEALTH EFFECTS OF AROMATICS, ESPECIALLY BENZENE

Dr Arthur Chesterfield-Evans, an occupational health expert, believes the public had been misled by claims that by removing the lead from petrol, its negative environmental and health effects have been reduced. He says, "We have been subject to a concentrated disinformation campaign in the form of a seductively simple 'no lead, no worries' message."⁸

The US EPA claims that half of all cancer cases may be related to air pollution.⁹ For a lifelong exposure to a microgram of benzene per cubic metre (approx. 1 part per billion), it estimates that 2.8 people per million will be diagnosed with leukaemia. The World Health Organisation comes up with a figure of four leukaemia cases per million, and the German Cancer Research Centre with nine projected cases.⁷

Professor Cesare Maltoni, of Italy's Ramazzini Foundation for Oncology and Environmental Science, has directed studies showing that cancer is linked to substances from vehicle emissions. For 25 years his Foundation has tested on animals scores of substances found in vehicle emissions.

In 1977, Prof. Maltoni's Foundation showed that benzene was a powerful carcinogen causing many types of cancers, particularly leukaemia. Many other aromatics were tested and they all proved to be carcinogenic. Several other compounds contained in vehicle emissions were also found to be carcinogenic.

Professor Maltoni said, "There are risks with gasoline containing high aromatic hydrocarbons, risks with US gasoline containing high paraffin content, and risks with oxygenate-additive gasolines. Particular concern must be attached to gasolines with a high aromatic hydrocarbon content. Benzene is one of the most powerful industrial carcinogens. Alkyl benzenes likewise entail cancer risk."¹²

Many alkyl benzenes break down to benzene in the combustion process. Dr Michael Dawson says that approximately 50% of the benzene emitted from the exhaust comes from the actual benzene in the fuel, 40% is from the toluene (methyl benzene), and 10% from other aromatics in the fuel.¹

Dr Simon Wolff, of University College London School of Medicine, was originally concerned about Britain's nuclear power-plants. He noticed a tenfold difference in childhood leukaemia rates between certain populations, so he began searching for explanations. He concluded that newer middle-class suburbs and towns with high levels of car ownership and use were the most at risk.

Dr Wolff says that Britain's plan to cut benzene levels to one p.p.b. is still not enough. "We should be aiming to lower the lifetime risk of leukaemia to one in a million, compared with 10,000 at present. To achieve that we have to cut benzene levels by fifty- or one-hundredfold."¹² Children could develop cancer at much lower benzene exposure levels than adults, because they breathe faster, have much faster metabolism, and their bone marrow is more sensitive.

Studies from Sweden have found unexpectedly high levels of leukaemia in petrol-station workers.¹³

Dr Michael Dawson asks, "Why are oil companies allowed to substitute a carcinogen (or compounds which are converted to a

Table 3: Premium Leaded Gasolines—An International Comparison (N. G. Child/Dr M. Dawson, 30/3/95)

COUNTRY	SAMPLE DATE	GRADE	RON *	LEAD (gPb/L)	SATURATES (%v/v)	OLEFINS (%v/v)	AROMATICS (%v/v)	OXYGENATE (%v/v)	BENZENE (%v/v)
USA	Winter 93/94	Leaded	94.4	n/a	57.2	11.0	22.8	9.0 (MTBE)	1.1
GREAT BRITAIN	June 1994	Premium Leaded	97.7	0.126	59.7	13.8	25.7	0.7 (MTBE) 0.1 (TAME)	1.7
NEW ZEALAND	1992/93	Leaded	97.6	0.32	66.6	0.8	32.6	not available	3.2
AUSTRALIA	Oct/Dec 1994	Leaded	96.4	0.216	58.4	12.4	29.2	0.0 (MTBE)	2.1
ITALY	January 1993	Premium	98.0	0.13	58.4	9.7	31.9	2.2 (MTBE)	1.9
NETHERLANDS	January 1993	Premium	98.3	0.14	56.2	5.4	38.4	0.7 (MTBE)	2.4
FRANCE	January 1993	Premium	97.8	0.14	50.5	17.0	32.5	0.7 (MTBE)	1.7
GERMANY	January 1993	Premium	99.2	0.13	54.2	5.8	40.0	2.3 (MTBE)	2.3
NORDIC	January 1993	Premium	99.3	0.06	53.5	4.4	42.2	6.5 (MTBE)	2.9
SPAIN	January 1993	Premium	98.3	0.12	49.4	14.1	36.5	4.3 (MTBE)	1.9
MID-EUROPE	January 1993	Premium	96.9	0.13	60.4	6.8	32.8	2.8 (MTBE)	1.6

carcinogen) for a neurotoxin?"¹⁴ The carcinogen is released into the air we breathe, while the neurotoxin it replaces comes out of the exhaust as lead oxide or lead chloride which is baked hard and falls to the ground near the road.¹

Professor Roger Perry says, "I find it really difficult to understand how any government or any serious scientist could take the issues of low levels of lead seriously, and decide to ignore issues such as benzene where levels are already high enough for concern."⁹

Professor Bill McCarthy, head of the Sydney Melanoma Unit, Royal Prince Alfred Hospital, Sydney, says: "Benzene is a highly carcinogenic agent. It causes lung tumours, liver tumours, renal tumours, kidney tumours, leukaemia and skin tumours."¹⁵

The worrying thing is that whether someone gets cancer from exposure to chemicals is an individual thing; it all depends on tolerance levels. People can take on a certain load of toxins, then all of a sudden a bit more will make them really sick.¹⁵ For example, people afflicted with Chronic Fatigue Syndrome may feel good one day, but the next day they can't get out of bed.

If you recall, in NEXUS vol.2#23 we published an article by Dr Hulda Regehr Clark, suggesting a link between the solvent benzene and HIV/AIDS—so the implications are of great concern.

HEALTH HAZARDS OF AVIATION FUEL

Aviation fuel contains aromatics including benzene. Michael Dawson, Brent Young and Noel Child have presented a report to a Commonwealth Government Senate Committee on Air Traffic Noise in Sydney. They suggest that with an already high base-concentration of benzene and other pollutants from car emissions, the extra pollutants—especially benzene from air traffic—put people under the flight path at extra-high risk. Their report contains data showing quite high monthly average benzene levels—up to 10.6—under the flight paths from Manchester airport. They say it is "located in an essentially rural environment, and these benzene concentrations can be reasonably assumed to result almost entirely from aircraft rather than motor vehicle emissions."¹⁴

WHICH FUEL TO USE?

In Australia, there is a campaign to encourage owners of pre-1986 leaded petrol-run vehicles to use unleaded petrol.^{3,16}

My research shows there is little difference in the aromatic levels—so, on that account, it should make no difference which you use. You'd swap a little lead for 5 or 6 points of octane number.

With pre-1986 cars, if you do use ULP, the lack of lead will cause the bores to wear out more quickly. Unless you have hardened valve seats, they will slowly settle into the head (but, in any case, the valve seats in today's vehicles are not always hardened).¹

However, I would definitely not recommend using premium unleaded fuel because of its much higher aromatic content.

The question remains to be asked: "Why are catalytic converters so important to have fitted on cars designed for unleaded petrol, when the leaded fuel we still buy for cars without catalytic converters contains the same composition of aromatics?"

In New Zealand the situation is different. ULP technology has been introduced without any cars being fitted with catalytic converters.^{1,17}

(By the way, Associated Octel is the company that makes the lead compound used in petrol.⁴ The petroleum cartels once owned Associated Octel, and all but sold it off after the introduction of unleaded technology—so any reintroduction of lead would not be in their interests.)

CATALYTIC CONVERTER CHAOS

In theory, a catalytic converter is supposed to convert 90% of the unburnt part of the fuel and turn it into a safer substance.⁴ But in practice, as mentioned in the last issue, they take 10-15 minutes to warm up before they work, and they cease to work after 40,000 to 50,000 kilometres. So, much of the time, they'd definitely not be doing what they're supposed to be doing.

"They supposedly fall off" in efficiency, "but there's been no work done in this country on it," says Ron Castaldi of the Australian Institute of Petroleum.⁹

In 1994, the Australian Committee on Vehicle Emissions and Noise (ACVEN) started a survey to check emissions from 600 cars nationwide. "Benzene is not one of the controlled emissions," says Project Director Peter Anyon of the Federal Office of Road Safety.⁸

Professor Roger Perry, Professor of Environmental Control and Waste Management at London's Imperial College of Science, Technology and Medicine, asks, "Do you remove 95% of hydrocarbons when the catalyst is new, and then 60% in three years' time? Does the 60% mean the easy ones, and the difficult ones are not being removed? No one can answer that. Benzene is a stable aromatic material; the odds are that it would be one of the last to be oxidised. The more inefficient the catalytic converter becomes, the more benzene would get through the system."⁹

Noel Child says it's actually very similar technology to the

process used in oil refineries to make benzene from straight chain molecules: it all depends on the operating conditions.⁴ The manufacturers fit the converter, and away goes the car—but what's really going on there is a mystery.

Hydrogen sulphide (rotten-egg gas) emissions can also regularly be detected from cars with catalytic converters. According to Noel Child, the gas tends to be emitted from newer vehicles. H₂S is a highly toxic substance able to attach itself to haemoglobin and thus block oxygen absorption.⁴

The extract commencing on page 29 is by Dr Hans Nieper of Hannover, Germany, who has made some very interesting discoveries about what actually goes on inside catalytic converters.¹⁹

CONCLUSION

One thing that's very apparent is that vested interests want to withhold this information from the public. Aromatics are the least expensive of the octane-number increasing fuel additives. Having catalytic converters on cars makes many people believe that most of the toxic fumes have been greatly reduced.

But, for sure, there is now greatly increased interest in this subject. For example, the Royal College of Physicians, London, is having an International Air Toxics Conference in November this year. At least two presentations will be from Australia, with Noel Child presenting a paper titled, "In Search of a Green Gasoline". Dr Michael Dawson and Noel Child will also be presenting their research into benzene levels.

Footnotes:

1. C. Simons telephone conversation with Dr Michael Dawson, Department of Chemistry, University of Technology, Sydney, Australia, May 1995.
 2. Dr Michael Dawson and Noel Child, "Study of Benzene Levels in Sydney", University of Technology, Sydney, Australia, published August 1994.
 3. Dr Michael Dawson, "Benzene, the Devil Around the Corner", letter published in *The Australian*, 28 September 1994.
 4. C. Simons telephone conversations with Noel Child (Ph.D. pending), consulting engineer and lecturer in Environmental Engineering at UTS, May 1995.
 5. Dr Michael Dawson, "Not Overlooking US Experience", *The Australian*, 19 September 1994.
 6. Dr Michael Dawson, "No Simple Solution to Lead-Free Petrol", *The Daily Telegraph-Mirror*, 10 November 1994.
 7. In-House Staff, "Hushed-up Dangers", *Explore!*, vol. 5, nos. 5 and 6, 1994.
 8. Julian Cribb, "Cancer Chemical Detected in Air", *The Australian*, 12 August 1994.
 9. Simon Grose, "Choose Your Poison", *The Canberra Times*, 26 March 1994.
 10. "Ban Urged on Super Unleaded Fuel", *The Guardian Weekly* [UK], 6 November 1994.
 11. "No Turning Back to Leaded Petrol, Say MPs", *New Scientist*, 29 April 1995.
 12. Julian Cribb, "Scientists Debate Carcinogenic Risk of Cars", *The Weekend Australian*, 13-14 August 1994.
 13. Darcy Maddock, "Leaded Versus Unleaded Petrols", *Australasian Health and Healing*, November 1994-January 1995.
 14. C. Simons telephone conversation with Prof. Bill McCarthy, Executive Director, The Sydney Melanoma Unit, Royal Prince Alfred Hospital, Sydney, Australia, May 1995.
 15. Hulda Regehr Clark, Ph.D., N.D., *The Cure For HIV and Aids: With 70 Case Histories*, ProMotion Publishing, San Diego, California, USA, 1993.
 16. Jack Haley, Manager, Vehicles and Environment, NRMA, letter published in *Australasian Health and Healing*, vol. 14, no. 2, February-April 1995.
 17. "One Petrol Problem Swapped For Another: Expert", *Wheels Weekly* [New Zealand], 11 November 1994.
 18. Dr Michael Dawson, Brent Young and Noel Child, "Air Quality Considerations, Kingsford Smith Airport", University of Technology, Sydney, Australia, May 1995.
 19. Dr Hans Nieper, "Nerve Gas from Cars with Catalytic Converters", letter published in *Townsend Letter for Doctors*, December 1994.
- [* Note ref. Tables 1, 2, 3: RON = Research Octane Number.]

**THE AUSTIN 1800
ISNT PERFECT BUT
IT DOES:**

FLOAT ON FLUID!



HAVE
GREAT
HEAD
ROOM!

HAVE LOTS OF
leg room

AND A BIG

TRUNK!

to boot!

CONCEPT/CONTRIBUTION ERIC WAKE



BOOKWORMS CORNER

The following is a basic summary of *Food Combining in 30 Days* by Kathryn Marsden, and *Fit For Life* by Harvey and Maryln Diamond.

With this system, various food groups should be kept away from other food groups, as *they fight*.

Starches and **sugary** foods should not be mixed with **proteins**. **Fruit** should be eaten separately from **proteins** and **starches**, and on an empty stomach. Empty means at least 2 hours since last filling.. Vegetables are a vital part of any healthy eating program and are particularly important combining foods since they mix happily with proteins or starches

EASY REFERENCE CHART

The proteins in **column A** mix with anything in **column B**, or mix the starches in **column C** with anything from **column B**, but *don't mix column A with column C*.

COLUMN A

fish
shell fish

eggs
poultry

lamb

rabbit
cheese
yogurt
soya beans and
all soya products

COLUMN B

all vegetables except potatoes
all salads

seeds
nuts

herbs

cream
butter
olive oil

spreading fats

COLUMN C

potatoes and
sweet potatoes
all grains
including oats
pasta, brown rice
rye, maize and
millet

biscuits and
cakes
bread and
crackers
pastry
sugar and sweets
honey

maple syrups

From 4 am until 12 midday, only fruit should be consumed. (A banana or 2 around 11-30 will make the going easier)

From 12 midday, till 8 pm, follow the combining principles

8 pm till 4 am, **nothing!**

Only one concentrate food in the stomach at the same time. A concentrate is any food that is not a fruit or a vegetable.

Milk does not combine well with other foods; nuts and seeds are mix with anything foods

20 20 HIND SIGHT

Following the recent article, submitted by *Allan Hogg*, about the demise of the once great British Motor Corporation, here are the thoughts of Daryl Stephens on how it could have been avoided.

In 1951, when the dust and blood caused by the merger of Austin and Morris to form BMC had settled, their products selling in any numbers were the Morris Minor, the Morris Oxford, and Austins A30. A40 and A70.

Holdens dominated the market- BMCs representative in the lucrative Holden section was the A70. The 2.2 litre 68 BHP 4 was burdened with a strong, but *heavy body*, and could do with a performance increase. Therefore it could have been called the A85 and received the 2.6 88 bhp 4 from the Atlantic. Now would be the time to tell *all Australia* that it out performs the Holden. And watch the sales increase!

1954 saw the A 40 grow into the A50, and the A 70 (A85) grow into perhaps Austins best ever rear wheel drive car, the A90 Westminster. Not forgetting the Morris Oxford 11 and the Morris Isis also arrived at much the same time.

This would be the start of great things for BMC because the B series 4 would be manufactured in Australia from day 1, thereby giving a price advantage over the English import. The 1489 cc B series engine would also go into the Morris oxford, the **Morris Minor** and the **A30**

A bit of lateral thinking would see the development of the *B 6 and B V8*. Since the B 4 usually appeared in capacities of 1489, 1622, 1798, and will go to 1950, the 6 would be 2.2, 2.4, 2.6., and 3 litre. The V8 would be 3.0, 3.2, 3.6, and 4 litres. Hopefully, all versions would have an *aluminium head* to reduce weight.

By 1956, all these engines would be ready for the new A 55, Morris Oxford 111 and the A 95. The A 55 and Oxford would receive the 1622, and have as an option the **2.2 litre six**. The Isis would be dropped, and the A 95 would receive the lighter 2.6 B series. The A105 would be replaced with the optional **3 litre V8**.

1957 would see the release of the Morris Major, Austin Lancer and Wolseley what ever it was. I doubt the six would fit- therefore the 1798 would be used. Watch the V W s disappear!

1958 Would see the 1622 Morris Minor. Ditto for the A 30(or what ever it was now called) if it was still selling well) If not, the chop!

1959. The Farina twins would appear at the expense of the A30, A55, and Morris Oxford. Only the Austin A 60 would be a **2.2 litre 6**, and there would be a **3 litre V 8** option. Perhaps the 6 could be called a Tasman, and the V8 a Kimberly! The A99 Westminster would only be available as a **3.6 Litre V8!** Because local production was economic, and all vehicles were using a variation of the same engine, prices would be very competitive.

1960, and the Minor would be replaced by the Mini. The only change to the Mini would be the option of town and country diff ratios. Some time around this period, the Chrysler Valiant and Ford Falcon reared the ugly heads. However, with this BMC model spread, they would have no marketing advantage what so ever. If sold, I believe they would both flop. Which probably means no Falcons today. Also Mitsubishi would have not been able to buy the Chrysler plant, since it would never have been built!

1962 would be a good year to facelift the Farina range. Also front discs on the Tasmans and Kimberleys would attract good publicity

1964 or was it 1963.? Drop the Majors, Lancers, Wolseley what evers and all that sort of junk. Do *not* release the Morris 1100. Release the Morris **1500!** The engine is the 1489 B series. With this vehicle, double the normal warranty period on all vehicles. That would mean a 24/24 warranty.

1965; Supersede the Tasman and Kimberley not with the the Austin 1800, but with the 2400 B series. Enter the car of the century- the astonishingly astounding Austin 2400! As soon as possible, also release a hatch back version. (There were prototype hatches in England- but for some inexplicable reason, the Maxi was developed instead) With the introduction of the Rotodip process, BMC would introduce a 10 year anti corrosion guarantee!

1966; Supersede the big Westminster sedan with the English Austin 3 litre. This car is a booted and bonneted 1800 cabin section with the 3 litre C series mounted longitudinally. It has rear wheel drive, hydroelastic suspension and featured a self levelling rear end. The ancient 3 litre C series could be sold to the Russians as a boat anchor because the Australian version would have as its power source the 3.6 V8.

As luck would have it, the best (or is it least worst) Holden of this era, the EH was replaced by the worst ever, the HD, just after the 2400 hit the market,

1968. Develop the Morris 1500 into the Morris 1600. Also introduce a **4 w.d.** Austin 2400 (and Ute of course) A prototype 1800 4 x 4 was running around in England in 1966. The engineering was surprisingly straight forward. It would do Subaru's no good, of course.

1970 would see the Austin 2400 developed into the Austin 2700, with perhaps the Mk 11 1800 shape. Naturally, there would be a temptation to introduce the 5 speed Maxi box. However, durability testing would of course reveal that the box is a shocker. Also, none of the competition was using a 5 speed- some vehicles were still using '3 on the tree'- therefore the existing 4 speed unit would stay in the Morris 1600. The OHC E series could also stay in England, as it is less powerful, and less durable than the OHV B series.

1974; Introduce the Austin Allegro, calling it the Morris 1800 to supersede the hugely successful Morris 1600. By reputation, the Allegro was not 1/2 the car its predecessor was- the sales in England prove that- but it could have been. Firstly, the Hydragas suspension could stay in England, and the Hydroelastic would be retained. Secondly, as mentioned the E series could also stay in England. The under powered A series Allegro would not get a game either!

1975; Introduce the Austin Princess 2600 to supersede the 2400. The Allegro comments also apply to the Princess. Both these new vehicles would offer the hatch back option.

1976 would see the release of the a rear wheel drive V8, using many 2600 parts- just as the previous model did. The V8 would be 3.6 litres, with a 4 litre an option.

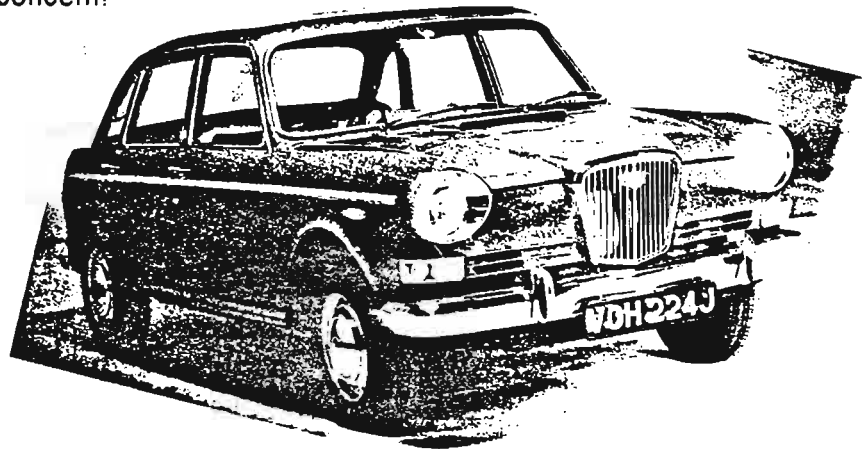
1977. With the fuel crises upon us, the 2600 would offer a 2200 option, the 1800 a 1500 option, and the V8- a 3 litre six as an option.

1978 would see the release of 5 speed gear boxes- preferably the proved 4 speeders with an extra cog added.

When these models came due for replacement, the sensible thing would be just to re body the mechanicals and forget the English replacements. The money would be available for the new bodies because there would have been many years of market domination and a lot of black ink on the balance sheet.

1994. There may have been enough where with all for the Australian company to out bid BMW and buy out the English concern!

If only



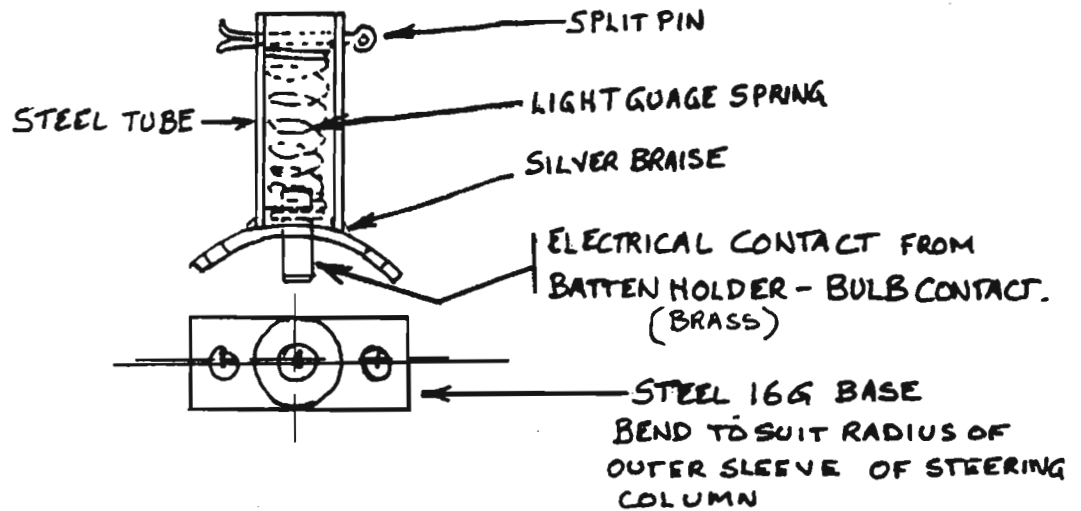
BETTER AND BETTER OFF

The world would be better off,
If people tried to become better,
And people would become better.
If they stopped trying to become better off,
Nobody is better off.
But when everybody tries to become better,
Everybody is better off.
Everybody would be rich,
if nobody tried to become richer.
And nobody would be poor,
If everybody tried to be the poorest.
And everybody would be what they ought to be.
If everybody tried to be...
What they want the other fellow to be.

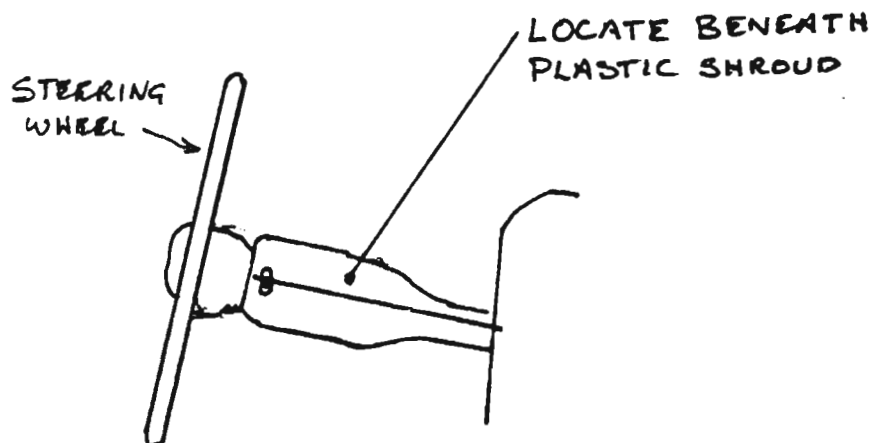
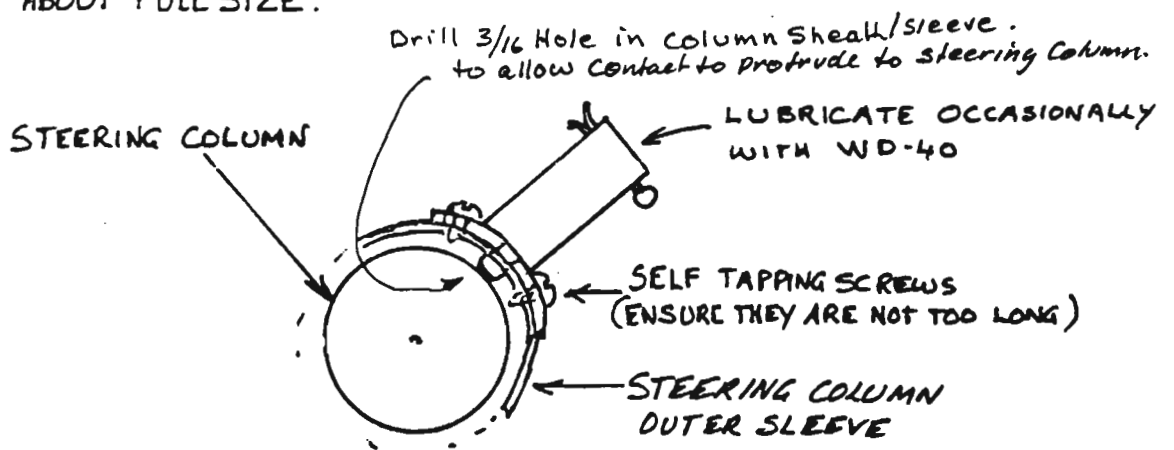
A GEM FROM KEN

EARTHING BRUSH — AUSTIN 1800 — HORN, EARTH RETURN.

ENSURES CONSTANT EARTH RETURN CONTACT FROM HORN BUTTON WHEN ORIGINAL SYSTEM BECOMES INTERMITTENT.



SCALE: ABOUT FULL SIZE.



Supplied by Ken Patience

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FIRST Circular advising of our annual All British Day Motor Show for 1995.

Cars.....Trucks.....Motor cycles.....all ages.....all British

Date; *Sunday, 1st. OCTOBER 1995* (Long Weekend)

CITY; *WAGGA WAGGA NSW.*

Venue; Bolton park stadium and adjacent net ball area. (Same as 1994)

Time: Exhibitors 9 AM.....to.....4 PM

Public 11 AM.....to.....4 PM

**Fees; a. All adults (including exhibitors) \$4-00, Children U16...\$1-00
Maximum per family..\$10-00**

b. All exhibitors Vehicles NO CHARGE

c. Club display....no charge

Program for the weekend is as follows;

Saturday 30 September 1995

2-30 PM A familiarisation run around Wagga and afternoon tea.

7-30 PM A noggin & natter at The Riverina Galleries.

Sunday 1st October 1995

9 AM.....4PM All British Day (details above) Many trophies.

7 PM.....A-La-carte Dinner at The Wagga Wagga Leagues Club

More information next Bulletin.

In the meantime more details are available by contacting one of the following;

Secretary; John Allen...Ph. 069-252713 and Fax..069-251833 (Anytime)

President; Howard Burton..Mob.018-692162 Fax 069-217881 (Anytime)

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SWAP MEET

SUNDAY, 20TH AUGUST 1995

CLASSIC & HISTORIC AUTOMOBILE CLUB OF AUSTRALIA

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NO DOGS ALLOWED



As the Market Trust has increased our rental cost by 150% we have no choice but to reluctantly increase both site & gate charges by 50%

SITES \$15.00 GATE \$3.00

Sellers \$10.00
Sellers \$15.00

Buyers \$2.00
Buyers \$3.00

Invites all types of vehicles – veteran to modern and motorcycles – to buy, sell or swap at our venue:

THE FRESH CENTRE

(previously called the Fruit and Vegetable Market)

FOOTSCRAY RD, FOOTSCRAY

Melway Ref: Map 42, H.6.

640 selling sites – all under cover.

Plenty of parking space

No food stalls required.

Club ladies have a catering stall – Food and Drinks.

ALL SITES MUST BE BOOKED AND PREPAID

GATE 6 IS ONLY ENTRY TO SWAP

SELLERS — 6.30 a.m. BUYERS — 8.00 a.m.

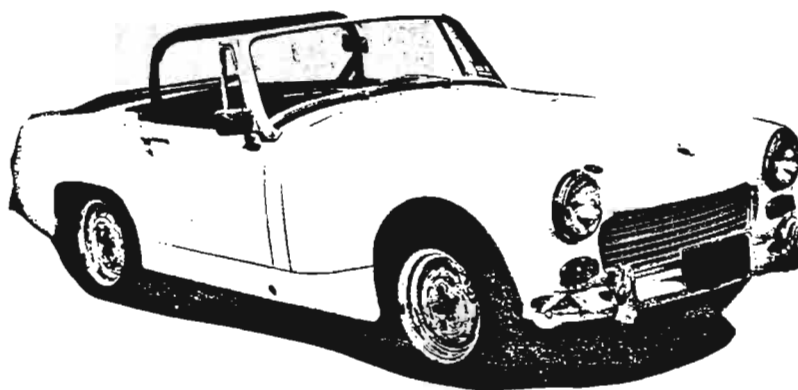
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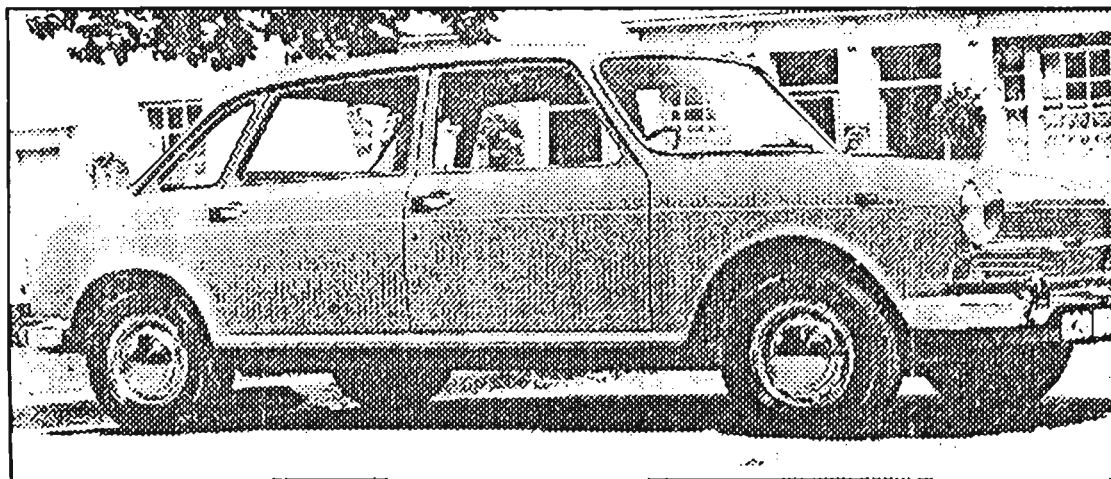
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Blast from the past:

The Austin 1800 had a top speed of 135kmh.

Classic No 8: Austin 1800

.....

Supplied by Ken Patience

Classic Car No. 8: Austin 1800

Launched: October 1965 in Australia, one year after its release in Britain.

Price when new: £1200 (\$2400) in Australia.

Price now: \$4000 (fully restored).

Models: Mark 1, until October 1968, then the slightly more powerful Mark 2 with a revised front, different tail-lights and larger wheels.

Comment: Has been described as a triumph of engineering over design. Its beauty was only in the eyes of selected beholders. A roomy family sedan known as "the Landcrab", more were sold in Australia than anywhere in the world. It had great success in rallying and was sold in some countries with Morris or Wolseley badges.

Fuel Watchers

National Information Service

When only the lowest price will do!

Consumer Advice
190 224 1551

Dear Sir/Madam,

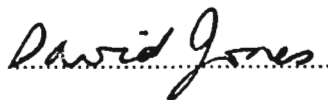
Fuel Watchers, as our name implies, is a national recorded information service whose primary aim is to advise motorists of the lowest fuel prices. In this capacity, we believe, we can be of assistance to you and your members.

Formed by a small group of motorists, we understand all too well the common and frustrating problem of filling one's tank only to drive a few kilometres down the road to find a cheaper rate.

We operate in liaison with service stations who provide us with the lowest prices for each of the four main fuel categories ie: Leaded and Unleaded petrol, LP gas and diesel. North, South, East and West of our major cities.

By calling our 1-900 telephone number you will be able to find the lowest prices in your area.

Kind regards,



David Jones
Managing Director

Service Station Updates. Subject to verification. (Live operator rate \$2.00 per minute.)
Consumer Advice. (Recorded service rate 95c per minute.)

WHY YOUR ENGINE RUNS HOT!

We all start to worry when the temperature gauge hits full scale and panic sets in when a cloud of steam emerges from under the bonnet.

Thus, the expression of an overheated engine is, in fact, only an acknowledgement that the pressure in the cooling system has become so great that the pressure relief valve (radiator cap) has done its job and provided a pressure release before hoses burst, Welch plugs pop and radiators burst at the seams.

So, the name of the game, is to prevent excessive pressure rise in the cooling system!

A natural place to start an explanation of how the Bennett bypass deals with the problem of an overheating engine is to look at the causes of pressure rise within the cooling system.

PRESSURE RISE IN A CLOSED COOLING SYSTEM CAN BE ATTRIBUTED TO FOUR MAIN FACTORS.

1. The first is the natural expansion of coolant as its temperature rises from ambient to running temperature (typically a rise of 60 to 80 degrees C).

In a properly designed cooling system, the temperature related pressure rise is completely normal and is accommodated by an air space built into the system (the header tank).

2. As the coolant is drawn through the water pump and pushed into the block, another phenomena occurs—CAVITATION.

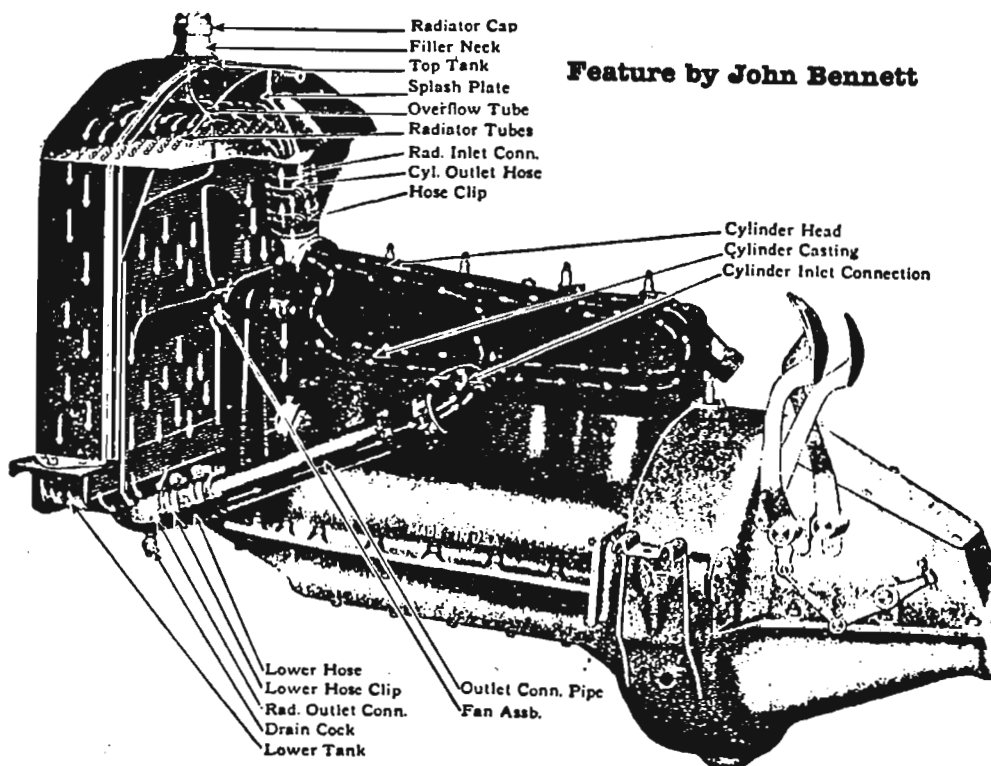
With all centrifugal pumps, a certain amount of slippage occurs between the pump impellor blades and the fluid moving through the pump. The low pressure area created on the trailing edges of the impellor blades create an environment in which low temperature boiling occurs. (Remember, as pressure rises, the boiling temperature of a liquid rises and in the same way, a lower than atmospheric pressure, boiling temperatures are lowered).

A small amount of cavitation is normal, even for a good pump, small steam bubbles generated by the pump can be reabsorbed into the coolant—provided that there is a generous coolant flow through the engine.

Less efficient pumps create more low temperature boiling (when coolant changes from a liquid to steam, it expands a thousand times, ie, 1cc of water becomes 1000cc of steam), and thus contributes to the pressure rise in the cooling system.

3. The next contributor to pressure rise is nucleate boiling. Within the cylinder head and especially around the exhaust valves, areas of higher than normal temperatures are created, giving rise to localised boiling.

This boiling occurs before the rest of the



Feature by John Bennett

The Model T thermo cycle cooling. Water pumps introduced later on much improved the flow

engine is up to operating temperature (in many cooling systems this is often before the thermostat has been opened), and as power demand increases, so do the temperatures around the exhaust area.

The effects of localised boiling and the resulting pressure rise, can only be minimised by greater coolant flow past these hot spots.

4. The final and probably most destructive contributor to pressure rise is trapped steam which collects in the cylinder head coolant passages. This is also the main cause of cylinder head failure.

Steam bubbles which are generated by a combination of pump cavitation and nucleate boiling naturally migrate to the surface of the coolant.

As the coolant passes through the cylinder head, these steam bubbles collect under the ceiling of the coolant passages. If the front of the head is sufficiently higher than the rear, then the steam will naturally run along the ceiling of the head and out through the thermostat housing.

Many cars (especially modern vehicles with sloping bonnet lines) have little or no rise from the back to front of the head so, unless the steam is flushed away by extremely good coolant flow, large steam pockets form on the jacket ceiling at the rear of the cylinder head.

Steam pockets do not transfer the heat away from the area of the cylinder head under which they are trapped as coolant would normally do, in fact the steam actually contributes to further heating of the jacket in that region.

As the steam will not condense back into a liquid unless the temperature falls below boiling temperature, steam will continue to collect—especially when the vehicle is facing down hill.

The increased localised heat causes distortion around the exhaust valve area, erosion and eventual cylinder head failure.

Apart from the above factors, the cooling system also requires the appropriate radiator, pressure cap, thermostat fans, shrouds, corrosion inhibitor and hoses to enable the cooling system to function correctly.

The Bennett bypass cooling system has been developed specifically to minimise the above problems by radically changing the way a cooling system operates.

One cc of water becomes 1000 cc of steam and thus contributes to the pressure rise in a cooling system.

In a typical cooling system, the thermostat is mounted in the front of the cylinder head. The thermostat opens and closes according to the temperature of the coolant surrounding its bulb. The thermostat is in fact not directly controlling temperature, rather it is using variations in temperature to control coolant flow.

When the coolant is below cracking temperature, the thermostat prevents coolant flow through it with only a small amount of coolant being allowed to flow through the engines standard bypass circuit back to the coolant pump.

This restriction to flow promotes cavitation in the coolant pump and reduces flushing through the engine. As we have discussed above, these factors are the main contributors to pressure rise in the cooling system.

The Bennett External Bypass Cooling System removes this restriction by shifting the thermostat into the bottom radiator hose and providing a full flow external bypass to take coolant from the top of the engine through the new lower thermostat housing and into the coolant pump allowing for generous coolant circulation even with a fully closed thermostat.

And that's not all! This system has a unique feature, an inspection body which enables standby coolant flow to be observed and measured. Poor coolant flow through the bypass guarantees a kettle!



P.A.J.'s TECH TIPS

MISC. TIPS

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The thermostat fitted to most BMC cars is the same as fitted to the old Holden Red motor.

Welsh plugs made from brass are available from most car after-market parts dealers. all you need to know is the diameter of the hole, in inches.

Most brake rubbers can be obtained from your local brake specialist. if you first strip the brakes down and take the parts with you for measurement.

Bearing (wheel and gearbox ect.) can almost always be obtained from your local agent. by taking your old bearings to them for measurement and finding a new replacement.

Beware when replacing the thermostat housing. because the mounting holes are always in the same position. but the pipe angle and diameter vary.

The MGR temperature gauge sender will work in the Austin 1800. but the reading is lower. which means that once the needle is past the normal line the engine is starting to get hot. and it is best to stop the car and check that you are not boiling.

A small number of automotive paint suppliers still have the mixing formula for BMC colours. but most of them list the paint under Leyland. not Austin or BMC.

The next time you go to a swap meet. try and purchase as many small simple parts which will fit your car as possible. parts like points. coils. ect. will one day be unavailable (due to modern cars and there electronic ignitions). this will cause these parts to be no longer manufactured.

~~~~~

MORE OF THEM

GASKETS

The engine gasket kit for almost all vehicles fitted with the 3 bearing A-Series engine is almost the same, so that if you are reconditioning an Austin A30 or Morris Minor engine, you can go to a Mini parts dealer and buy a gasket set for a Mini Deluxe and know that most parts will fit (the sump pan being the main difference).

The same applies for all rear wheel drive gearbox and diff. gaskets, as well as most R-Series engine and drive train (rear wheel drive only) gaskets.

This of course means that if you require a head gasket for your Austin 1800, you can buy one from an MG parts supplier, and like wise an A30 head gasket which can be obtained from an MG, Mini or Morris Minor parts supplier.

~~~~~



# PERFORMANCE

*Alloy Wheels*

WIA MEMBER



**SUPERLITE** 12x5, 13x5.5, 13x6, 13x7, 13x8, 14x6, 15x6, 15x7, 15x8



**SUPERLITE** 12x5, 13x5.5, 13x6, 13x7, 13x8, 14x6, 15x6, 15x7, 15x8



**SUPERLITE** 12x5, 13x5.5, 13x6, 13x7, 13x8, 14x6, 15x6, 15x7, 15x8

**PERFORMANCE WHEELS** Colin McLean (Sales Manager)

6 Stephens Road, Dandenong 3175 Vic. 03 9794 7555; 018 539 856; Fax 03 706 7740

14" size \$160- 15" \$175. All fit / supply shall be arranged via the closest tyre dealer at these prices

# For Sale

Austin **Tasman** One owner, always garaged, white body E.C. Light green interior, mint condition- no R.W.C. Needs rings as is running on 5 cylinders \$500 Rod Baker box 141 Charlton Vic 3525 054 911 938

68 Mk 1 **Auto** 66,000 miles Maroon/ White 1 owner 03 9579 0583 ( Will )

Club member Bruce Evanson of 8 Guy Street, Newborough Vic 051 277 041 has the following bits to sell. 2 1800 **ute petrol tanks**, including straps, filler neck etc \$30 each  
1 ute **rear bumper bar** with rubber corner \$25 ; 2 **ute rear windows, rubbers etc** \$25 each  
2 ute **tonneau covers** good condition including hoops \$45 each; 1 **automatic gearbox** with new, unused torque converter and ring gear( all cables etc) \$45; ute **torsion bars**( left and not left) \$2 each

John Crameri of Myrtleford Vic 057 521 089 has heaps of Mk 1 cars, a Mk 11 auto, and a complete ute- sensible offers invited for the lot.

Russell Gow of Donvale Vic 9874 4136 has a swag of 1800 bits to unload.

Club member Kevin Maas of Langwarrin 03 9789 9047 ;Mk 1 1800 Auto,-Mk 11 Engine and transmission, extractors, single S.U., electric fuel pump and pressure regulator, laminated windscreen, night/ day mirror, front inertia seat belts, reconditioned head, thematic fan, cloth dash, air horns, eye level stop light, spare auto transmission \$1,200.

Austin **A 99 Westminster** 1961 . Manual with overdrive in G. Many spare panels and parts reluctant sale. On club plates. Club member Ken Patience \$3,500. 03 9337-4661

## CLUB FEES DUE

With much pleasure, the treasurer has advised that club fees become due **30/6/95**. Please remit A\$27-00 to the Landcrab Club 22 Davison Street, Mitcham Vic 3132 Australia. Also, with most phone numbers changing, please supply your new phone number, including area code, if applicable.

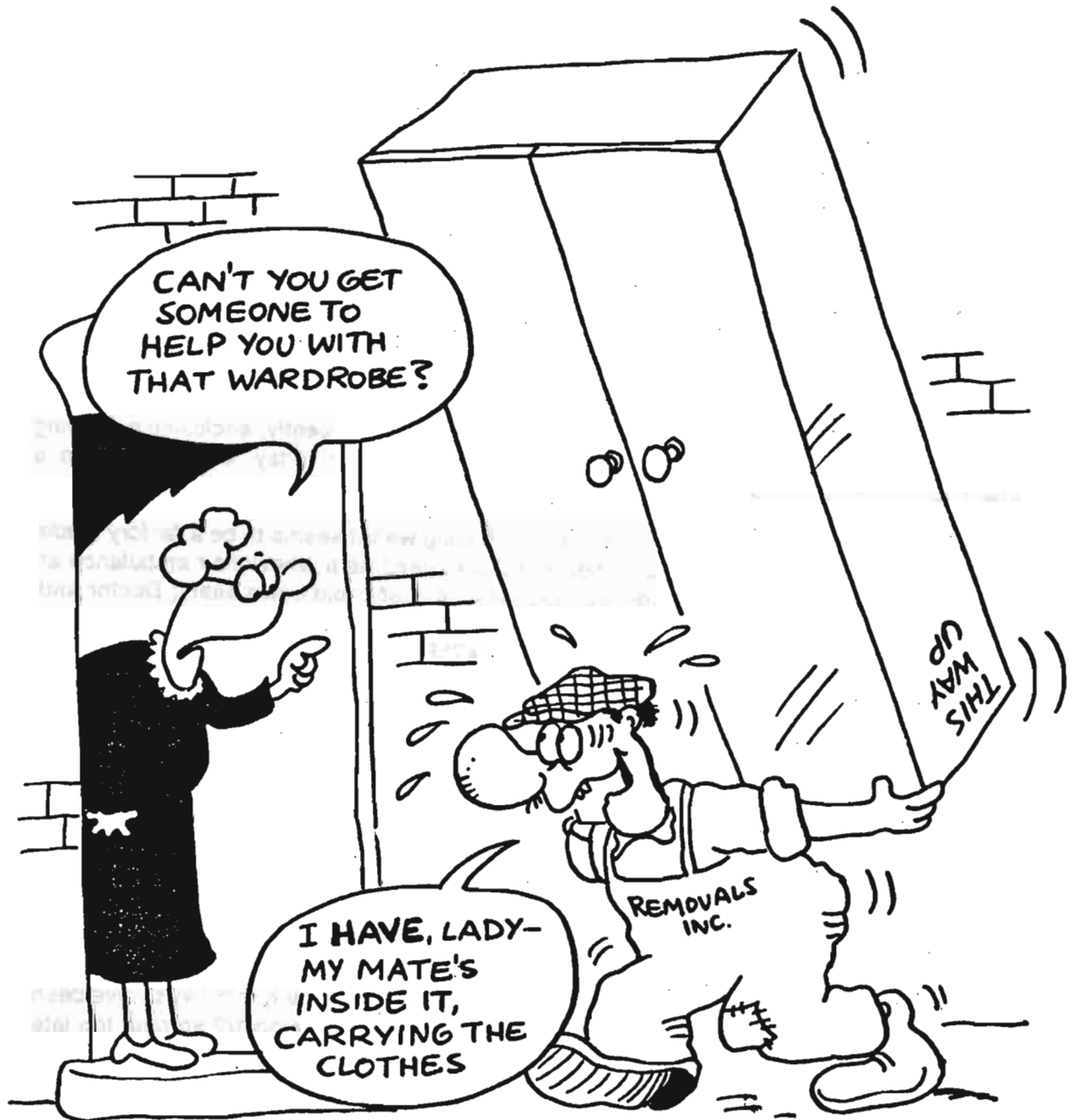
Coming up next issue, only **6 months late**, will be the full working description of the **air conditioned** 1800. Fairly relevant to the X6 range, too !

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



# LANDCRAB

Number 64 - October and November 1995



# INTRODUCING...

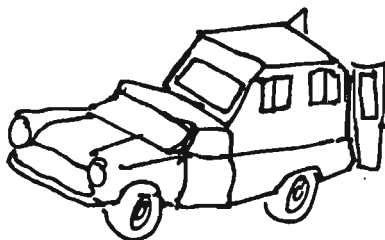
|               |                                                        |                 |                               |
|---------------|--------------------------------------------------------|-----------------|-------------------------------|
| Michael Davey | MC 6123<br>SCMC<br>NSW 2521                            | (042) 265 110   | Ute                           |
| Tim Kennon    | 12 Nerissa Grove<br>Oak Park Vic 3046                  | (03) 9 304 1021 | Rally car<br><b>SMO 225 G</b> |
| David Wynn    | 5/94 Millsyn Street<br>South Yarra Vic 3141            | (03) 9 866 4932 | Mk 11 1800                    |
| Walter Berry  | 12 Elkin Avenue<br>Heatherbrae<br>Raymond Terrace 2324 | (049) 871 680   | Mk 1 & Mk 11                  |
| Graham Horton | 64 Hardley Road<br>Glen Forrest WA 6071                | (07) 298 8841   | Mk 11 1800                    |
| Kerry Guinea  | Box 45 Walguru<br>QLD 4311                             | (077) 783 379   | Mk 1 1800                     |

## EDITORIAL

By a strange quirk of fate, I received a letter from *Paul Greasley* recently, enclosing a drawing of what appears to be a factory made 1800 panel van. Then today, an inquiry from a prospective new member with a photo of an 1800 panel van!

The Mk ute I recently aquired is an unusual vehicle- having wahat seems to be a *factory made Van body*. I was told by the previous owner that it was used as a wheelchair ambulance at a Perth hospital. In the back there are two diagonally opposite fold down seats( Doctor and Nurse?)and from tie down pointss in the centre of the floor.

Type YJBBU 4R CH.562 Engine no. 18 Ye Rc H 4258



For those that are interested in obtaining a heated rear window, some Kimberley's have been known to have the imported English screens. I discovered this by being 1/2 an hour too late to rip one out of a Mk 11 kimberley!

As most people are aware, the Club is co ordinated by Pat Farrell as President/ Treasurer, and myself as Editor/ Secretary. The system works because Pat and I tend to think alike. Recently, we made a decision to spend a large proportion of the Club funds on a supply of spare parts. Pat was busy having weathershields and stickers re manufactured- my job was contacting a very co operative *Tony Wood* to have parts sent from the U.K. Also chasing up the brilliant 3.7 crown wheel and pinions from the shaky isles.

Now that all the membership renewals are in, it is very pleasing to note that we have nearly 100 members. This figure will continue to grow as more people join the club.

# SPARE A THOUGHT

By Pat Farrell

The Club has the following parts for sale:

3.7 (18/67) manual diff. second hand \$180-00

Twin carburetors, including manifold linkages- off **1800 S**  
ready to bolt straight on \$350-00

Extractors( New) also from **1800 S** (Downtons ) \$250-00

Ball joints( U.K.) New \$30-00

Constant velocity joints **new-** old stock \$60-00

1800 blinker stalk new \$60-00

"British Leyland" rear mudflaps- high quality - new \$30-00

Front windscreen rubber and Chrome filler strip - new \$30-00

Left and right hand side Weathershields \$50-00

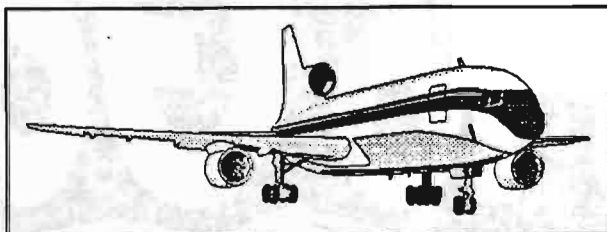
Travelling first class stickers - external fit \$ 8-00 ; internal fit \$ 30-00

Floors on fluid stickers - external fit \$8-00 ; internal fit \$30-00

Metric speedo conversions (stick on labels) X6 and 1800 \$15-00 each.

Adaptors to convert the Z23 oil filter to Z9 (Mk 11 1800 only) \$8-00

Contact me on (03) 9 762 4457 or write to 4 Wayne Ave, Boronia Vic 3155. Credit cards **not welcome !**

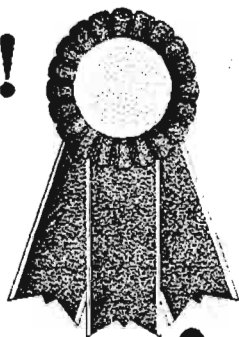


**THIS CAR IS NOT AN AUSTIN**



**1800**

**THEREFORE THE OCCUPANTS  
ARE NOT TRAVELLING FIRST  
CLASS !**



**AN**

**AUSTIN 1800**

**is the only**

**way To Go!**

**CONTRIBUTION ERIC WAKE**

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- \*UTES AND TRAYBACKS**
- \*KIT FORM (\$850 WHITE DOOR ALUMINIUM TRACKS)**
- \*FITTING AND CUSTOM PAINTED EXTRA (POA)**

### **EVOLUTION 4**

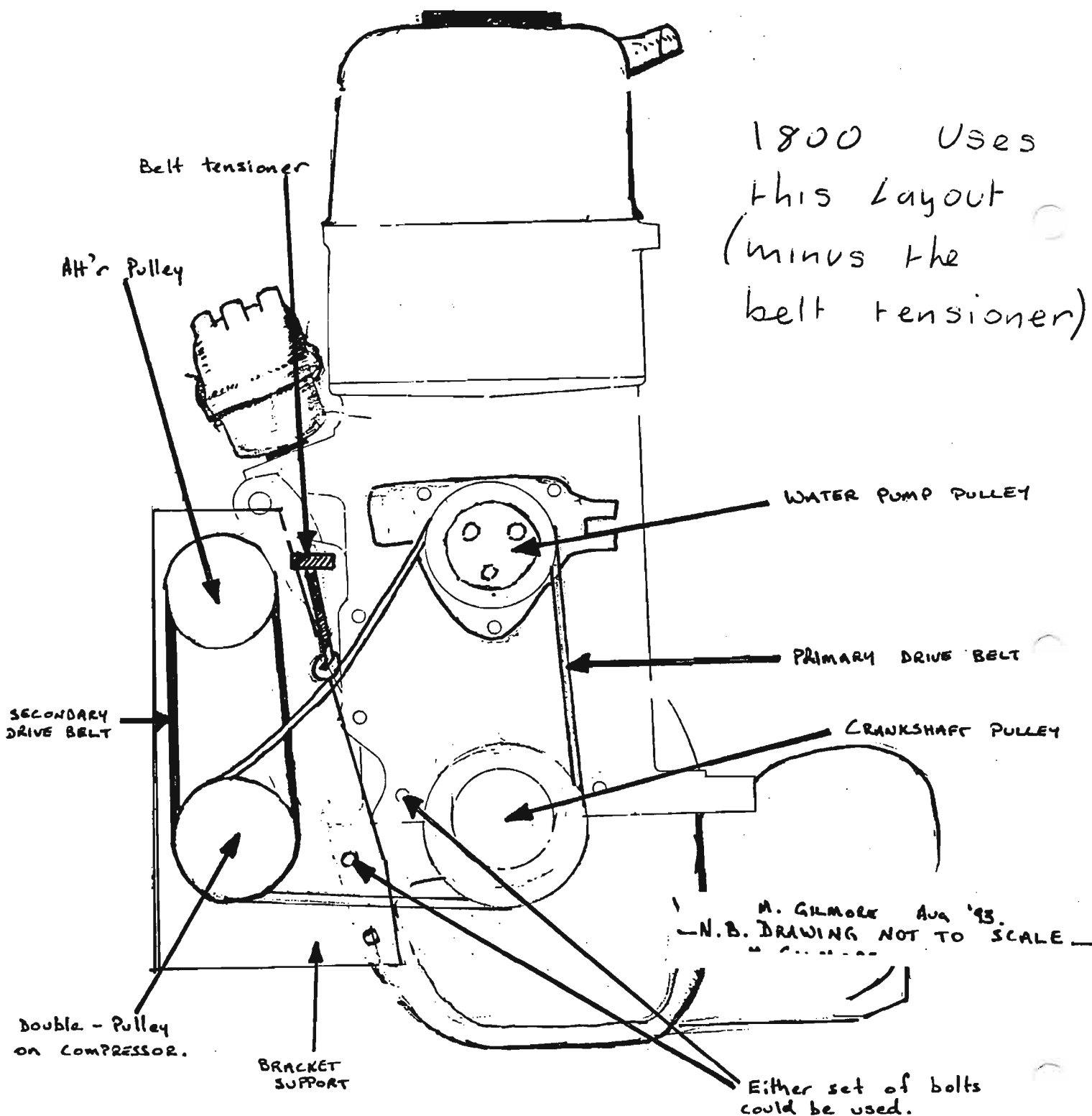
- \*CAR COVER MATERIAL**
- \*LIGHTWEIGHT**
- \*TOUGH**
- \*BREATHES**
- \*PROTECT YOUR INVESTMENT**

**For further details please contact Nigel or Simon Rayson at above.**

# 1800 AIR CONDITIONING

By Daryl Stephens

Many thanks to *Mike Gilmour* for coming up with the original working diagram. Also thanks to *Ken Patience*, *Pat Farrell*, *Keith Douglas*, and *David Ealey* for their input. More time listening and less time going off half baked may have saved me losing more hair! Originally, the article was going to be a straight how to do it, but by including the many mistakes I made before getting it right, it may save others making the same errors.



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



The 1800 to be air conditioned is a manual Mk 1 1/2 ie a mk 1 so late that it has the Mk 11 dashboard. It also has the complete Mk 11 power unit, and the smaller automatic water pump/ fan pulley. It also has an oil cooler and a thermatic fan.

The first items purchased were the industry common Smiths Mk IV under dash *evaporator*, and the Sanko 508 *compressor*. The 8 in compressor denotes its capacity ie 8 cubic inches per minute

These items came off a wrecked Commobore, and cost \$100. As can be seen from Mike's diagram, the compressor mounts where the alternator was, and the alternator relocated above the compressor. The belt from the crankshaft drives the water pump fan, and compressor. Another belt from the compressor drives the alternator. One belt could have been used to drive both compressor and alternator but there would not have been much belt on the compressor pulley. This probably would have caused slippage.

The compressor is not exactly small. It was therefore decided to mount it as far forward (towards the radiator) as possible. To give working space, the radiator was also removed. Brackets were made up and it fitted perfectly! It was mounted thus ;

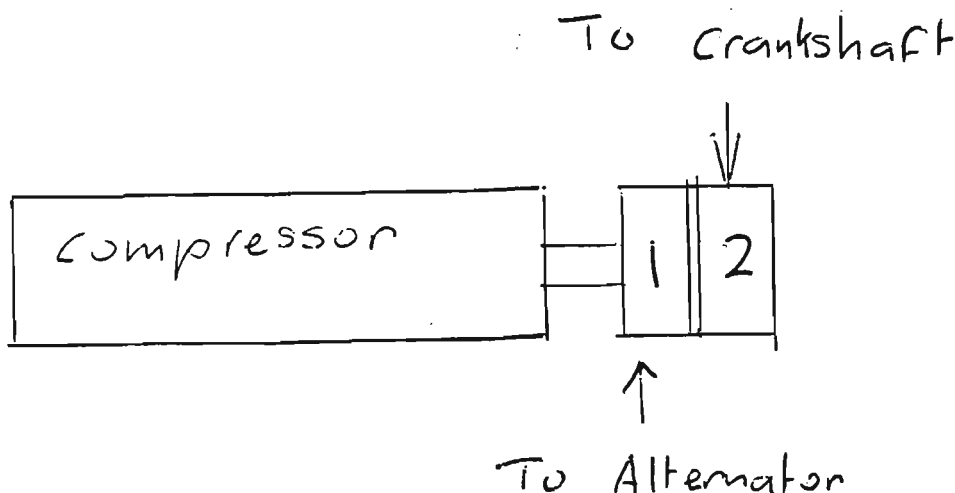
Pulley no. 1 was for the crankshaft belt, no. 2 for the alternator. This arrangement meant the compressor did not disturb anything in the engine bay.

Trouble was, the fan hit the compressor, and the radiator shroud did also! Not a problem-junk the brackets and start again!

This time the compressor picked up the crankshaft drive on pulley no.2, leaving no. 1 for the alternator. Of course, with the compressor going deeper into the engine bay, the coil had to be re located, and the dipstick needed a few more bends. The bottom radiator bracket needed a small recess to clear the belt. Also the fan needed a spacer to take it further from the block - a cut down fan was perfect !

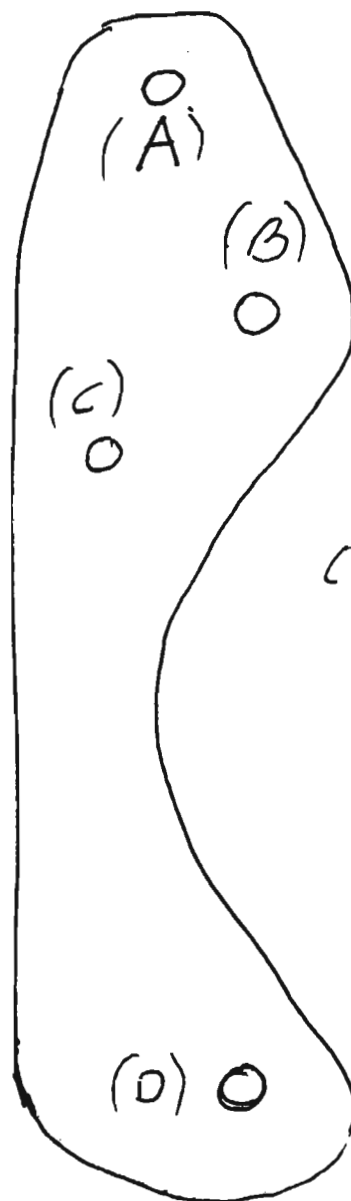
The drawing reproduced on the following page is an exact tracing of the two brackets which support the compressor.

**A** is bolted onto the water pump- the other bracket onto the side of the block- onto the standard alternator supports. **B** & **D** bolt onto the compressor. The compressor has several mounting points incorporated into the main body. It was arranged to have the gas inlet valves pointing *up*. The bracket is 3 or 4 mm thick. A bit of patience was needed with spacers, but it did eventually fit! The existing bracket for supporting underneath the alternator was put to exactly the same purpose on the compressor



Main compressor/  
alternator bracket  
(exactly to size,  
excluding the hole size)

alternator  
this  
side



Compressor  
this  
side

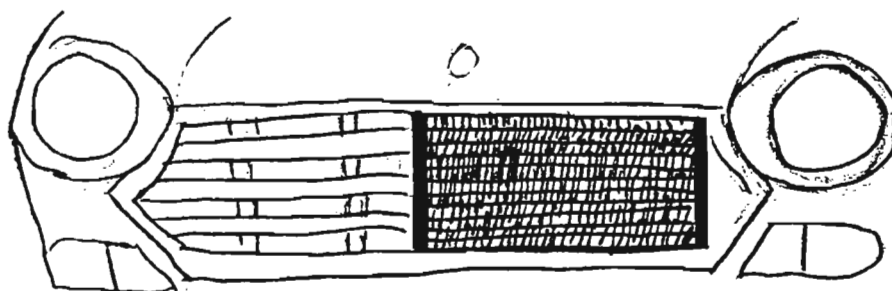
The alternator was bolted on to **C**. The alternator is a 38 amp Lucas Amstrad- but it has the same mounting points as the inferior Email. A few minutes were spent filing the body of the alternator, to make it a good fit. It has to be mounted as far forward as possible, to allow access to no 1 plug. Another alternator mounting bracket was installed from the standard mount on the alternator to the compressor. This arrangement clears the bar across the front of the engine bay by 15 mm or so and it is sufficient.

After a bit of trial and error, with more error than trial, an **A 38** (remembering this manual has the smaller automatic pulley) main drive belt proved satisfactory. An **A 22** fitted the alternator. (The belts are universally available- mine came from an industrial hardware and range in size from A 16 to A 50) These belts are one size wider than the standard 1800 'V' and do not fully go into the V.

Next problem was the top radiator hose needing to go where the alternator was. An MG thermostat housing was fitted, which had the outlet pipe facing in the opposite direction. The radiator inlet pipe was then moved to the other side of the radiator, *directly above the outlet pipe*, and the standard top hose fitted.

Next, with the grille off, the *condenser* can be fitted. The condenser is visually similar to a radiator. When fitting it across the front of the engine bay, care is necessary to allow access to the distributor. It is therefore fitted as hard to the passenger side as possible.

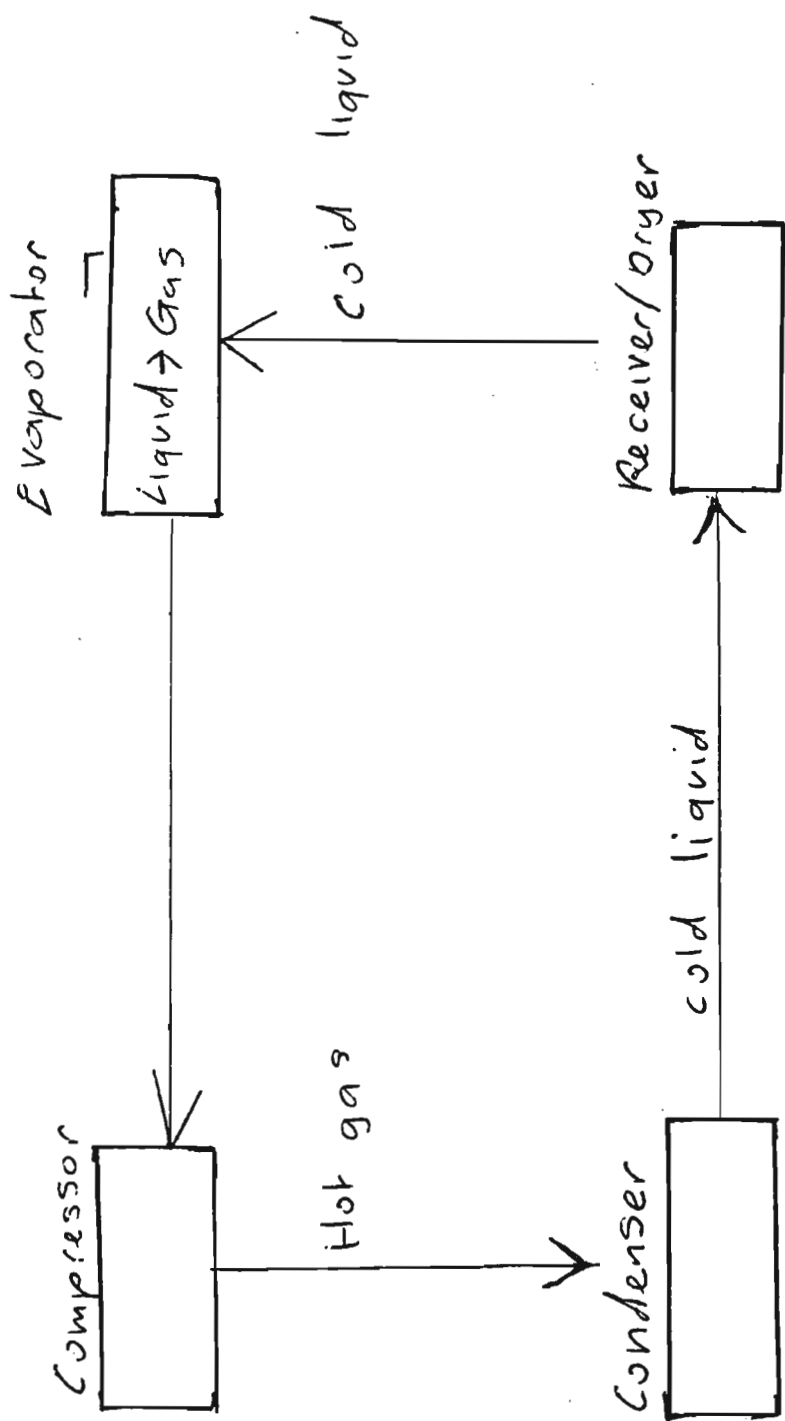
The correct one is 10" x 18" x 3/4". Nat rad part no MZG Q 30. It was \$80 new. The fit in original form was not crash hot- basically it fouled on the passenger side front engine mount.. However about 20 mm could be removed from the top without affecting the core. It was then fitted as per drawing- 4 self tapers secure it, and the grille can be re installed.



Next, the receiver/ drier- another \$90 was installed on the bridge. The part is about 2" diameter, and 10 " long. Fitting was quite easy with the battery out !

Now for the easy bit ! The under-dash evaporator should take 10 minutes to install.. Except that it cannot be mounted dead centre of the car, because the dashboard mounted hand brake is in the way !

This problem can be overcome. It just necessitates fitting the Mk 11 handbrake between the front seats. It was done this way. Firstly, the original handbrake and cable was removed as far back as roughly the muffler. Then the front seats were removed, and the Mk 11 handbrake with the cable attached was bolted to the floor. Curiously, the Mk 11 handbrake runs on top of the floor, and exits under the rear seat.



After the exhaust was lowered, the Mk 1 and Mk 11 cables were joined with 2 cable joiners. They are basically a scaled down version of an exhaust clamp. Initially, I thought the wider Mk 1 seats would pose a problem when operating the handbrake, but in practise no difficulties have been encountered.

I was quoted \$250 for the plumbing for the plumbing, but I fixed up that bunch of crooks ! I measured up each hose- had them made by Pertek- and installed them myself. **\$280.**

To avoid drilling holes in the body, the hoses came through the firewall where some vehicles have holes for the automatic transmission cables .

Gassing and wiring cost \$150. The system operates at 200 lb s pressure. Without a condenser fan, in 15 seconds the pressure in the stationery vehicle jumped to 250 lb, and rising fast. ( The receiver/ drier has sa high and low pressure in built cut out switch)

Since a fan would not fit, due to space limitations, the choice was either switch it off at lights, or install a switch which would do it automatically. The cheaper option was chosen.

A hot day finally arrived, and the car over heated alarmingly- with or without the air turned on ! The cause was attributed to a sticking thermostat. To be safe, a **71 c** thermostat from one of those technological wonders, the Holden FJ - EJ range was installed.

To a insult to injury, turning the thing *off each* time the car stopped proved very frustrating, *and the main belt was slipping !* The Good Book says the Almighty has the hairs on our head numbered. Around this time, the ledger would have needed frequent updating !

To my amazement, the over heating continued. An instrument repairer analysed the gauge, and pronounced it truthful. Therefore the radiator was reverted back to standard configuration

To stop the standard thermostat housing hitting the alternator, a novel approach was used. Some late model Minis have a thermostat housing spacer on them. Four spacers would be perfect.-three work fine. When the radiator was reverted to standard specs, the inlet pipe was tilted up 25 degrees or so. One problem solved.

While the radiator was out, the crankshaft pulley was removed. It was then machined wider to *completely* accept the wider belt. The water pump is OK on the standard pulley, and so is the alternator.

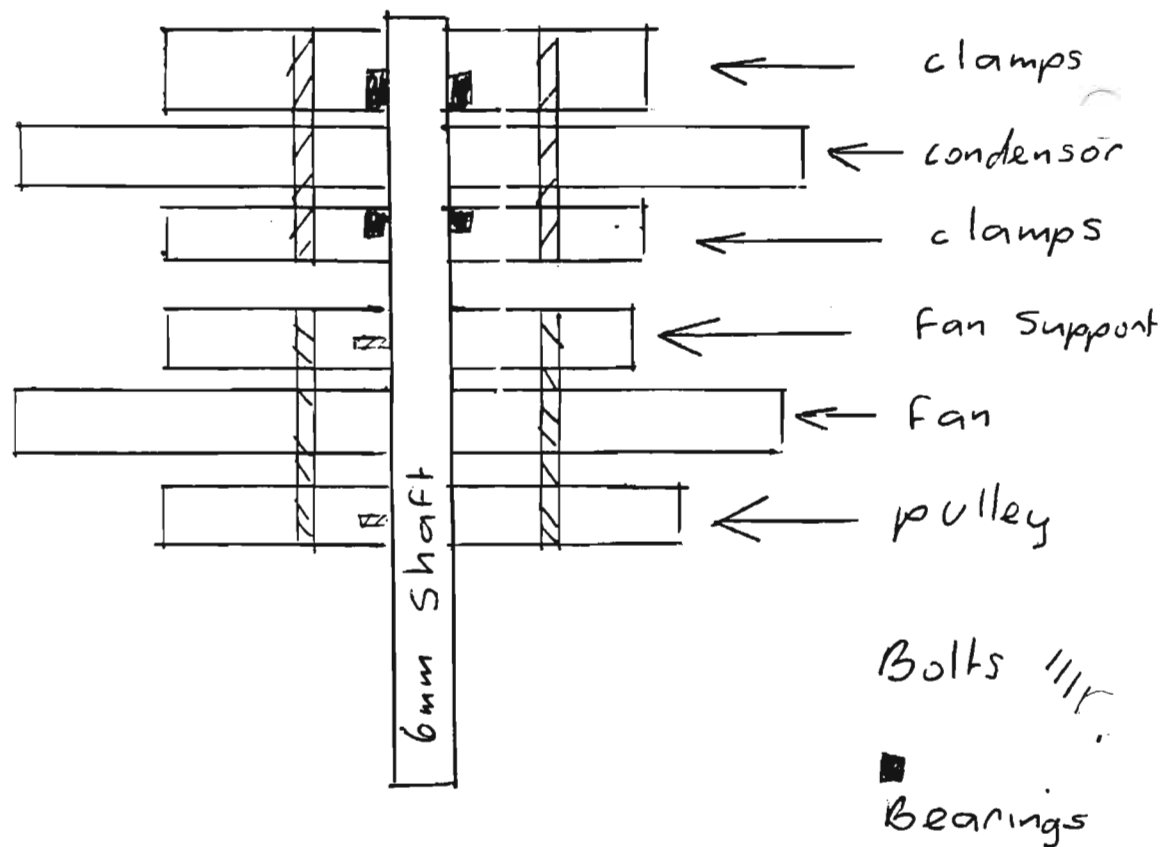
Now for the compressor fan . An afternoon at Pick a Part- an all makes wreckers yard near here- yielded a Subaru electric fan. It was by far the slimmest.

Did not even come close to fitting !

Davis Craig, the manufacturer of thermo electric fans, were contacted. They make a 9" fan which is only 1" thick. It will fit ! Next problem, how to support and turn it, as there is not room for the motor as well ?

Perhaps if the fan is on one side of the compressor( inside as it will not fit outside ), and the motor is the other, and the shaft goes through the condenser, that will work. Missed out by 10 mm or so.( It may work on a mk11 as the later model grille appears to be less intrusive )

The next idea was to have the fan driven by a belt . Basically, a belt driven pulley is attached to the fan. The fan runs on a 6 mm shaft. The shaft spins on two bearings. The bearings are recessed into the two condenser clamps( one either side). The clamps bolt together through the condenser. The belt is around 5 mm diameter, and came from a vacuum cleaner repairer. The belt is commonly available The little electric motor has a pulley the same size as the fan pulley- again specially constructed- and was mounted below the fan.



Grub screws hold  
 the pulley and fan support to the shaft.  
 The shaft spins on the bearings  
 located in condensor clamps  
 (The bearings are freely available - they  
 also fit speed skates)



Initially, the thermo fan and condenser fan were wired together and switched on by a manual switch on the dashboard. Now the condenser fan is operated by a pressure switch as well.

While the radiator was out, a more efficient core was contemplated. Each radiator specialist I visited gave different and contradictory information. In desperation, I phoned a radiator manufacturer, and the truth emerged. The standard 1800 radiator is an offset 3. In other words, each cooling tube receives cold air. The 3 means 3 tubes per inch.

These days, a 4 CT would be fitted. This means 4 rows per inch, all behind each other is not offset. The bottom line was that the standard radiator has 96 tubes all up. The 4 CT has 97 tubes. Therefore there is no efficiency gain. However a 4 C.T. 4 rows deep can be fitted by spreading the base of the top and bottom radiator tanks.

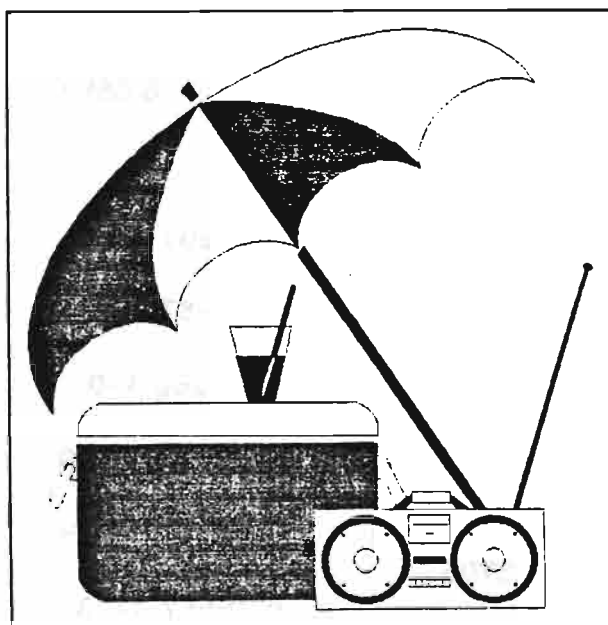
This makes the radiator about 20 mm wider, which will not fit the Mk 1. Mk 11 s appear to have more clearance between the radiator and body work, and may accept it. Would probably be a big help on an X6

Should over heating become a problem( and with the thermo fan, the condenser fan the oil cooler, and the standard fan spinning faster due to the smaller auto pulley, and no sump guard- I would be amazed-) there a couple of easy solutions.

Firstly, **Penrite 10/10 the racing coolant** is claimed to lower coolant temperatures by up to 11 c, and secondly a smaller auxiliary radiator can be mounted in any convenient location. It can be fed via the heater outlet on the side of the block, and discharged into the heater outlet pipe

In service, tendency to stall in traffic was corrected by pulling out the choke the 1st stage, where it just acts as an accelerator. The affect on performance is marginal.

The bottom line ? Its great and I recommend it without reservation!



# WHO'S WHO

|                    |          |                          |                |                    |
|--------------------|----------|--------------------------|----------------|--------------------|
| AMVC of NSW        |          | Box 3943                 |                |                    |
| A.M.V.C. of Q.L.D. |          | Paramatta NSW 2124       |                |                    |
| A.M.V.C. of W.A.   |          | 1376 Old Cleveland Road  |                |                    |
|                    |          | Carindale Q.L.D. 4152    |                |                    |
|                    |          | Box 279 Kelmscott        |                |                    |
|                    |          | W.A. 6111                |                |                    |
| ANDERSON           | Graeme   | 3 Buffalo Rd             | (02) 816 3389  | Kimberly           |
| BAILEY             | Ian      | Gladesville NSW 2111     |                |                    |
| BARLING            | Joe      | 17 Evans Cres            | (06) 295 2200  | Mk 11 Auto         |
| BARTSCH            | Michael  | Griffith A.C.T. 2603     |                |                    |
| BERRY              | Walter   | 125 The Ridgeway Ching   | (081) 529 608  | Wolseley 6x3       |
| BOURDAIRE          | Rudy     | London E4 6QU Un.Kingdom |                | Wolseley 18/85 Mkl |
| BUCHANAN           | Nicholas | Box 45 Kapunda           | (089) 813 074  |                    |
| BULL               | Cameron  | S.A. 5373                |                |                    |
| BURBRIDGE          | Brian    | 12 Elkin Ave,            | (049) 871 680  | Mk 1 & Mk 11       |
| CARDEN             | Geoff    | Raymond Terrace NSW 2324 |                | Austin 1800 mk I   |
| CASTLE             | Kevin    | 436 Maitland Bar Rd      | (063) 733 633  | 1800 MkII          |
| CODD               | Peter    | Mudgee NSW 2850          |                |                    |
| COLLINGS           | John     | 7 Maitland Avenue        | (03)9 817 3254 | MkII 1800          |
| COPELAND           | Paul     | East Kew Vic 3102        |                |                    |
| DAVEY              | Michael  | 21 Marcus Road,          | (03) 9551 1880 | Mk 11 1800         |
| DOUGLAS            | Keith    | Dinglley Vic. 3172       |                |                    |
| EALEY              | David    | Box 4                    |                | Mkl 1800 Man.      |
| EDMUNDS            | Belinda  | Talbut Vic 3371          |                |                    |
|                    |          | 36 Constitution Rd       | (073) 857 2485 | MkII 1800 Man.     |
|                    |          | Windsor Qld 4030         |                |                    |
|                    |          | 37 McIntyre Drive        | (03)9 398 5598 | 2 A90 sixs         |
|                    |          | Altona Vic 3018          |                |                    |
|                    |          | Box 2351 Nerang East     |                | Mkl 1966           |
|                    |          | Q.L.D. 4211              |                | MkII 1970          |
|                    |          | C/-Taylors of Medinde    | (08) 261 5889  | MkII Ute           |
|                    |          | Box 6 Walkerville SA1    |                |                    |
|                    |          | 9/4 Guinea St            | (02) 587 4925  | Mk 11 1800         |
|                    |          | Kogarah NSW 2217         |                |                    |
|                    |          | MC 6123                  | (042)265 110   | Ute                |
|                    |          | SCMC NSW 2521            |                |                    |
|                    |          | 50-66 Mackelroy          | (03) 9432 2820 | MkII Auto.         |
|                    |          | Plenty Vic 3090          |                | MkII Man.          |
|                    |          | 19 Hendersonhill Rd      | (03) 9737 9235 | MkII Ute Man.      |
|                    |          | Silvan Vic 3795          |                |                    |
|                    |          | PO Box 69                | (02) 557 4733  | Mk II              |
|                    |          | Newtown NSW 2042         |                |                    |

|          |         |                                                 |                 |                                                      |
|----------|---------|-------------------------------------------------|-----------------|------------------------------------------------------|
| HUCK     | David   | Leyland Park RMB 8A<br>March Rd Orange NSW 2800 | (063) 658 328   | Mk 1 1800                                            |
| HULLEY   | George  | 46 McMillan Rd<br>Narooma NSW 2546              | (044) 762 144   | MkII Ute                                             |
| HUSSEY   | Neil    | 18 Channel St<br>Mornington Vic 3931            | (059) 755 857   | MkII Kimberley                                       |
| JARRET   | Trisha  | 8 Gundry St<br>Goulbourn NSW 2580               | (048) 218 547   | MkII                                                 |
| JOHNSON  | Colin   | 48 Paradise Rd<br>Slacks Creek Qld 4127         | (07) 208 6546   | MkI Man.<br>MkII Man.                                |
| JONES    | Peter   | 4 Yarandin Court<br>Worongary Qld 4213          |                 | MkII                                                 |
| KENNON   | Tim     | 12 Nirissa Gve<br>Oak Park Vic 3046             | (03) 9 304 1021 | Rally Car<br>SMO 225G                                |
| LEIGHTON | Adrian  | 24 Strafford Street<br>Moggilll Q.L.D. 4070     | (073) 202 6782  | Mk 1 1800<br>Mk11 1800                               |
| LENNY    | Ed      | 51 Prince St<br>Goulbourn NSW 2580              | (048) 212 015   | MkI Auto.                                            |
| LESLIE   | Robert  | 6 Celia St<br>Burwood Vic 3125                  | (03) 889 2418   | MkI                                                  |
| LOCKE    | Richard | 31 Sunways Ave<br>7 Mile Beach Tas 7170         | (002) 486 765   | Rally Car<br>MkI                                     |
| LYLE     | Ken     | 3/11 Foundry St Mayland<br>Perth WA 6051        | (09) 271 3737   | Princess 1800<br>MkI Sedan<br>MkII Ute<br>MkII Sedan |
| LYNCH    | Raymond | 3/56 Borva Dve<br>East Keilor Vic 3033          | (03) 336 4034   | MkII 1800 Sedan<br>MkII Ute under resto              |
| MAAS     | Kevin   | 186 North Rd<br>Langwarren Vic 3910             | (03) 789 9047   | MkII Sedan                                           |
| MACLEOD  | William | 46 Herbert St<br>Mornington Vic 3931            | (059) 758 520   | MkII Kimberley Auto                                  |
| MARSHALL | Geoff   | 19 Anne St<br>Blackburn Nth Vic 3130            | (03) 9877 1425  | 1800 Ute<br>A70 Ute                                  |
| McINTYRE | Ian     | 18 Yondell Ave<br>Springwood N.S.W. 2777        | (047) 514 338   | 2 x 1800 Mk 11s                                      |
| MEDLEY   | Robert  | 2 Grassdale Rise<br>Aberfoyle Park SA 5159      | (08) 370 7794   | MkI 1800                                             |
| MELVILLE | Neil    | C/- Cowaramup PO<br>WA 6284                     | (097) 555 332   | 2xMkI Sedans<br>2xMkII Utes                          |
| MILLAR   | Stephen | 36 Britannia Street,<br>Kalgoorlie W.A. 6430    | (090) 911 975   | Mk 11 1800                                           |
| NICHOLS  | Paul    | 47 Moores Rd<br>Monbulk Vic 3793                | (03) 9752 1489  | MkI Rally Car                                        |

|           |          |                                               |                |                                                          |
|-----------|----------|-----------------------------------------------|----------------|----------------------------------------------------------|
| ELLINGTON | Tony     | C/- Research Institute<br>Rutherglen Vic 3685 | (060) 328 303  | 2xMkl Man.<br>2xMkl Man.                                 |
| ELLIOT    | Graham   | 7 Yalkarra Court<br>Wurdong Heights Qld       | (079) 750 192  | Mkl 1800                                                 |
| ENGLISH   | Albert   | M/S 299 Quarry Rd<br>Bunderberg Qld 4680      | (071) 578 191  | Mkl Sedan<br>Mkl Sedan                                   |
| EVANSON   | Bruce    | 8 Guy St<br>Newborough Vic 3825               | (051) 277 041  | Mkl Ute                                                  |
| FARRELL   | Pat      | 4 Wayne Ave<br>Boronia Vic 3155               | (03) 9762 4457 | 2xMkl Man.<br>Morris 1800<br>Mkl Kimberley<br>2xMkl Utes |
| FLOREY    | Donald   | 419 Windermere St<br>Ballarat Vic 3350        | (053) 311 051  | Mkl Tasman Man/<br>3 Litre                               |
| GARDNER   | Bruce    | 56 Herbert Street,<br>Parkdale Vic 3195       | (03) 9580 8180 | A 99                                                     |
| GEARY     | Richard  | Box 1786<br>Tamworth NSW 2340                 | (067) 662 399  | Mkl<br>Mkl Ute                                           |
| GILMORE   | Michael  | Lot 57 Remembrance Dve<br>Tahmor NSW 2573     | (046) 818 887  | 2xMkl Kimberleys                                         |
| GITTENS   | Graham   | Heritage and Classic<br>Box 309 Dickson ACT   |                |                                                          |
| GOODALL   | Robert   | 95 Osborne Ave<br>Mt Waverley Vic 3149        | (03) 9543 7861 | 2 x Mk 11<br>Auto Kimberleys                             |
| GREASLEY  | Paul     | 8 Palmerston St<br>Kalgoorlie WA 6340         | (090) 911 208  | Mkl Man.<br>Mkl                                          |
| GREENWOOD | Russell  | 84 Jaguar Ave<br>Clayton Vic 3168             | (03) 9543 3920 | 2xMklls                                                  |
| GRIFFITHS | Johns    | 93 Wills Street<br>Kew Vic 3101               | (03) 9853 8251 | Mk 1 1800                                                |
| GUINEA    | Kerry    | Box 45<br>Wallguru QLD 4311                   | (077) 783 379  | Mk 1 1800                                                |
| HALLORAN  | Graham   | 43 Mona Vale Road<br>Pymble N.S.W. 2073       | (02) 449 3192  | Princess 2200<br>Mk 1 Kim                                |
| HILES     | Gerry    | 51 South Coast Hwy<br>Albany WA 6330          | (098) 415 184  | Mkl                                                      |
| HOGG      | Allan    | 22 Huntingdale Ave<br>Miranda NSW 2228        | (02) 522 8184  | Mkl Kimberley                                            |
| HOLMES    | Geoffrey | 14 Brukner Close<br>Cowrie ACT 2904           | (06) 291 7196  | Mkl Sedan                                                |
| HOPKINS   | Rick     | PO Box 51<br>Taralga NSW 2580                 | (048) 406 151  | Mkl Tasman<br>Mkl Sedan<br>Mkl Sedan                     |
| HORTON    | Graham   | 64 Hardley Rd<br>Glen Forrest WA 6071         | (07) 298 8841  | Mk 11 1800                                               |

|            |             |                                                  |                |                                                 |
|------------|-------------|--------------------------------------------------|----------------|-------------------------------------------------|
| O'MELEY    | Eric        | 1 Kylie Street<br>Urunga N.S.W. 2455             | (066) 556 578  | Mk 1 Kim                                        |
| PATIENCE   | Ken         | 149 Brees Rd<br>East Keilor Vic 3033             | (03) 9337 4661 | 2xMkII Sedans<br>Westminster A99                |
| PATTEN     | Norm        | 65 Goldsmith St<br>Goulbourn NSW 2580            | (048) 213 194  | Mk 1 Auto                                       |
| PECK       | Norm        | 127 Ellam Drive<br>Seven Hills NSW 2147          | (02) 622 0791  | 2xMkIs                                          |
| PEDERSON   | Hans        | 37 Thomas St<br>Croydon Vic 3136                 | (03)9 723 4838 | MkII                                            |
| PEDERSON   | Herman      | 14 Vernon St<br>Blackburn Sth Vic 3130           |                | MkI                                             |
| PL ERS     | Robert      | 32 Price St<br>Torquay Vic 3288                  | (052) 612 326  | MkI 1800                                        |
| PHILLIPS   | Colin       | 99 Lurline St<br>Katoomba NSW 2580               |                | MkI 1800 Man.                                   |
| PHILLIPS   | Ronald      | 16 Kingsway Ave<br>Rankin Park NSW 2287          | (049) 521 816  | MkII 1800 Man.                                  |
| PITMAN     | Eric        | 19 Church St<br>Yackandandah Vic 3749            | (060) 271 209  | MkI Ute<br>2xMkII Sedans                        |
| POAD       | Doug        | 3/396 Nepean Hwy<br>Frankston Vic 3199           | (03) 9781 1226 | MkIII Aus2200 Man.                              |
| POWELL     | Ian         | 7 Acacia St<br>Elsternwick Vic 3185              | (03)9 523 7097 | 2xMkII Man.                                     |
| PRENTICE   | Brad        | 50 Northwood Street,<br>West Leederville WA 6007 | (09) 381 7760  | Mk 1 1800                                       |
| ROANE      | Christopher | RMB 568 Colac Rd<br>Enfield Vic 3352             | (053) 420 081  |                                                 |
| ROSON      | John        | 5 Station Street<br>Sorell Tas. 7172             | (002) 652 871  | Ute                                             |
| ROBERTSON  | Brian       | 32 Robert St<br>Telopea NSW 2117                 | (02) 873 1555  | Looking                                         |
| RUDMAN     | David       | 85 Valparaiso Ave<br>Toongabbie NSW 2146         | (02) 631 4854  | MkII Ute Restored<br>M k I I M a n<br>MkITasman |
| SHIPLEY    | Val         | 35 May Street<br>Altona North Vic 3025           | (03)9 391 5117 | Mk 11 Man                                       |
| SMALLCOMBE | Franklin    | 30 Illawarra Dve<br>Kin kora Gladstone Qld 4680  | (079) 781 527  | 2 Utes                                          |
| SNEDDEN    | Richard     | 36 Claremont Ave<br>Malvern Vic 3144             | (03)9 509 9110 | 2 Wolseley 6's                                  |
| SOLOMON    | Neil        | Box 44<br>Bendigo Vic 3550                       | (054) 470 626  | Mk I                                            |
| STEPHENS   | Daryl       | 22 Davison Street<br>Mitcham Vic 3132            | (03)9 873 3038 | 2xMkI                                           |

|            |        |                                                    |                |                       |
|------------|--------|----------------------------------------------------|----------------|-----------------------|
| STRELNIKOV | Basil  | 256 Walsh Street<br>Mareeba Qld 4880               | (070) 921 535  | Mkl<br>MkII           |
| SULLIVAN   | Steven | 98 Mitchell Road<br>Alexandra N.S.W. 2010          | (02) 361 3754  | Mk 11 1800            |
| SUMMERELL  | Bruce  | Verona Rd<br>Quaama via Bega NSW 2550              | (064) 522 938  | Mkl Ute               |
| TADMAN     | Peter  | PO Box 524<br>Nundah Qld 4012                      | (07) 266 4537  | Mk II                 |
| USCINSKI   | John   | Box 468<br>Noosa Heads QLD 4567                    | (074) 475 097  | Mk 1 Kim              |
| WAKE       | Eric   | 14 Wyoming Way<br>Happy Valley S.A. 5159           | (08) 381 4453  | Looking               |
| WATSON     | John   | 10 Eastcote Lane, Welling<br>Kent England DA 16 2X | (081) 856 3013 | Mk 11 Morris<br>1800  |
| WHEELER    | Bill   | RMB 123 Wickerslack Lne<br>Queenbeyan N.S.W. 2620  | (06) 297 4936  | Mk 1 1800 (U.K.)      |
| WOOD       | Tony   | 31 All hallows Road<br>Blackpool England FY2 OAS   |                | Wolsley 6             |
| WYERS      | Bob    | 36 Tanumbirini St<br>Hawker A.C.T. 2614            | (06) 254 2425  | MkII                  |
| WYNEN      | David  | 5/ 94 Millsywn St<br>South Yarra Vic 3141          | (03)9 866 4932 | Mk 11                 |
| FRY        | Garry  | 6/84 Wellington Street<br>Bondi NSW 2026           | (02) 306-591   | Mk 1;18/85<br>3 Litre |

## FROM THE BACKSEAT

### **PRESIDENT/ TREASURER/ LIBRARIAN KEEPER OF THE SPARES.**

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4 Wayne Avenue, Boronia Vic 3155

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### **PUBLIC OFFICER**

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149 Brees Road, Keilor East Vic 3133

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

Submission deadline is the 25 th of the **even** month. Posting date is the 25 th of the **odd** month



## Conditioning pre-1986 cars to run on unleaded petrol

The Fuelstar ULP converter enables engines designed to run on leaded petrol to run on unleaded, without pinging, without loss of performance and without fear of valve seat recession.

Fuelstar ULP converter cartridges have been manufactured in the UK and marketed there and in 20 other countries throughout the world under the name Powerplus, for the last six years. Many tens of thousands of engines have been fitted and are operating with improved results. Thousands of Fuelstar units now operate in Australia with equal success.

**Lead.** Since the 1920's, lead (more accurately, tetraethyl lead or TEL) has been added to petrol during the refining process to control detonation (pinging) in service, and to provide an upper cylinder lubricant. Recently lead has been shown to be a major health risk and in Australia, the use of TEL in petrol is being phased out. As a result, 98 octane super grade petrol no longer exists. In its place we have leaded petrol with a reduced TEL content and a lower octane rating. TEL content is soon to be further reduced and then phased out totally.

**Pinging.** The majority of the cars affected, ie locally-produced Holdens, Falcons and Valiants, and a variety of European, Japanese and American cars, were designed when super petrol contained 0.84 gram of TEL per litre. Many of these cars are pinging when running on petrol at current TEL levels. Usually, owners are forced to retard their engine's ignition timing in an attempt to overcome the effects of lowered octane ratings. The result is reduced performance, increased fuel consumption and unsatisfactory running - all of which are overcome by Fuelstar.

**How the Fuelstar ULP converter works.** Fuelstar ULP converters comprise metallic cones containing a compound of tin, housed in a sealed canister fitted into the fuel supply line. As petrol flows through the canister, tin is leached from the metal cones to act as a catalyst on the fuel, changing its combustion characteristics. This improvement eliminates pinging where caused by lowered octane ratings and is sufficient to permit leaded engines to run perfectly on unleaded, without pinging and without loss of performance. **It is quite all right to continue to use leaded petrol after fitment of the canister, if desired.**

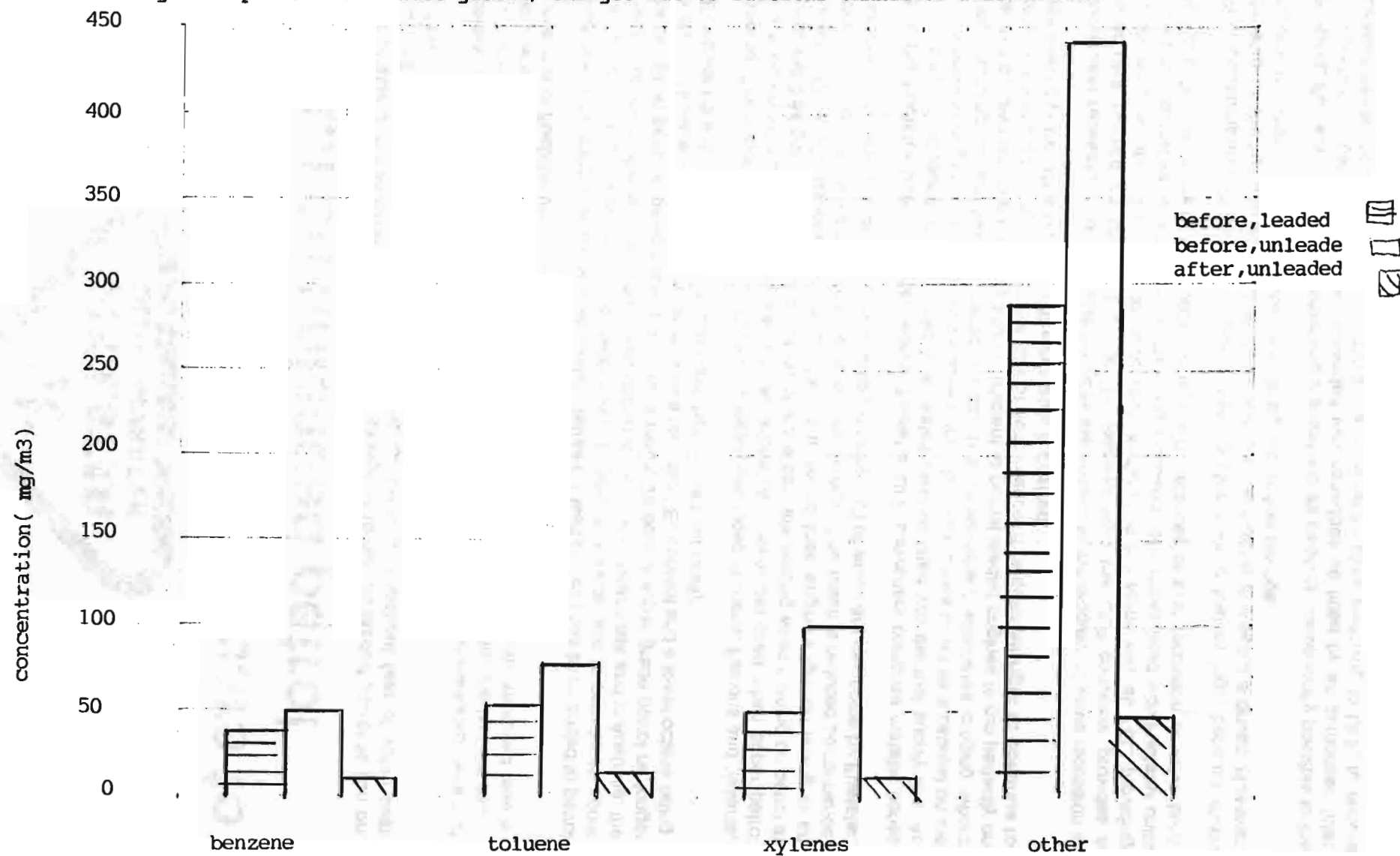
**Valve seat recession.** Fuelstar also provides the answer to the problem of valve recession in older cars running on unleaded petrol. Tin leached from the ULP converter provides a 'cushioning' or lubricating effect to valve seat surfaces in the same way as TEL, providing protection against valve recession. In the many thousands of engines fitted with Fuelstar units for up to six years, there have been no reported instances of seat recession or valve burn.

**Fuel consumption.** Fuelstar Australia makes no claims as to fuel savings, because much depends on the age and condition of the vehicle and the manner in which it is driven. However, reports from many users of Fuelstar indicate significant fuel savings.

**Fitment.** Fuelstar canisters are fitted into the fuel line as close as conveniently possible to the carburettor or injectors. It is recommended that cartridges be fitted by an authorised fitter. Leaded petrol should be used for 1,000 km after fitment before switching to ULP, to ensure adequate conditioning.



Major componets in exhaust gasses; changes due to fuelstar cannister installation



**Fuelstar canister life.** Units have a very long life. A canister removed from a London taxi for inspection after 600,000 km was found to be about 30% consumed, indicating an ultimate life of some 2 million km. Fuelstar units need no maintenance or topping up after fitment.

**Fuelstar ULP converter model selection guide and price list.**

| Model                            | Carb.            | Injected         | Retail Price |
|----------------------------------|------------------|------------------|--------------|
| PX (Go Carts, Motor cycles etc.) | Up to 1,000cc    | N/A              | \$169        |
| PS1                              | 2,000cc (122ci)  | 1,800cc (110ci)  | \$249        |
| PS2x                             | 3,900cc (238ci)  | 3,500cc (214ci)  | \$369        |
| PS3                              | 11,500cc (700ci) | 10,000cc (610ci) | \$469        |
| PS4                              | Up to 750bhp     |                  | \$875        |

Prices include sales tax. Model PX has 6mm (1/4") fixed ends. The other units are supplied with interchangeable ends for 8mm (5/16") fuel hose, unless otherwise requested.

**Exceptions to the above:**

From data collected from cars under Australian conditions, it is apparent that some cars are more prone to detonation and pre-ignition problems than others. In the case of European cars, this is mostly because they were designed for a higher octane fuel than is currently available in Australia. The Holden Commodores reflect a period in which electronic ignition systems were being developed and refined. Some models require an increased dosage of the **Fuelstar** catalyst and, in the cases listed, we recommend the following variations from the above guide.

Alfa, Austin Healey, Citroen, Fiat, Holden Camira, Lancia, MG, Peugeot, Renault, Saab, Subaru, Triumph, Volkswagen: use PS2x (all models)

BMW: under 3.5 litres use PS2x; 3.5 litres and more, ie models 535, 635 & 735, use PS3

Holden Commodore: models VC, VH & VK, 3.3 litres & up, use PS3

Mazda: models 1500S & RX7, use PS2x

Mercedes: 350 and up, use PS3

Porsche: 911 & 924, use PS2x. 928 use PS3

Rover: 3500 V8, use PS3

Volvo: use PS3 (all models)

All turbo engines, use PS3. Engines which are high performance (high compression ratios), have been modified or are pinging on leaded petrol, use PS3 or PS4. If in doubt, please call.

**Warranty and Guarantee.** Fuelstar cartridges are warranted free from defect for 5 years and come with a 90-day money - back guarantee if the purchaser is not completely satisfied.

**For further information, contact your local dealer or Fuelstar Australia Pty Ltd.**



**FUELSTAR AUSTRALIA PTY LTD**

ACN 008 774 089

PO BOX 469 BROADBEACH QLD 4218

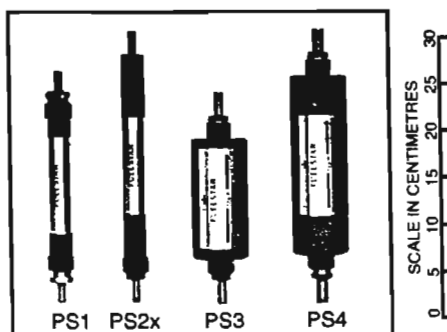
TELEPHONE (075) 92 2349 FACSIMILE (075) 31 6171

YOUR AUTHORISED DEALER

**LAYCO AUTO SPARES**

4 MACQUARIE PLACE, BORONIA, 3155

TELEPHONE: 729 3066 FAX: 729 0359





## English Spare Parts

Ph 07-38143762

Fax 07-38140955

Office address: 5 Gardner St., Redbank Plains  
Qld 4301. Callers strictly by arrangement only.

### Austin 1800 News & specials

*These prices apply till 1/10/95 or when stock runs out.*

*Our 40' container of old Leyland/BMC goodies has arrived, and we are about 10% of the way thru sorting it. Loads of 1800 & 1800S stuff, and a few rare 18/85, Princess, 3litre, etc bits are still appearing. Another container is coming. For those who missed the deadline on manual gearboxes advertised last edition, please call or fax as we may get another load in 2 months or so. \$50 deposit needed*

*All the following are new unless stated otherwise*

Rocker cover gasket \$4.20. Copper head gasket \$15 Oil filler cap \$6  
Conversion (bottom end) gasket set \$28 Valves, various sizes and types, from \$15. Flywheel with ring gear \$60. primary gear \$100. Bearing sets from \$25  
Piston ring sets from \$65 Enquire for all other engine gasket kits & parts  
CV boot kit \$20.00 or Complete factory reco CV \$125. Don't confuse these with the 12 month "Dulux reco's " done my many locally. These are as new!!!!  
Front inner wishbone bush & pin assembly, latest spec, much improved. \$25  
Steering rack. UK market cars, but will fit Aust cars \$300. Tie rod ends \$22  
Suspension knuckle joint \$25. Assorted complete arms/hubs etc. NO BAGS  
Unipart plug lead kit \$20. MK1 dist. vacuum units \$40 We have big selection of these 1 3/4"SU. Brand new, not reco \$195. All parts to reco these are in stock.  
Unipart/Tex door mirrors. Chrome or black. Left & right \$37.50 ea  
Factory option Unipart or Wipac reverse lights. Identical except for brand \$40, or glass only for these \$12.50. G'box switches for these \$22  
Windscreen rubbers, these are properly moulded \$68. Filler strip \$6/m  
Wheel trims, 13" or 14", either type \$40 (note!, holes punched, not painted like Aust ones)  
Rear lamps Mk1 or 2 \$150 ea. lenses from \$30 ea, pls enquire  
Front Lamps Mk1 or 2 \$125 ea. lenses from \$25 ea, pls enquire  
Mk1 starter drives with spring etc \$45. Reco alternators using all British parts, from \$85 Selection of reco & new Alternators and starters, and all Lucas repair parts.  
Mk2 trafficator switch. UK cars. No green light \$70 Column top cover \$45  
Wiper or lighting switches Mk2 \$22 ea. Rear mudflaps, with huge BL logo \$35 set  
Screen washer jet \$6. Asstd manual & elec pumps, blades, racks, bottles etc. please call  
Mk2 headlamp surround \$35. Petrol lid locks with keys \$15  
**FINALLY, A real treasure. Preloved Rover SD1 mags. Will fit 1800 \$50 ea with nuts**

***Does anyone have a 18/22 Princess or Ambassador ?? We must have thousands of small parts for these. Please call or else it goes back overseas or to the tip.***

\*\*\*\*\*

***Vast selection of small and large parts for all BMC/Leyland cars. Please call for details & prices  
All the above are quality British made goods. No Taiwanese repros in this lot.  
All prices include tax. Phone Mon to Sat, any time till 7PM.***

# FOR SALE

Free or swap for 1800 or Moke bits, rusting remains of Morris 1100 ( Less engine/ gearbox)  
Also radiator and instrument panel for Hilman Husky. **Russell Greenwood Clayton Vic**  
(03) 9 543 3920. Also offers for 22' **Franklin** Caravan. (Only a super charged 1800 could pull it !

Morris 1100 36,000 Genuine miles \$2,500 **Alice Draper** Melbourne (03) 9 337 8958

Austin 1800 Mk 11 37,000 miles **Marielle** Melbourne (03) 9 527 3221 \$3,000

Austin 1800 Mk 11 Auto 71,000 One owner GC \$800 Kew Vic. **Mrs Thompson**  
(03) 9 853 6853

1970 Kimberley **Resprayed** Mark Borello North Altona Vic (03) 9 391 7364

1968 Mk 1 White/ blue manual owner 65,000 \$2,000 **Anne Carrick** (08) 235 9822(Adelaide)

## HELP

**Mike Gilmour** is seeking input. He is wrestling with stretching the X6 motor to 2600. Mike can be reached on ( 046) 81 8887) Lot 57 Remembrance Drive, Tahmoor. N.S.W.

"And on the eighth day, He created chocolate "

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

# LANDCRAB

Number 65    December 1995,    January 1996



# INTRODUCING

|                  |                                  |                |              |
|------------------|----------------------------------|----------------|--------------|
| Terence COPELAND | 11 Windsor Street<br>Margate QLD | (07) 328 48876 | Mk 11 1800x2 |
|------------------|----------------------------------|----------------|--------------|

One of Terence's vehicles has been in his family since new !

|               |                                           |               |              |
|---------------|-------------------------------------------|---------------|--------------|
| Trevor BAILEY | 30 Henson Street<br>Marrickville NSW 2204 | (02) 558 4294 | Mk 11 1800x2 |
|---------------|-------------------------------------------|---------------|--------------|

Trevor is not a new member- he is a long standing member who was accidentally omitted from last newsletter's Who's Who.

|                 |                                              |               |            |
|-----------------|----------------------------------------------|---------------|------------|
| Geoffrey PARKER | The Poplars<br>Box 727 Mittagong<br>NSW 2575 | (048) 894 240 | Mk 11 1800 |
|-----------------|----------------------------------------------|---------------|------------|

Geoffrey still has the original sales docket !

|            |                                         |                |               |
|------------|-----------------------------------------|----------------|---------------|
| John BOWEN | 20 Granville Street<br>Wilston QLD 4051 | (07) 3352 5694 | 2x Kimberleys |
|------------|-----------------------------------------|----------------|---------------|

One of John's cars is a one owner- it was originally purchased new by John's Grandfather on 26/11/70. John's other car was originally purchased 31/12/70- it had stayed in the same family since new.

|             |                                                                |                |            |
|-------------|----------------------------------------------------------------|----------------|------------|
| John ROONEY | 21 Hocking Street<br>South Port Gardens<br>Gold Coast QLD 4215 | (075) 537 4727 | Mk 11 1800 |
|-------------|----------------------------------------------------------------|----------------|------------|

John's maroon vehicle is one of the best presented cars around. During the day, John can be found at *Kemer Auto Repairs 10 Avalon Parade, Miami QLD* (075) 5728 666. They do panel beating, spray painting, mechanical repairs, rustproofing and insurance repairs.

|                |                                        |               |            |
|----------------|----------------------------------------|---------------|------------|
| Karl KLIBSCHON | 2 Shamrock Court<br>Toowoomba QLD 4350 | (076) 354 019 | Mk 11 1800 |
|----------------|----------------------------------------|---------------|------------|

Karl is lucky enough to have his father in law operate on the car ( Editors note; my father in law would rather operate on me!)

|             |                                     |               |            |
|-------------|-------------------------------------|---------------|------------|
| Ian SANDERS | 32 Ripley Way<br>Duncraig 6023 W.A. | (09) 448 3378 | Mk 11 Kim. |
|-------------|-------------------------------------|---------------|------------|

Due to the second owners shoddy professional reconditioning, the current power plant is the twin carb unit from a Mk 1 Kimberley. It was resprayed 5 years ago to GMH Cameo Yellow, from Leyland Camino Gold. Seat fittings and door trims were re upholstered in a red/ brown/ white cloth 2 years ago. Definately not for sale !

|             |                                |              |            |
|-------------|--------------------------------|--------------|------------|
| Terry PARER | PO Box 5<br>St George QLD 4487 | (076 25 3371 | Mk 11 1800 |
|-------------|--------------------------------|--------------|------------|

Terry is a Pharmaceutical Chemist. His work nunber is (076) 25 3047

AND WELCOME BACK TO;

|                 |                                                        |               |           |
|-----------------|--------------------------------------------------------|---------------|-----------|
| Stuart RATCLIFF | 212 Castle Hill Road<br>West Pennant Hills<br>NSW 2125 | (02) 899 1690 | Rally car |
|-----------------|--------------------------------------------------------|---------------|-----------|

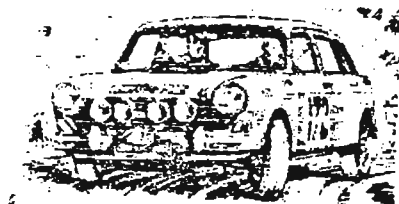
During business hours, Stuart can be found at the MG Centre of Sydney.

|             |                                                |               |                                      |
|-------------|------------------------------------------------|---------------|--------------------------------------|
| Jim BURFOOT | School House Road<br>Woori Yallock<br>Vic 3139 | (059) 647 356 | Monis Gernad<br>SWB Gipsy<br>LWB " " |
|-------------|------------------------------------------------|---------------|--------------------------------------|

Jim is the Proprietor of Vermont Hire, and is very handy to know !

We now have **103** members !

Oh Lord, Help me to change the things I can change,  
To have patience with the things I cannot change,  
And the wisdom to know the difference.





# THE PREZ SEZ...

The spare parts sourced from the U.K. are nearly all sold. All that remains are 2 c.v. joints, and a set of mud flaps. We have ordered more ball joints and windscreen rubbers, together with Wolseley over riders and some adaptors to enable the O.H.C. 6 s to run an oil cooler. This stuff will hopefully have arrived by the time this is being read. [ See spare a thought ]

I would point out that this is a service for **club members only**, and that we are selling parts at the club cost. So we cannot [I cannot] afford to subsidise freight costs, postage etc. At this point of time, the club [ me ] are out of pocket.

I would encourage anybody who owes postage to **pay up !**

All enquires to myself regarding spares should be between the hours of 7pm to 9 pm weekdays or during the day on weekends. At the moment, I receive calls at all hours of the day and night. If this continues we shall have to abandon the scheme.

P A T R I C K

## FROM THE BACKSEAT

**PRESIDENT/ TREASURER/ LIBRARIAN  
KEEPER OF THE SPARES.**

Pat Farrell                      03 9762 4457  
4 Wayne Avenue, Boronia Vic 3155

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Remembrance Drive, Tahmor NSW 2573

**PUBLIC OFFICER**

VACANT

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# EDITORIAL

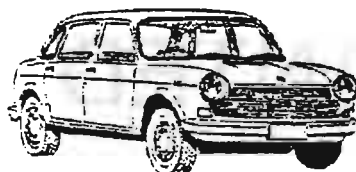
Many thanks to Mike and Glenda Gilmour for donating to the Club a some sort of computer graphics program to improve the presentation of the newsletter. Also thanks to Adam ( son) who seems to have some idea on how to operate it. Special thanks to the late Naomi ( daughter) for *wiping out* the clubs mailing list. Heaven has a special place for teenagers murdered by their parents ! (Mrs Editor would like to know why there was no back up on a hard disc.)

**Ken Patience** ( the poly utherane King) has very generously been testing the efficiency of Melbourne's ambulances, hospitals, doctors, and nurses . This current program of community good works does not allow Ken to devote any time to his committee job of Public Officer. Therefore would those interested in applying for the job please contact me. ( A full job description is available from Ken) Ken also wishes to advise that the test on the editors car of the poly utherane engine mounts has been declared a complete success. Those wishing to partake of these very cheap engine mountings **must provide Ken with their old engine mounts first** We wish you a speedy recovery, Ken!

The Gold Seal gearboxes purchased by a surprising number of our Club members from English Spare Parts are currently rumoured to be English 1800 Mk 111 'boxes. This means they will have the 3.8 diff, not the 3.7. However, this is still a vast improvement over our standard 4.1. More troublesome is that they will no doubt be set up for the **rod gearchange**. Apparently, the middle selector rod will need changing. Technical articles welcome

The Gold Coast has Colin Johnson and Peter Jones to organise social outings. Sydney has Mike and Glenda Gilmour. Melbourne has **nobody** ! To occasionally meet, to put a face on the end of the phone would be very useful. Therefore , do we have a **volunteer** to take on this necessary task ?

This issue is a special bumper edition of spare parts. It was not planned- it just happened !



# SPARE A THOUGHT

By Pat Farrell 4 Wayne Avenue Boronia 3155 Vic 03 9762 4457

After 2 months in this job, I have developed a great deal of sympathy for the dealers ! You see, prices vary according to currency fluctuations, English or New Zealand Value Added Tax, whether we get lumbered customs, whether the articles are new- old stock or remanufactured etc etc.

|                                                                             |              |
|-----------------------------------------------------------------------------|--------------|
| Left and right hand weathershields- 1800 and X6                             | \$50 each    |
| Wolseley 18/85 over riders- like the standard 1800 ones with a rubber front | \$30 each    |
| X 6 oil cooler adaptors                                                     | \$30         |
| Ball joints                                                                 | \$30 each    |
| Front windscreen rubbers with filler strips-1800 & X6 are the same          | \$55         |
| Constant velocity joints                                                    | \$60         |
| Mud flaps                                                                   | \$30 per set |
| 1800 adaptors Z23 to Z9                                                     | \$ 8         |

## AND NOW FOR THE STICKERS

|                                                                                                                             |      |
|-----------------------------------------------------------------------------------------------------------------------------|------|
| Hot run, electronically tuned Ok BMC                                                                                        | \$ 3 |
| The car of the century floats on Fluid - internal                                                                           | \$30 |
| We're travelling 1st class - internal                                                                                       | \$30 |
| Metric speedo converters [stick on labels- for the 1800 it will mount externally, for X 6 s, the speedo needs to come out ] | \$15 |

For a small minority, **PAUL NICHOLS 03 9752 1489** has discovered somebody who can make *limited slip diffs* for our cars. \$250

Last, but not least- *new* automatic transmissions are available for the 1800/ 2200 cars from Ray House of Scotland Contact Ray House or Jenny Minor on Scotland 01702 205251 GNP350

## WANTED

John Tourish of **Sydney** is desperate for a ute. 047 290042 Willing to travel interstate .

30 October 1995

051 277041

015 842904

Dear Daryl,

Sorry this advert. is past the official deadline for inclusion in the 'Landcrab' but being the nice guy that you are, I knew that you wouldn't mind!!

I've got a heap of bits to get rid of and preferably would like to sell everything as a single job lot, therefore the price is, I think, quite reasonable(?)

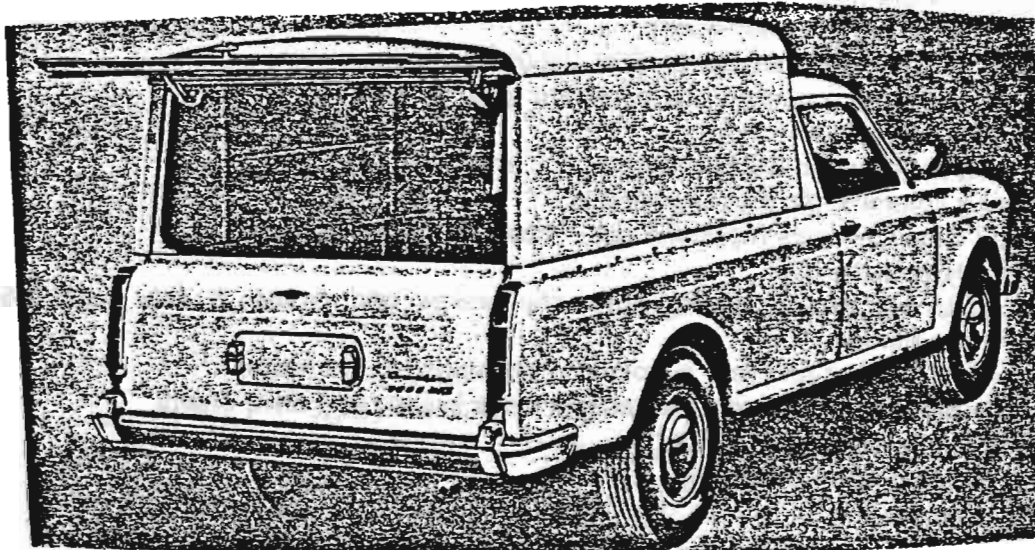
I sold my beautiful Mk 2 Sedan to a gentleman (David Wynn) who I am very pleased to see has recently joined the club. My work location (Power Stations and Brown Coal Mines) was subjecting the car to much deterioration in spite of much TLC. David is a true devotee who will I'm sure, look after the car better than I was able to.

I had hoped that I would be able to buy a good condition Ute on which to lavish all my attention and all my accumulated parts, alas there do not appear to be many of them around for sale that are anything other than rust buckets or are full of bog, so I am forced albeit reluctantly to 'rationalise my involvement' in 1800s.

I have some fairly heavy commitments in the next year, the least of which is maybe a trip back home to the 'birthplace of the Landcrab'. I also have been suffering from some severe space limitations and if I can help some fellow 'crabbers' to establish an instant spares inventory, I will be very happy.

All the bits are in good condition having been made up from all the least worn parts that I have salvaged from a variety of cars/utes accumulated (much to my wife's disgust) over the years.

Regards,  
Bruce Evanson.



## *Austin 1800 bits 'Clear-out' --All must go-- (no steak knives)*

### *New Bits*

'Extractors; long centre branch, never used.  
'Quinton Hazel' Clutch Kit (all you need)  
Clutch Change Gasket set.  
Full Transmission Gasket set.  
2 VRS(valve regrind set) gasket sets(head gasket etc.,)  
2 bottom hoses.  
'large-bore' Genuine BL Water pump.  
8 Ball joints; Quinton Hazel Original Equip.  
4 sets Mk 1 rear lenses (red and amber)  
2 Indicator stalks(with green repeater light)  
1 set rear mudflaps(BL Logo)c/w fitting insts. and hardware.  
1 set of 'Ken Patience' Polyurethane Lower Fulcrum bushes.

### *Good Condition Bits*

Mk 2 Utility motor and transmission, 28,000 genuine miles from new.Disassembled for inspection of bores/bearings etc., All accessories supplied.

Mk 2 Sedan motor and transmission. Motor ran well as an auto (I drove it....) transmission has just been rebuilt, motor and gearbox are disassembled for inspection, all necessary hardware provided for Auto to manual conversion.

Alloy wheels (set of 4) Performance Hotwires c/w security nuts,nuts and caps.(2 good recap tyres,2 racing slicks)

2 Sets (2xRH,2xLH) Automatic drive shafts with flanged differential output shafts and universal joints, good CV's.

Perforated Aluminium/stainless windscreen sunvisor.

Mk 1 Bonnet;no rust.

Mk 1 front doors (right and left) c/w trim etc.,

2 Mk 1 front seats (no blemishes)

Set of 4 13" Mk1 wheels/tyres 2x 70%,2x60% tread.

Mk 1 front and rear bumpers c/w overrides good chrome.

2 Sedan Towbars.

5 Steering racks, good boots and track rod ends.

2 Steering columns c/w steering wheels.

Assorted displacer units (approx 1 doz., mostly large) all good hoses.

20 litres Hydrolastic fluid.

4 sets rear suspension trailing arms c/w brakes and drums, 3 sets have roller brngs, 1 set slipflex.

Mk 1 and Mk 2 front and rear suspension housings(No ute rears)

3 front suspension housings c/w knuckle joints,brakes and drive shafts.

3 radiators and expansion tanks.

9 Mk 1 13" hub cap/wheel trims

6 Ute Hub caps.

3 Email Alternators.  
4 Lucas starter motors.  
2 PBR Master cyls(dual Ckt)  
Mk 1 and Mk 2 heaters c/w fittings (steel case and fibre case)  
2 non-rusty battery trays and fittings.  
Sedan exhaust system and 1/2 doz manifold 'down pipes'  
Wiper motors and racks  
Speedos;Mk 1, 2, auto, manual,ute,sedan.  
Mk1 seat runners to replace those bent and broken Mk2 's that afflict us all.  
Mk1 and Mk 2 Owners' manuals  
Brake and clutch master and slave cylinders and 2x PBR brake boosters.

### **Ute Bits**

2 Ute tow bars.  
2 Ute Petrol Tanks.  
Ute rear bumper and rubber cover in good condition.  
Ute Bench seat for that 'back to original' look.  
Ute back window.  
Sedan/Ute windscreens toughened but all roadworthy.  
2 Ute Tonneau covers c/w hoops.  
Ute Gear Levers and change cables; just right for that Rally car.....

### **Boxed Sets**

Box of assorted Mk 1 front and rear light clusters,lenses etc.,  
Box of assorted Mk 2 front and rear lights etc.,  
Box of assorted sealed beams.  
Box Engine mounts.  
Box S.U. HS6 Carburettors, bits etc.,(At least 4)  
Box Cables(Choke, throttle, speedo, bonnet,handbrake;at least 3 of each)  
Box Wiring looms;ute,sedan Mk 1 and 2.  
Box of trim bits, ignition parts, exhaust clamps/brackets regulators etc.,  
Box of switches,solenoids,points etc.,  
Box of Mk1 and Mk2 'et ceteras' all sizes,all shapes,all flavours,all colours!!!!!!!!!!!!!!

### **Free to good home**

Mk 2 Engine block and Head (has had a hard life)

Mk 1 Auto Motor (no box), was running when removed from car but 'a bit rattly' in the bottom end department.

***Take the lot and you pay \$600, call me if you want anything specific.***

***Remember, the new bits alone are possibly worth more than \$600, bring your trailer, some cash (don,t bring your wifel) and get some 'pre-stripped' delights that only a 1800 owner can appreciate.***

1969 Mk2 Ute ('Flintstones car"; no floor!) Blown Motor, currently languishing in a paddock (and has done so for a while) comes complete with a Mk2 Sedan as spares.

\$80.00 ono.

***Bruce Evanson tel. (051) 277041.***

***015 842904.***  
9.

# DUKES SPARE PARTS

35 Park Road, Cheltenham

## SPECIAL DISCOUNT PARTS



**DONT FORGET  
FIRST COME, FIRST SERVED  
PLACE YOUR ORDER NOW**

**9584-1577  
OR FAX ON  
9584-1834**



Product Price List As At 14/10/95

**RETAIL SPECIAL**  
Price 1 Price 4 Per

| Product Code               | Description                         | Price 1 | Price 4 Per  |
|----------------------------|-------------------------------------|---------|--------------|
| <b>Product Group BSALE</b> |                                     |         |              |
| 11G136                     | PLATE MINI CAMSHAFT SPACER          | 6.060   | 3.030 Each   |
| 11H1103                    | UNIVERSAL BOLT A1800                | 2.500   | 2.020        |
| 11H1149                    | STEERING COUPLING A1800             | 18.180  | 6.060 Each   |
| 11H1189                    | STRUT PIN A1800                     | 36.360  | 18.180 Each  |
| 11H1376                    | BUSH STABILIZER BAR A1800           | 12.740  | 8.030 Each   |
| 12A1215                    | TAPPET SCREW MINI (EXCEPT COOPER S) | 3.540   | 1.010 Each   |
| 12A1433                    | SEAL RUBBER MINI A/F TO CARBY BASE  | 3.910   | 1.770 Each   |
| 12A1435                    | WING NUT MINI AIR CLEANER           | 5.050   | 2.530 Each   |
| 12G1015                    | VALVE SPRING M1300                  | 7.660   | 2.630 Each   |
| 12G107                     | TUBE MINI OIL DIP STICK             | 10.100  | 6.570 Each   |
| 12G1318                    | BRACKET RADIATOR SUPPORT MINI       | 7.810   | 5.050 Each   |
| 12G1322                    | EXHAUST VALVE MINI (EXCEPT COOPER ) | 11.560  | 5.050 Each   |
| 12G2129                    | FAN BLADE ( 11 BLADE )              | 51.150  | 25.250 Each  |
| 12H158                     | PLATE                               | 1.570   | 0.760 Each   |
| 13H1705                    | VALVE ASSEMBLY MINI SUSPENSION BAG  | 7.650   | 3.540        |
| 13H21                      | PUSH ROD                            | 15.100  | 8.080 Each   |
| 13H3755A                   | O RING                              | 0.360   | 0.150 Each   |
| 13H3916                    | NUT M1500 CONROD LOCK EARLY         | 2.530   | 1.260 Each   |
| 13H5872                    | NUT M1500 CONROD LOCK LATE          | 3.540   | 1.620 Each   |
| 17H3481                    | BOOT M1500 TIE ROD END              | 2.020   | 0.510 Each   |
| 1A1559                     | BUSH                                | 22.060  | 11.110 Each  |
| 1A2156                     | CUP WASHER MINI ROCKER COVER        | 0.910   | 0.300 Each   |
| 1A6679                     | BUSH BRONZE                         | 12.120  | 6.060 Each   |
| 1K800                      | VALVE COLLETTES                     | 6.550   | 2.430 Each   |
| 21A1230                    | BUSH MINI/MOKE SHOCK ABSORBER LWR   | 4.060   | 2.020 Each   |
| 21A1265                    | BRAKE DISC COOPER S                 | 151.500 | 101.000 Each |
| 21A1278                    | WHEEL STUD REAR COOPER S            | 4.040   | 3.030 Each   |
| 21A1314                    | BUSH SHOCKABSORBER TOP MINI         | 3.540   | 1.520 Each   |
| 21A1598                    | BUMP STOP FRONT MINI                | 16.160  | 4.040 Each   |
| 21A1879                    | CONTROL ARM MOKE R/H                | 18.240  | 9.600 Each   |
| 21A2064                    | WHEEL STUD MINI COOPER S DISC       | 4.550   | 3.030 Each   |
| 21A233                     | SPACER                              | 3.030   | 1.010 Each   |
| 21H158                     | SWITCH INDICATOR                    | 186.480 | 126.250 Each |
| 21A372                     | HUB SWIVEL L/H MINI                 | 192.550 | 90.900 Each  |
| 21A998                     | FELT BUSH STEERING SHAFT MINI       | 7.070   | 3.030 Each   |
| 21H6210                    | WHEEL NUT CHROME                    | 8.080   | 2.020 Each   |
| 22-1093-3                  | SPECO THROTTLE LINK KIT             | 7.600   | 3.750        |
| 22A132                     | UNIVERSAL BOLTS MINI                | 0.990   | 0.510 Each   |
| 22B66                      | LOCK TAB                            | 1.880   | 0.800 Each   |
| 22G1095                    | 3 RD GEAR MINI (SYNCRO BOX)         | 121.200 | 35.350 Each  |
| 22G115                     | PLUG                                | 0.660   | 0.300        |
| 22G149                     | NEEDLE ROLLER BRGS, G/BOX MINI      | 28.280  | 10.100 Each  |
| 22G158                     | GEAR SHIFT ANTI-RATTLE BUSH MINI    | 12.120  | 6.060 Each   |
| 22G186                     | LOCKING COLLAR G/BOX MINI           | 36.360  | 10.100 Each  |
| 22H1416                    | BUSH A1800 MANUAL SPIGOT            | 22.120  | 9.090 Each   |
| 22H775                     | O RING                              | 1.220   | 0.600 Each   |
| 2557                       | PINION STARTER 1800                 | 56.560  | 10.100 Each  |
| 27H1543                    | SPEEDO CABLE INNER MINI             | 11.380  | 5.050 Each   |
| 27H2470                    | LENS A1800 MK1 RHF INDICATOR        | 18.240  | 10.100 Each  |
| 27H6983                    | WING NUT M1100 AIR CLEANER          | 5.050   | 2.220 Each   |
| 27H7567                    | C V JOINT PAIR COOPER S             | 373.700 | 202.000 Pair |
| 28 33                      | CAM BEARING SET STD 997/998/1098    | 24.040  | 10.100 Each  |
| 28G251                     | SPEEDO DRIVE HOUSING MINI (SYNCRO)  | 25.250  | 5.050 Each   |
| 2A3076                     | DUST COVER                          | 3.030   | 1.010 Each   |
| 2A381                      | RING GEAR AUSTIN A30                | 98.980  | 75.750 Each  |

Product Price List As At 14/10/95

~~RETAIL~~ **SPECIAL**  
Price 1 Price 4 Per

Product Code Description

Product Group BSALE

|             |                                    |         |              |
|-------------|------------------------------------|---------|--------------|
| 2A4337      | SHOCKABSORBER PIN LWR MINI         | 4.040   | 2.020 Each   |
| 2A4361      | SNAP RING FRONT HUB MINI           | 4.040   | 2.020 Each   |
| 2A5176      | BUSH                               | 4.040   | 2.020 Each   |
| 2A660       | LOCKTAB                            | 1.450   | 0.510 Each   |
| 2A7323      | WASHER DRIVESHAFT FLANGE MINI      | 10.100  | 3.030 Each   |
| 2A7325      | BUSH MINI/MOKE TRAILING ARM OUTER  | 12.710  | 4.040 Each   |
| 2A877       | VALVE MINI 850 998 INLET           | 8.590   | 4.550        |
| 2A964       | ROCKER ARM MINI                    | 6.570   | 2.530 Each   |
| 2H4905      | TIMING CHAIN MINI 1275             | 19.270  | 10.100       |
| 2K1345L     | BRASS PLUG VALVE PASSAGE           | 0.540   | 0.250 Each   |
| 2K5622L     | PIN MGB CLUTCH JOINT               | 2.420   | 1.210 Each   |
| 2K7695      | SPRING                             | 3.030   | 1.620 Each   |
| 2K8169      | WELSH PLUG M1100 ENGINE            | 2.090   | 0.800 Each   |
| 30893       | INDICATOR SWITCH MOKE              | 121.200 | 65.650 Each  |
| 35738       | SWITCH INDICATOR BMC 1100          | 266.920 | 101.000 Each |
| 37H3352     | LENS A1800 MK2 LHF CLEAR PARK      | 19.740  | 10.100 Each  |
| 39463       | SWITCH MARINA HEADLIGHT            | 55.530  | 20.200 Each  |
| 4-2969Y-STD | BEARING                            | 10.100  | 6.060        |
| 42H1116     | CIRCLIP CV MINI                    | 2.020   | 0.500 Each   |
| 48G207      | TAPPET SCREW MINI                  | 3.540   | 1.520 Each   |
| 54316731    | LOCK                               | 12.840  | 6.060 Each   |
| 54325591    | REPAIR KIT A1800 INDICATOR SWITCH  | 9.580   | 5.050 Each   |
| 54570125    | LENS MAJOR/LANCER/WOLS 1500 STOP/T | 30.410  | 15.150 Each  |
| 54570227    | LENS                               | 48.970  | 20.200 Each  |
| 54574829    | LENS RIM 1100                      | 30.420  | 5.050 Each   |
| 54578535    | NO PLATE RIM 1100                  | 46.200  | 10.100 Each  |
| 54580144    | LENS REAR MINI CLUBMAN             | 46.300  | 20.200 Each  |
| 54580145    | LENS INDICATOR MINI                | 46.300  | 20.200 Each  |
| 54581192    | LENS MINI VAN REAR INDICATOR       | 18.180  | 9.090 Each   |
| 54581261    | LENS MINI VAN REAR STOP/TAIL       | 25.090  | 12.120 Each  |
| 54582011    | LENS MARINA LHR SIDE               | 20.420  | 10.100 Each  |
| 54582016    | LENS M1100 REAR INDICATOR          | 23.070  | 10.100 Each  |
| 54583805    | LENS MARINA LHR STOP               | 16.160  | 8.080 Each   |
| 54583806    | LENS MARINA RHR STOP               | 36.170  | 18.180 Each  |
| 54592181    | LENS FRONT                         | 38.380  | 16.160 Each  |
| 54960       | LAMP MARINA LHR                    | 136.170 | 80.800 Each  |
| 573266      | LENS MORRIS 1000 INDIC AMBER GLASS | 16.160  | 8.080 Each   |
| 576109      | LENS MORRIS 1000 TAILLAMP GLASS    | 20.200  | 10.100 Each  |
| 576337      | LENS REAR                          | 45.450  | 25.250 Each  |
| 576985      | LAMP PLATE                         | 30.060  | 5.050 Each   |
| 60600100    | LENS MARINA RHF PARK               | 78.780  | 35.350 Each  |
| 60600101    | LENS MARINA LHF PARK               | 79.970  | 35.350 Each  |
| 62570637    | LENS MINI LHR INDICATOR            | 30.300  | 20.200 Each  |
| 62957214    | LAMP ASSY REAR LATE MINI R/H       | 87.390  | 50.500 Each  |
| 6K654       | NUT MINI TAPPET LOCK               | 2.530   | 1.260 Each   |
| 6K881       | LOCK WASHER                        | 5.840   | 0.510 Each   |
| 743176      | WIPER MOTOR FITTING KIT MINI       | 29.130  | 5.050 Each   |
| 7H25        | SPRING MINIMATIC GEARBOX           | 2.530   | 1.260 Each   |
| 7H3481      | TIE ROD END                        | 48.480  | 12.120 Each  |
| 88G276      | WHEEL NUT M1100                    | 5.050   | 2.020 Each   |
| 88G302      | BEARING IDLER GEAR MINI            | 36.360  | 12.120 Each  |
| 88G459      | COLLET ENGINE VALVE MINI 1275      | 0.810   | 0.400 Each   |
| 88G889      | FUEL CAP                           | 12.120  | 5.860        |
| 8G2177STD   | BEARING SET MINI 850 MAIN STD      | 35.350  | 17.170 Each  |
| 8G2332.020  | BEARING SET .020 MAIN 997 998 1098 | 35.350  | 17.170 Each  |

Product Price List As At 14/10/95

RETAIL SPECIAL  
Price 1 Price 4 Per

Product Code Description

| Product Group BSALE |                                     |         |             |
|---------------------|-------------------------------------|---------|-------------|
| 8G2389STD           | BEARING SET MGB 5 BRG MAIN          | 35.350  | 17.170 Each |
| 8G2392              | BEARING SET MINI 1275 CAM           | 36.360  | 17.170      |
| 8G2399STD           | BEARING SET MINI 1275 1098 CONROD   | 35.350  | 17.170 Each |
| 8G2574STD           | BEARING SET MGB CONROD (5 MAIN TYPE | 35.350  | 17.170 Each |
| 8G4221              | KING PIN KIT MGB                    | 154.330 | 85.850 Each |
| 8G4249              | TIE ROD                             | 11.240  | 6.060       |
| 8G549               | RING MINI CAM GEAR TENSIONER        | 3.090   | 2.320 Each  |
| 8G621               | BUSH MGB TOP ARM OUTER F/SUSPENSION | 4.550   | 2.020 Each  |
| 8G726               | DISTRIBUTOR BOOT MINI               | 13.280  | 7.070 Each  |
| ACA9099             | SHAFT                               | 83.140  | 40.400 Each |
| ACA9569             | RUBBER WASHER M1500 REAR SUSPENSION | 0.510   | 0.200 Each  |
| ACH6001             | NUT MINI STEERING WHEEL             | 14.600  | 8.080 Each  |
| AEG341              | PISTON                              | 35.350  | 17.170      |
| AEL 139             | CONDENSER                           | 26.800  | 12.120 Each |
| AMK5535             | MOUNT                               | 13.210  | 7.070 Each  |
| ARH717              | HANDLE PIN MINI QUARTER VENT        | 0.190   | 0.080 Each  |
| AUB6062             | VALVE MINI FUEL PUMP                | 4.570   | 2.630 Each  |
| AUB633              | OUTLET SU FUEL PUMP                 | 2.530   | 1.520       |
| AUB676              | GASKET SU PUMP OUTLET/INLET         | 0.930   | 0.660 Each  |
| AUC2006             | SPRING                              | 1.520   | 0.800       |
| AUD9719             | DIAPHRAGM                           | 13.270  | 8.080 Each  |
| AUE35               | SCREW                               | 0.500   | 0.250       |
| AUE589              | GOVERNOR KIT                        | 120.790 | 75.750 Each |
| AYA2132             | TUBE PIPE TO CARBS MINI             | 12.120  | 3.030 Each  |
| AYA3004             | GASKET SET GEARBOX                  | 12.120  | 5.050 Each  |
| AYA4014             | TIE ROD MINI FRONT SUSPENSION       | 48.480  | 20.200 Each |
| AYA4060             | DISTANCE PIECE MIN FR WHEEL BRG     | 6.380   | 3.030 Each  |
| AYA5075             | FUEL CAP MINI NON LOCKING           | 6.430   | 3.030 Each  |
| AYA7070             | TUBE RADIUS ARM REAR MINI           | 12.120  | 5.050 Each  |
| AYA9248             | PARK BRAKE WARNING LIGHT MINI CLUB  | 8.690   | 5.050 Each  |
| AYB245              | THERMOSTAT HOUSING KIM/TAS          | 13.330  | 6.060 Each  |
| AYB4012             | CAP MINI GREASE CAP                 | 1.280   | 0.610 Each  |
| AYL J31             | BUSH P76 ACCELERATOR LINKAGE        | 1.360   | 0.710       |
| AYD2047             | O RING P76 EXHAUST                  | 0.560   | 0.250       |
| AYD3013             | CARRIER P76                         | 6.590   | 3.500 Each  |
| AYG2020             | BRACKET MINI SYNCH G/BOX EXHAUST    | 6.060   | 2.780       |
| AYG2293             | MOUNTING BLOCK FUEL PUMP            | 11.160  | 6.060 Each  |
| AYG4005             | NUT HUB 1800                        | 15.150  | 6.060 Each  |
| AYG43               | LOCKTAB MINI CONROD                 | 1.440   | 0.500 Each  |
| AYH1033             | SPIGOT BEARING                      | 8.400   | 4.040 Each  |
| AYH411              | OIL THROWER M1500 CRANKSHAFT        | 2.520   | 1.260 Each  |
| AYH4168             | SPACER M1300/1500 WHEEL BRG         | 8.580   | 3.530 Each  |
| AYH4388             | BUMP RUBBER MARINA FRONT SUSPENSION | 10.950  | 5.050 Each  |
| AYH4389             | BUMP RUBBER MARINA FRONT SUSPENSION | 2.670   | 1.410 Each  |
| AYH4815             | TUBE                                | 25.250  | 6.060 Each  |
| AYH7241             | SADDLE RUBBER ROAD SPRING REAR      | 8.080   | 3.030 Each  |
| AYH9490             | WASHER BOTTLE MINI                  | 67.140  | 20.200 Each |
| AYH9837             | HOUSING                             | 6.060   | 3.030 Each  |
| AYH9876             | JET ASSY MINI WINDSCREEN WASHER     | 14.200  | 6.060 Each  |
| AYH996              | THERMOSTAT HOUSING P76 6CYL         | 46.880  | 25.250 Each |
| AYK447              | SPACER MINI RUBBER CONE SHIM        | 0.560   | 0.250 Each  |
| AYL 452             | HANDBRAKE CABLE MINI CLUBMAN        | 8.690   | 5.050 Each  |
| BHA5292             | SWITCH MGB                          | 88.040  | 20.200 Each |
| BTA249              | NUT MINI DRIVE FLANGE               | 22.590  | 11.110 Each |
| BTA272              | SPACER                              | 1.410   | 0.610 Each  |

## Product Price List As At 14/10/95

**RETAIL SPECIAL**  
Price 1 Price 4 Per

Product Code Description

## Product Group BSALE

|            |                                     |         |             |
|------------|-------------------------------------|---------|-------------|
| BTA662     | BEARING G/BOX MINI                  | 16.160  | 5.050 Each  |
| BTB597     | PIVOT PIN A1800 FRONT SUSPENSION    | 12.120  | 3.030 Each  |
| BTB614     | CONE KIM/TAS A1800 DRIVESHAFT       | 57.520  | 30.300 Each |
| BTB615     | NUT KIM/TAS A1800 DRIVESHAFT        | 22.640  | 12.120 Each |
| BTB640     | BUSH A1800 DIFFERENTIAL             | 12.120  | 3.030 Each  |
| CAM4062-S  | LINK MINI AIR PUMP ADJUSTER S/HAND  | 4.850   | 2.020 Each  |
| CCA45      | WASHER MINI STEERING RACK           | 0.800   | 0.350 Each  |
| CNN116     | CIRCLIP                             | 0.250   | 0.150       |
| FAM1718    | FLEX JOINT                          | 161.130 | 85.850 Each |
| GAA101     | FUEL CAP MINI                       | 9.380   | 5.860 Each  |
| GCD101     | DRIVE SHAFT COUPLING MINI/1100 10   | 46.070  | 23.230 Each |
| GEX7082    | BRACKET MINI MUFFLER EXHAUST        | 1.410   | 0.760 Each  |
| GEX7084    | BRACKET MINI TAIL PIPE              | 4.770   | 2.220       |
| GEX7233    | EXHAUST MOUNT                       | 1.900   | 1.010 Each  |
| GEX7332    | CLAMP 45MM                          | 4.040   | 2.480 Each  |
| GEX7453    | MOUNT                               | 10.150  | 5.050 Each  |
| GEX7488    | CLAMP KIT                           | 22.610  | 10.100 Each |
| GEX7506    | CLAMP                               | 2.170   | 1.010 Each  |
| GFE6015    | FUEL CAP                            | 34.020  | 16.160 Each |
| GSA101     | SHOCKER MINI FRONT                  | 50.160  | 25.250 Each |
| GSU205     | FLOAT KIT                           | 28.860  | 15.150 Each |
| GSV1073    | KIT BOOT JOINT CV JOINT             | 45.340  | 20.200 Each |
| GTS103     | THERMOSTAT 74 DEG                   | 26.830  | 14.140 Each |
| GZS1477    | BUSH SHOCKABSORBER TOP MINI         | 5.050   | 2.020 Each  |
| HL103      | CARB KIT SOLEX                      | 4.550   | 2.220       |
| HL144      | CARB KIT SOLEX                      | 4.550   | 2.220       |
| HYA7175    | WINDSCREEN RUBBER MINI CLUBMAN REAR | 85.850  | 35.350 Each |
| HYB3806    | HEADLIGHT SURROUND MINI R/H         | 45.570  | 20.200 Each |
| HYL1803    | PISTON ASSY STD                     | 35.350  | 20.200      |
| HYL2364    | GASKET MINI FUEL CAP                | 1.820   | 0.910       |
| HYL3401    | PINION STEERING RACK KIM/TAS        | 50.500  | 20.200 Each |
| HYL4170M   | DIAPHRAGM KIT FUEL PUMP KIM AUTO    | 22.320  | 11.110 Each |
| HYL4173M   | DIAPHRAGM KIT FUEL PUMP KIM MANUAL  | 16.110  | 7.580 Each  |
| HYL4363    | HEATER TAP MINI                     | 54.020  | 28.280 Each |
| HYL4438    | TEMPERATURE CONTROL CABLE MINI      | 18.230  | 6.060 Each  |
| HYL4491    | STEERING SHAFT MINI CLUBMAN         | 83.210  | 45.450 Each |
| HYL8444    | O RING                              | 1.330   | 0.600 Each  |
| KIT102     | WHEEL BEARING KIT MINI REAR         | 56.050  | 30.300 Each |
| MK347      | BRAKE SEAL KIT                      | 25.250  | 10.100 Each |
| MYH833     | O RING MARINA 6 ROCKER COVER        | 1.090   | 0.560       |
| UPP502/4   | RADIATOR CAP 4LB                    | 7.270   | 3.540 Each  |
| UPP502/9   | RADIATOR CAP                        | 7.270   | 3.540 Each  |
| UPRUJ/1758 | UNIVERSAL JOINT A FREEWAY/M ELITE   | 50.500  | 15.150 Each |
| XN67       | NEEDLE CARBY                        | 7.070   | 3.540       |
| Z54        | GASKET SET                          | 10.240  | 5.560 Each  |
| Z55        | CARBY KIT ZENITH                    | 4.900   | 2.220       |
| ZB20954    | DIAPHRAGM CD                        | 4.790   | 2.630 Each  |

# AUSTIN 1800 SERVICE & SPARES



*The Car of the Century*

Ken Lyle

|     |                                                                                                                                                           |                      |
|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| 1.  | A1800 REAR WHEEL CYLINDER FOR PBR BRAKING SYSTEM                                                                                                          | \$ 35.00             |
| 2.  | VH40 EL BOOSTER KITS (COMPLETE)                                                                                                                           | \$120.00             |
| 3.  | VH40 EL BOOSTER (EXCHANGE - RECONDITIONED)                                                                                                                | \$205.00             |
| 4.  | A1088 CARBON THRUST BEARINGS                                                                                                                              | \$ 47.00             |
| 5.  | BRAKE PADS - BENDIX, PBR, DB1, GIRLING, DB525 (FULL SET)                                                                                                  | \$ 47.00             |
| 6.  | AUTOMATIC UNIVERSAL JOINT (PER UNIT)                                                                                                                      | \$ 30.00             |
| 7.  | DISC BRAKE CALLIPER KITS COMPLETE WITH PISTONS, PBR & GIRLING                                                                                             | \$ 73.00             |
| 8.  | CV JOINTS GENUINE & BRAND NEW<br>INCLUDES BOOT KIT & INSTALLATION INSTRUCTIONS                                                                            | \$145.00             |
| 9.  | FRONT WHEEL BEARING KITS, TIMKEN<br>INCLUDES OUTER SEAL ONLY, INNER SEAL NOT AVAILABLE YET.<br>FITTING INSTRUCTIONS INCL. SPACER PRE-LOAD FULLY EXPLAINED | \$ 86.50             |
| 10. | WINDSCREEN RUBBERS FRONT & REAR PLUS KEY STRIP<br>AUSSIE MADE FOR AUSSIE CONDITIONS WITH INSTRUCTIONS<br>WINDSCREEN FITTING TOOL AVAILABLE                | \$112.35<br>\$ 45.00 |
| 11. | RADIATOR CAPS (NON PRESSURISED TYPE)                                                                                                                      | \$ 20.00             |
| 12. | A92 AIR FILTER                                                                                                                                            | \$ 16.50             |
| 13. | R2058V OIL FILTER                                                                                                                                         | \$ 17.50             |
| 14. | Z23 OIL FILTER                                                                                                                                            | \$ 18.50             |

\*\*\*\*\*ALL PRICES INCLUDE TAX AND DELIVERY BY AUSTRALIA POST\*\*\*\*\*

## ORDER FORM

\*IMPORTANT: BODY NO. OF CAR:.....YEAR:.....MODEL:.....

NAME:.....

ADDRESS:.....SUBURB:.....

STATE:.....P/C:.....Q:( ).....

GOODS REQUIRED:.....

METHOD OF PAYMENT:.....TOTAL: \$.....

**CONDITIONS: PAYMENT TO BE RECEIVED PRIOR TO DELIVERY, ALL CHEQUES TO BE CLEARED.**

**\*\*\*FOR FAST SERVICE SEND POSTAL ORDER / BANK CHEQUE\*\*\***



# 1996

## January

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
|    | 1  | 2  | 3  | 4  | 5  | 6  |
| 7  | 8  | 9  | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | 31 |    |    |    |

## February

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
|    |    |    |    | 1  | 2  | 3  |
| 4  | 5  | 6  | 7  | 8  | 9  | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 |    |    |

## March

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
|    |    |    |    | 1  | 2  |    |
| 3  | 4  | 5  | 6  | 7  | 8  | 9  |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 31 |    |    |    |    |    |    |

## April

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
|    | 1  | 2  | 3  | 4  | 5  | 6  |
| 7  | 8  | 9  | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 |    |    |    |    |

## May

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
|    |    |    | 1  | 2  | 3  | 4  |
| 5  | 6  | 7  | 8  | 9  | 10 | 11 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | 31 |    |

## June

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
|    |    |    |    |    |    | 1  |
| 2  | 3  | 4  | 5  | 6  | 7  | 8  |
| 9  | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 |    |    |    |    |    |    |

## July

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
|    | 1  | 2  | 3  | 4  | 5  | 6  |
| 7  | 8  | 9  | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | 31 |    |    |    |

## August

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
|    |    |    |    |    |    | 1  |
| 2  | 3  | 4  | 5  | 6  | 7  | 8  |
| 9  | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 | 31 |    |    |    |    |    |

## September

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  |
| 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 |    |    |    |    |    |

## October

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
|    |    | 1  | 2  | 3  | 4  | 5  |
| 6  | 7  | 8  | 9  | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | 31 |    |    |

## November

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
|    |    |    |    | 1  | 2  |    |
| 3  | 4  | 5  | 6  | 7  | 8  | 9  |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |

## December

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  |
| 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 |    |    |    |    |

## INSTALLING TWO SPEED WINDSCREEN WIPERS IN AN AUSTIN 1800 (MK II).

By Keith G. Douglas

Two speed windscreen wipers can be installed into an Austin 1800 (MK II) in such a way that it resembles original equipment by incorporating parts from an Austin Kimberley.

A description of the components needed to incorporate two speed windscreen wipers is:

|              | 1800 (MK II) | Kimberley |
|--------------|--------------|-----------|
| Wiper switch | *            | *         |
| Wiring       | *            | *         |
| Wiper motors | *            | *         |

### (a) Wiper Switch 1800 :

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

### (b) Wiper Switch Kimberley :

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 lights, windscreen wipers and windscreen washers.

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

### (c) The new wiper 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 wiper switch mechanism and put back on the 1800 switch rocker. This switch assembly is then inserted into the 1800 switch casing.

The 4 terminals on the back of this switch are smaller than the terminals on the 1800 switch so connectors of the appropriate size (which are in the Kimberley wiring loom) will be needed.

### (d) Wiring :

The wiring set for the 1800 wiper circuit comprises of:

- (i) three wires, green with black tracer, green with yellow tracer, and green running from the wiper motor to the multipoint connector.
- (ii) two wires, green with black tracer and green with yellow tracer running from the wiper switch to the multi point connector.



(iii) one wire , green, running from fuse A4 to the multipoint connector and

(iv) one wire, black, running from the wiper switch to earth.

The wiring set for the Kimberley comprises of :

(i) four wires , red with green tracer, blue with green tracer, black with green tracer and green running from the wiper motor to the multipoint connector.

(ii) three wires, red with green tracer, blue with green tracer and black with green tracer running from the wiper switch to a connector at the rear of the instrument panel and then onto the multipoint connector.

(iii) one wire, green, running from fuse A4 to the multipoint connector and

(iv) one wire,black running from the wiper switch to earth.

**(e) Wiper motors :**

The wiper motors for the 1800 and the Kimberley are similar except for :

(i) the Kimberley wiper motor is two speed which requires 4 wires as compared to the 1800 wiper motor which is one speed and requires only three wires and

(ii) the angle of sweep across the windscreen with the final gear in the 1800 wiper motor being                      and the final gear in the Kimberley being

The new wiper is now made up by using the complete Kimberley wiper motor from which the final gear has been removed and replaced with the 1800 final gear.

**(f) Wiring diagram :**

The wiring diagram as attached as Appendix 1.

**(g) Installation :**

(i) Switch - the new switch is inserted into the dash board as a replacement for the original 1800 wiper switch.

(ii) Wiper motor - the new wiper motor is installed in the engine bay as a replacement for the original 1800 wiper motor.

(iii) Wiring - remove the complete set of wires which make up the 1800 wiring circuit and replace them with the complete set of wires from the Kimberley wiper wiring circuit which includes one additional wire fitting through the lower right hand slot of the right hand side multipoint connector (Point E 4).

(iv) Wiring connections - attach the wires to the wiper motor, wiper switch and multipoint connectors as set out in the wiring diagram which is :

Wiper motor to multipoint connector (engine bay side )

#attach the red/green wire to terminal 1 on the wiper motor and to the new point E4 on the multi point connector.

#attach the light green/dark green wire to terminal 2 on the wiper motor and to point D2 on the multipoint connector.

#attach the blue/green wire to terminal 3 on the wiper motor and to point D1 on the multipoint connector.

#attach the black/green wire to terminal 4 on the wiper motor and to point D4 on the multipoint connector.

Wiper switch to multipoint connector (car interior side )

#attach the red/green wire to terminal 4 on the wiper switch and to the new point E4 on the multipoint connector.

#attach the blue/green wire to terminal 3 on the wiper switch and to point D1 on the multipoint connector.

#attach the black/green wire to terminal 1 on the wiper switch and to point D4 on the multipoint connector.

Supply

#attach the light green/dark green wire to the connector on the back of fuse A4 and to point D2on the multipoint connctor.

Earth

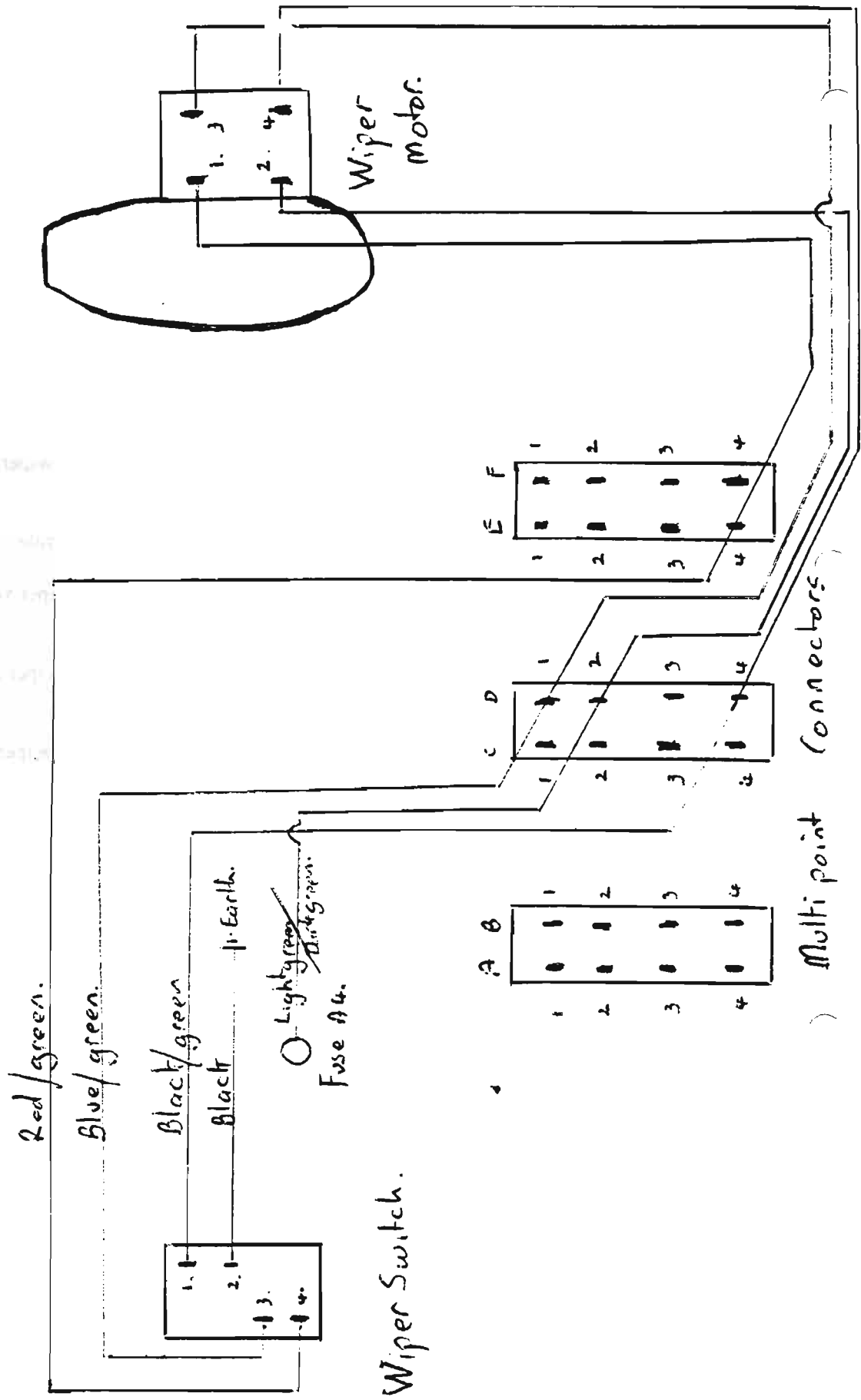
#attach the black wire to terminal 2 on the wiper switch and to an earth point on the car body or connect into the earth wire circuit.

**(h) Testing :**

Turn on the ignition and switch the wiper switch to its first position. The wipers should operate at a slow speed. Turn the wiper switch to its second position and the wipers should operate at a fast speed.

# Appendix 6.

## Austin 1800 - Wiring Diagram For Two Speed Wiper Motor.





## KIMBERLEY AT WAGGA

Dear Daryl and Janice,

Thought I should let you know about the All British Day at Wagga Wagga held on Sunday 1st October organised by the MG Car Club of Wagga Wagga.

As the feature for the event was Austin Cars. I entered my MkII Kimberley which I have just finished restoring after many weeks of work.

We drove down to Wagga on Saturday and had a good trip. The car performed very well, there were constant police patrols and we were stopped and breathalised at Tomerong. So traffic was moving quite well at the 110 kph limit.

We met with the MG Car Club officials at the Information Centre at 2:30 pm and were escorted on a tour of Wagga showing the highlights of the city. Afternoon tea was served out of town at a property that had the setup of a roadside restaurant and this enabled us all to have a relaxing break and meet one another.

Saturday evening was set aside for a noggin and natter at the local Art Gallery of Graham Smith who was a foundation member of the club. This was a good night, Ken came dressed in British style, bowler hat, union jack tee-shirt, shoes and socks also with the union jack in full colour...quite a character.

Sunday was the day, it rained overnight so it was up early to wash the car and proceed to the sports centre for the display, the day was perfect, rather warm. The main venue was great as it is the basketball court and under cover with good lighting.

There was a fairly good turn out with about 60 cars of various marques from Rolls Royce to Morris Mini, many MG's, Healeys, 2 fine pre-war Morris' and very smart LOTUS ELAN.

Our Kimberley created great interest. Also the Landcrab Club. We were successful in winning 2 awards, one for Best Austin Vehicle and one for the furthest distance travelled without being trailed.

I think there will be enquiries to the club from some local owners of the Austin 1800's and possibly others with the view of restoring an Austin Landcrabs in their future. I hope so.

It was a pity more Landcrab Club members could not have attended as we surely taken out the club prize.

John Allen the secretary and the club officials made us very welcome and treated us with great hospitality. We had a most enjoyable time highlighted by success in winning our first award. I feel all the effort in preparing the car and the restoration were at last recognised.

Pat Farrell wrote to me last week requesting what I had done to my MkI and I have sent off details to him which I hope will be of assistance.

Best Wishes  
Graham & Judy

# FOR SALE

1969 1800 Mk 11 auto 27,000 miles one owner **like new** white/ black Tom Lillywhite  
(03) 9878 0937 (in Blackburn, a suburb of Melbourne) \$3,500

1969 1800 Mk 11 auto unreg. one owner 12 years good tyres some rust in doors  
green/green **George Fenwick** (03) 9391 4168 Newport( Melbourne suburb) \$200

1971 Kimberley **28,000 miles** Deceased estate Darren McKay (057) 96 2073 Seymour  
(Country Victoria)

Tony (03) 3388 238 of Tullamarine( Melbourne suburb) has 2 deceased estate vehicles

for sale; Mk 11 1800 Man '69 Gold/ white \$1,500 and a Mk 1 Kimberley off white  
heaps of spares

1 Mk 1/ Mk 11 Austin Tasman/ Kimberley parts catalogue like new **and** 1 Tasman/ Kimberley  
workshop manual -- lot for **\$30** former member John Webster (06) 295 9060  
(Canberra-a suburb of Sydney )

Mk 1 1800 Auto Green/Green V.G.C. 40,000 miles \$2900 Haley McGrath B/H (03) 4573065  
A/H (03) 4311373, Eltham

Austin 1800 Mk 11 spots of door rust RWC CC AUTO 61,000 Miles Mrs Fitts

**03 9877 5937 \$1200** Murrumbena( Melbourne)

Mk 11 1800 Man tired engine GC Chris **03 9578 4064** Ormond East ( Melbourne)

Mk 11 1800 Auto Green/Green 2 owners \$400 no reg. Des **03 794 5111**(Melbourne)

Mk 11 1800 Man. One owner since 1969 Rusty doors Mr Green 03 850 1569(  
Templestowe) **Offers**

Mk 1 1/2 1800( October 67) British racing green, last owner for past 12 years „solid but  
rough( the car not the owner) plus spares car club member Russell Greenwood **03  
543 3930**

Mk 1 1800 **23,000 miles new clutch** as new Lindsay Dunn 03 9435 5703 \$3500 Plenty  
Vic

Austin 1100 2 door delux no engine resprayed UK import **\$300** Daryl Stephens  
03 9873 3038

Mk 1 68 automatic **in pieces** Maroon/ white rebuilt engine 10,000 miles ago. Auto stripped  
and totally rebuilt. Chrome wheels George Murrell Flemington[ Melbourne] 03 9376  
9480 \$200

**Merry Christmas to all !**