

# LANDCRAB

Number 66

February and March 1996

RELAX... THE ONLY TIME AN  
AUSSIE WALKS IS WHEN HIS  
CAR RUNS OUT OF PETROL...!





## INTRODUCING...

Stephen Knox      2 Northam Rd      [03] 9 720 2472      Mk 1 1800 Auto  
Wantirna Vic 3152

Stephen spent the past 12 months or so restoring a Mk 11 1800 manual for his daughter. However, she was not able to obtain a manual licence. Stephen then purchased a Mk 1 auto in pieces to convert the mk 11 to automatic. Since the Mk 1 is in brilliant condition, it has been assembled and the Mk 11 sold!

John Kendrick      Unit 1/ 62 Glastonbury Dve      [052] 413616      Mk 11 1800  
Highton Vic 3216

John has recently migrated from the U.K. Curiously, he has owned virtually every BMC/ British Leyland/ Rover product except an 1800. Nothing like leaving the best until last!

## IN YA BOOT !

The 1800 problem of the boot lid not opening far enough has been solved ! Tasman or Kimberley boot lid hinges bolt straight in and allow the lid to open an extra 300 mm or so.

If one is extremely lucky, one will find a set of hinges the same colour. If not, a can of pressure pack paint is easier to apply before the hinges go in !

## FROM THE BACKSEAT

### **PRESIDENT/ TREASURER/ LIBRARIAN KEEPER OF THE SPARES.**

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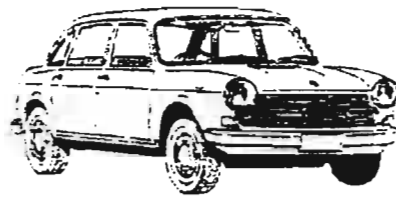
Vacant- applications sought  
about 2 hours per year !

### **EDITOR/ SECRETARY**

Daryl Stephens      03 9873 3038  
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Submission deadline is the 25 th of the **even** month. Posting date is the 25 th of the **odd** month.



# EDITORIAL

As I sit before the computer in December last year, I am sorry that 1995 has finished.

On the work scene, it was an interesting year. I have my own domestic window cleaning business, and there were a few dramas during the year.

Firstly, with my work boots off, I tripped over a baby grovelling on the floor, skidded across a parquet floor and cleaned up a woman in the kitchen sink. We fell in a heap on the floor. Just as nubby walked in the back door!

Then there was the flat incident. A geriatric had me bailed up and was relating her life story. Fortunately her taxi arrived, and the driver courteously open the rear door. She politely asked if she could sit in the front, as she was no good in the back any more. As he opened the front door, the taxi driver quietly said to me "I bet she's no good in the back seat any more!"

Then there was the white samoyed dog incident. At least the thing was white when I started cleaning out the gutters. The thing kept barking at me, so I started taking pot shots at it. To make a long story short, the dog finished up black, and I finished up unpaid!

Then there was my mid-life crises! In October each year, Melbourne hosts a round the bay in a day bike ride, 210 k's pedalling and 20 or so on the ferry. It starts and finishes at Melbourne's famous West Gate bridge. {Sydney has a smaller, ugly bridge but is only for decoration, as the tunnel underneath it carries all the traffic. Melbourne will not of course have any tunnels until the flooding of them can be stopped}

Whilst training for it, ignoring the time at about 5 am when I hit a patch of ice in the dark on a wooden bridge. I crossed a road illegally while the booms were down. A voice from the pole position police car, which I had not seen, requested my presence beside his vehicle. Fearing a \$100 fine, I am ashamed to say I um waved to the policeman and bolted down the bike track as fast as wheels would take me!

A week later, I went through an amber light- no chance of stopping- and that cost \$165. Nearly, a fine for abusive language, too!

Then there was the computer incident. The apprentice humans - Adam and Naomi-arrived home from school and announced they needed a \$3,000 computer, or they could forget school for the rest of the year.

Said computer was duly and begrudgingly purchased. A couple of months later, *she who must be obeyed* was perusing our finances or lack thereof, and innocently asked how we paid for it. **Gulp!** You see, I had \$3,000 syphoned off to respray the 1800! Later that month normal domestic arrangements were resumed.



We have just put a rear window venetian blind **O'Briens Shades 08 293 1477 \$89-30** including freight from Adelaide in the 1800. The white shade goes well with the light blue paint. Earlier this year the 1800 appeared to be over heating. No drama- straight into an instrument repairs. With a lighter wallet I was told the gauge was accurate. Therefore the engine was getting hot. Next step was a radiator repairer. He said the only place to start was to stick an industrial thermometer in the radiator. This proved the gauge was lying. Apparently if the temperature and fuel gauges are 'out', the voltage stabiliser is usually faulty. Otherwise it will be sender unit in the block.

Then we completed the full cycle with the washing machine. We started married strife- I mean life- with the typical Ozzy machine, which lasted 5 years. Then came an over priced import which cost 2 1/2 times the Westinghouse price, and lasted 3 times as long. Now we have just purchased a reconditioned machine with a 2 year guarantee. Time will tell.

Currently we are preparing for our January holiday which is why this newsletter was prepared last December. For Sales are absent because I reasoned all would be gone by posting date- 25/1/96.

We are booked in at The Entrance- just south of Newcastle- about 1300 k's north of Melbourne. The burning questions- can the 1800 with nearly 200,000 miles on the clock still drag 1000 kg of layco for 15 hours while we endeavour to go straight through? Can the 1800, according to his family is past his best by date still do a 15 hour day?

Mrs Editors note: What a load of rubbish- we are going in the Rover for a change and taking 2 days to arrive. I am sick of driving all night!

This domestic is interrupted to thank **Paul Nicholls 03 9 752 1489** for offering to organise social events in Melbourne. Input to Paul is very welcome.

## SPARE A THOUGHT

By Pat Farrell

We have an arrangement with the Bank, they don't sell spares. We in turn do not give credit.

Not much has been added from last newsletter. However, there is a chance of bringing in some 1600 twin carb sets from New Zealand at less than half the cost of the last lot. Also some 3.7 diffs may also be possible. Those who are interested should ring. If enough are interested, we will do it.

Also we are starting to build a collection of poly utherane products.

## THE IDES OF INDONESIA

An occasional article from your travelling correspondent OR

### I travelled in a Nissan Cedric Taxi and Lived

The motor vehicle scene here in Jakarta is quite interesting. Basically there are no old cars in Jakarta. Everything appears to be no older than 5 years which corresponds with Indonesia's (197 million people) rapid industrialisation and Jakarta's (12 million people) rapid growth. Taxis are battered Ford Lasers, some Nissan 130Y's and Nissan Cedrics. The Silver Bird Cedrics are large comfortable vehicles, darlings, but we Australians, mostly, have problems with whistling up a Cedric.

The buses are old, battered and dirty but that's because they are all 1950's models with some double deckers and some Air Conditioned coaches. Buses have three drivers, one behind the wheel and one at each door to pack the people in and hang out the doors in the traffic giving hand signals to everyone.

Between my hotel (Hilton, 1000 rooms on 10 acres, 4 swimming pools, 9 tennis courts, 10 restaurants - real tough!!) and work along the main drag it's 30 to 40 minutes at 8am and 40 minutes to 3 hours at 6pm along a 10 lane road.

Now you probably think that 10 lanes are OK but they make it 14 lanes with all drivers changing lanes at all times. There's very few accidents because everyone is going so slow, but with a few blasts of the horn, optional indicator use and no regard for the buses and motor bikes, you just pull out in front of anything. We travel in Toyota Kijang's which is a 2 wheel drive 4 wheel drive looking vehicle that seats 6 plus the driver, more or less.

No Australian in their right mind would drive here. The Police line the roads morning and evening just waving the traffic on but it doesn't help. If Australians took up the challenge, there wouldn't be enough hospital beds in Indonesia, let alone in Jakarta. Some of our people have been travelling around (not driving) on survey work and report it as being the same 40kmh everywhere. Drivers pull out to overtake with no regard for oncoming traffic.

All vehicles have mandatory ping engine sounds because of poor quality petrol, vehicles left in gear all the time because everyone's too tired to change gear or because they are all built like that. Two out of three of our drivers don't speak English and only a few of us speak Indonesian. We don't take other side roads to and from work because we may never arrive.

Very few taxi drivers speak English because this is definitely not a tourist destination, but all know the Hilton - well that's what they say, and then you get to call in at most of the large Hotels on the way back to the Hilton (no! not this one - THE HILTON - Oh The Hilton!) I'm working in a consortium of Australians, Japanese and Indonesians, all language is in English which is OK for me and working with the Indonesians is interesting and with Japanese involvement it's fascinating.

Having said all of this, I saw a black HQ the other day and someone said they saw an Austin A55 Cambridge, so this is obviously a more-discerning country than I thought.

Most of the working type vehicles are made here and all the motor bikes but the cars are mostly imported. There are more Mercedes, BMW and Peugeot cars here at the Hilton than in the whole of Australia - the most prestigious being black Volvo's, mostly 740's. All the Japanese vehicles have funny names like Leaping Gazelle and Nissan. There are lots of new Toyota Crowns and they haven't changed much.

Everyone works long hours here but there are lots of TV's, loud music, plenty of food and clothing, but don't drink the tap water - we used bottled water even for teeth cleaning and putting in scotch, lots of cars buses and motor bikes, pollution, smells but the people are friendly and I feel quite safe walking in most areas (just like Sydney).

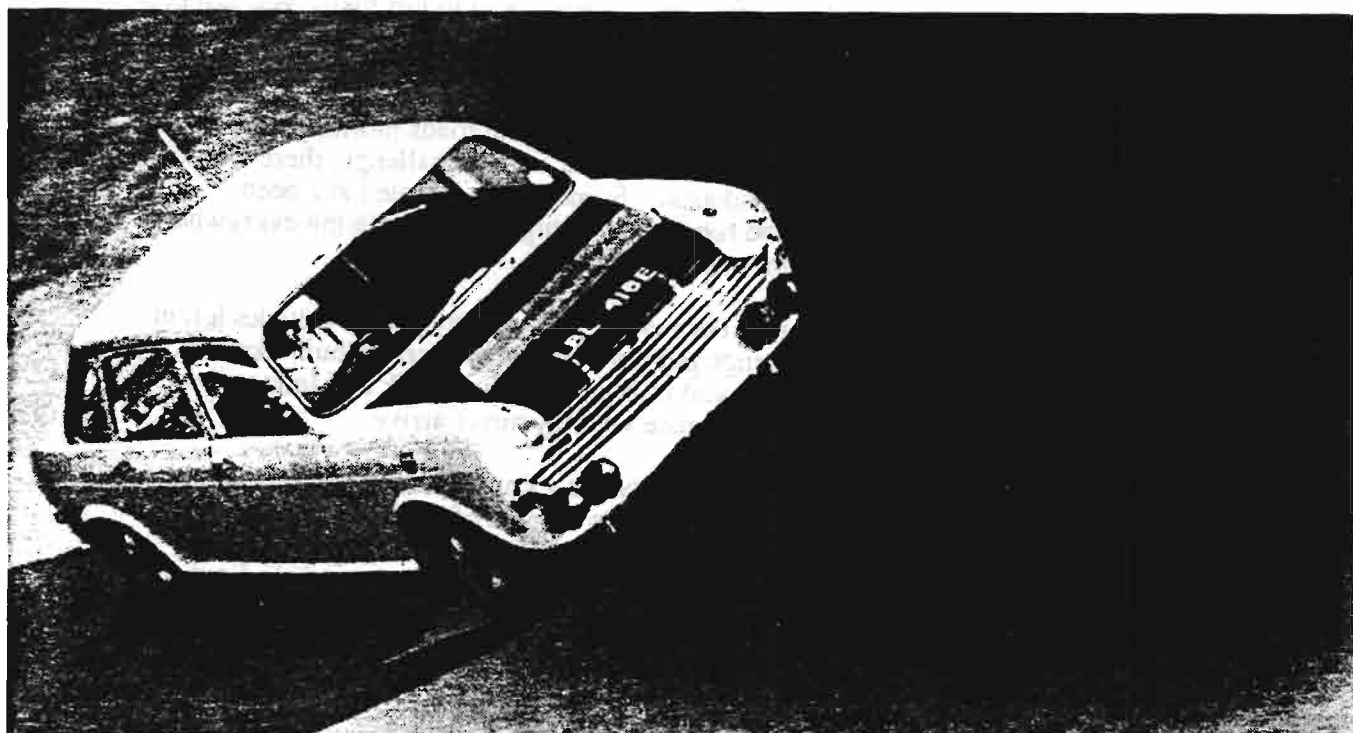
There are two interesting issues up here:

- 1 Balum? Indonesian for 'She'll be right mate' or no worries, sometime in the future or tomorrow or sometime.
- 2 AIM (Another Indonesian Mystery) Lots of talk, lots of feed back, lots of understanding, complete appreciation of the issues BUT somehow it just doesn't seem to happen.

What! missed your plane, missed your taxi, missed your hotel, missed your meeting?  
Oh well, BALUM!!

Allan Hogg

# BMC 1800 laps up seven International Endurance Records at Monza.



## What's a family car doing breaking records?

We let one of our big-family 1800's have its head on the high-speed Monza circuit.

Day after day, night after night, for over 15,000 miles, it hurtled round the track—only stopping for refuelling. We wore out six drivers, but not the car. At the end of the week the 1800 was running as sweetly as ever.

We won seven international 'Class E' awards.

But, more important than records, the 1800's performance at Monza proves yet again the astonishing reliability of BMC cars.

Reliability that has won BMC more international championship rallies than the rest of the world's motor industry put together.

If you're looking for a family car—remember Monza.

Austin · Austin-Healey · MG

Morris · Riley · Vanden Plas  
Wolseley.

### RECORDS

4 days at 93.90 mph; 9012.53 miles  
5 days at 93.42 mph; 11210.26 miles  
6 days at 93.24 mph; 13426.95 miles  
7 days at 92.80 mph; 15589.76 miles

15,000 miles at 92.64 mph  
20,000 Kilometres at 93.38 mph  
25,000 Kilometres at 92.78 mph

*Subject to official confirmation*



**15589 · 76 MILES at an average of 92 · 80 M.P.H.**



# SEVEN LONG DAYS

Story behind the BMC  
Record Breaking Run at Monza



Above left: Frantic work by BMC mechanics during a pit stop. Above right: Peter Browning (team manager, left) briefs Clive Baker before changing drivers. Below: The full team of drivers



SEVERAL days after Monza had echoed to the excitement of the Italian Grand Prix, a small band of men from the competitions department of the British Motor Corporation arrived to make a record attempt with a specially prepared Morris 1800. According to competitions Manager, Peter Browning, the idea was kicked around at the last annual meeting of the department, with a view to getting the 1800 in front of the public's eyes, since it was still being overshadowed by the performances of the more nimble Minis.

Shortly before the record attempt at Monza, Tony Fall almost upset the cooking pot by confounding the critics in winning outright the Rallye of the Dunube. No sooner had the publicity boys heralded this fine effort than Paddy Hopkirk worked the oracle again on the Alpine, so the record run became something of a booster. As always, experienced hands from Castrol and Dunlop took a great interest in this marathon around Monza. Browning was aware of the need to deal with boredom. He had fitted the Morris with a two-way Pye radio, so that drivers could talk back to base, whether on mechanical problems or just for a chat. The engine was based on the MGB's, with twin carburetors, an extra fuel capacity of 32 gallons which could be filled by gravity in 10 seconds to the brim. All tools and spares had to be carried on board. This saw the rear seat and doors loaded down with leather pouches carrying every available spanner and tool needed in case a driver was stranded on the back leg of the circuit with a breakdown. Browning was quick to emphasise that, should a driver be ignorant of the mechanical workings of the car, he had to push the thing back to the pits un-aided.

The team included many well-known long distance runners and rally pilots. Rauno Aaltonen headed the list for technical skill, while Tony Fall was worth his weight in gold for his good humour. Belgian long distance driver Julian Vernaes is noted for his consistency, while West countryman Clive Baker is another long-distance man and practical joker. The last two were the quiet, dependable couple who never said a word on any stint, Alec Poole and Roger Enever.

Browning set out to keep the car going for seven days and seven nights. This would claim all records for cars up to two litres, the four, five, six and seven day records, the 15,000 mile, 20,000 kilometres and 25,000 kilometres. It cost only £5 for each record to get the FIA officials to come along and adjudicate these attempts.

One of the most important aspects was the rate of tyre wear. Obviously the team wanted decent

weather, which they didn't get for the first couple of days. Jack Leonard of Dunlop, during practice runs, had worked out to more-or-less a foot each way, just where he wanted the car to be placed on the two banked parts of the circuit to get even and minimum wear at the same time. This was particularly important, since several drivers had been steering the car along a predetermined line, thus scuffing off a lot more rubber than need be. A "hands off" line was found just astride the yellow line which is about half way up the banking.

Each driver was given a stint of roughly three hours to do, and it was a great tribute to them that the first four days were covered at an average speed of 93.90 m.p.h. . . . 3 m.p.h. faster than reckoned by Browning. For the 5th and 6th days the average speed remained very consistent. In fact for the distance of 20,000 kilometres, they averaged 93.38 m.p.h. If anything, some of the night stints were performed a little faster than by day, if only to stop the drivers from falling asleep.

In the dry, front tyres were changed at every other stop, while the engine burnt two and sometimes three pints of oil each stint. Rather surprisingly, the FIA does not insist on a starter on the car. The car, in most cases, was turned over on the starter, but in many instances the Morris was pushed away from pit-stops. The method of time keeping and lap scoring was very important. BMC on this occasion employed their own timekeepers, who had the plot of average speeds and lap times worked out on a IBM computer before leaving England. This proved to be extremely valuable when bad weather hampered the run, or the car was held up after a long stop. It meant the timekeeper could tell Browning at a glance the precise lap speed a driver would need to maintain to make up for lost time, and how many laps it would take him to perform it before signalling him to slow down to the working speed again, thus saving the car whenever possible. No driver would be told to perform this change of speed on his particular stint, this being left to a new driver who would be more in the frame of mind to make the change.

Apart from Roger Enever, who hardly said a word on any of his stints unless forced to do so, all drivers reported back to Browning over the shortwave radio all gauge readings, and any unfamiliar sounds that might occur to them. After seven days and seven nights BMC proved what they set out to show with the Morris 1800. It kept going with hardly a falter, to break all the target records for cars between 1,500 and 2 litres.

Max le Grand ■



# British Leyland Motor Corporation

The new company over which Stokes had won control was large and complex, with many products, factories and markets. The products ranged from refrigerators through trucks and cars to earthmoving and dredging equipment. There were 77 major UK factories and 66 overseas plants, with exports going to some 180 countries.

The company had the capacity to produce profits, as demonstrated by the combined companies' pre-tax profits of £57.4 million in 1965. In 1968, its first year of operation, BLMC sold a total of 1,050,000 vehicles and had a turnover of £907 million and assets valued at £318.8 million.

## Leyland Before the Merger

Leyland, however, had done little more to integrate its constituent parts than had BMH. It had risen during the post-war period of steady growth in the CV market to become one of the major specialist heavy vehicle producers by the late 1950s. These vehicles were specialist in the sense that they were of a size and quality with which the mass producers could not effectively compete at that time, and Leyland grew rapidly to become the strongest of the 'small' firms making them, acquiring Scammell and Albion, in the 1950s, in the process. In the 1960s three acquisitions added considerably to the company's size. The first was Standard-Triumph in 1961, then ACV (AEC) in 1962 and finally Rover in 1967.

Standard-Triumph at the time of the Leyland takeover was on the verge of bankruptcy, having spent heavily on acquiring independent producers in an effort to reduce its dependency on outside suppliers and having also rushed a new model, the Herald, into production before it was ready — with drastic results. It was making heavy losses, which Leyland reduced principally by cutting the labour force and putting what remained on a 2½ day week, reducing spending, and selling off surplus assets; in fact, an early Weinstock operation. This, plus a timely cut in purchase tax — 'an absolutely crucial piece of good fortune' (Turner p165) — which increased demand, and a changed sales emphasis, helped the firm back towards profitability. 'Between 1961 and 1968 Leyland turned Standard-Triumph into a mass producer of quality cars and ceased the attempt to compete with BMC, Ford or Vauxhall, on price. This allowed an improvement in gross profits and profits per unit.' (Rhys p363)

**The other two purchases were much easier to absorb. ACV was Leyland's principal competitor in the heavy CV market, producing for a similar sector. As such it was an extremely valuable prize,**

**leaving Leyland with a clear monopoly in some sectors of the UK market. Previously the two companies had been fighting a price-cutting war overseas, 'undercutting each other in almost every market' (Turner p72). In some areas this had meant that both companies were making a loss in formerly profitable markets, but the merger meant that these losses could be made good. In addition it gave Leyland — which at that time was very short of bus and truck capacity — access to ACV's spare capacity.**

Rover, in contrast to ACV, produced only quality cars (which fitted in well with Standard-Triumph), and the Land-Rover. It was making steady profits but its directors realised that a 'small' motor company could not survive alone and were consequently happy to join Leyland.

Largely by this policy of acquisition Leyland had, over a period of six years, expanded considerably and widened its product range to include sports and saloon cars and the Land-Rover. Its successful absorption (but not integration) of these companies had resulted in the rapid growth of its asset values, turnover and profits.

The one factor common to all Leyland's products, which it took great care to maintain, was that they were 'specialist' and/or 'quality' vehicles. In this way, as a specialist producer, it could produce vehicles for a comparatively safe market in which it did not have to face up to the full competition of the mass producers. By consciously avoiding this competition, Leyland was able to establish itself as a major UK vehicle producer by 1968. This policy did, however, depend upon the mass producers. It assumed that they could not develop the flexibility, quality control etc. to plug the gaps that occurred in their own product ranges, and that even if they did so, by that time Leyland would be sufficiently strong to withstand the competition. Leyland's way of gaining some of that strength was through the merger with BMH.

Leyland had done little to integrate its collection of vehicle producers. It 'used to be run as a loose collection of lorry companies, often competing with each other and with only a certain degree of commonality of parts and marketing, with, in effect, one man at the centre coordinating them — Donald Stokes . . . There was really little difference between this and the old BMH style where a loose collection of car companies had been left largely to get on with it, with virtually no central management' (Winsbury, *Management Today* October 1969). The end result, via the merger, was an even larger collection of motor manufacturers, largely disintegrated, and with problems that were much larger due to the increased size.



## After the Merger: BLMC

The fragmentation meant that the entire BLMC group was incoherent in products, production, sales organisation, and even management and, despite the plethora of models, there was little commonality of components that could bring economies of scale.

The plants were spread all over the country, with little central control and ineffective costing and purchasing. In addition, the two companies sold their products in most parts of the world, although their main areas of concentration had been the UK and the Commonwealth. In these two areas in particular, the combined Leyland and BMH sales networks meant too many sales organisations, distributors and dealerships, under a number of franchises.

Overall, many of the constituent companies of the group had been milked dry. **'Capital expenditure had been very low for many years, and depreciation was correspondingly small. The high profits about which so many boasts were made were thus derived from a declining asset base, and too high a proportion was paid out to shareholders.'** (Lester,

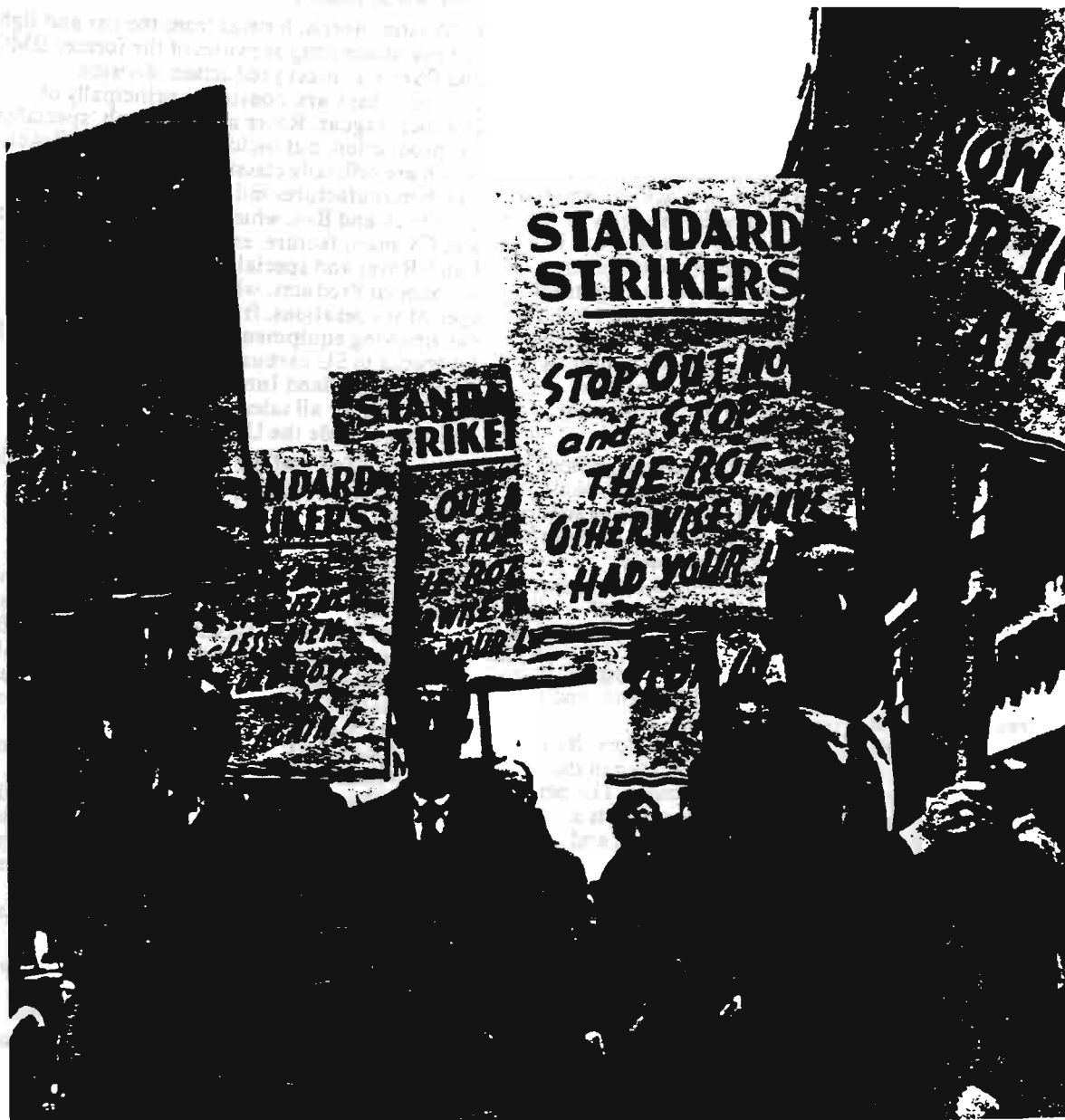
*Management Today* August 1972) This was reflected in the quality of the group's assets. Capital investment had been lower than that of its competitors, and as a result the group was labour — rather than capital — intensive. According to Rhys, in 1969, one year after the merger, BLMC's fixed assets per employee were only £964, as against Ford UK's £2,709. Ford's value added per employee was approximately double that of BLMC.

To transform this agglomeration into an entity capable of competing effectively in the international market meant in effect turning the whole organisation on its head by transforming it into one integrated company with the right products, production and organisation.

It is only with the introduction of new models that fundamental rationalisation of production and products takes place, and this, as the Allegro has shown, takes up to five years. BLMC, however, had neither management, money, nor time. Stokes could not rectify the toll taken by past mismanagement — at both Leyland and BMH — as 'easily' as he had been able to at Standard-Triumph in the 60s.

The merger had been in actuality, if not in name, a takeover of BMH by Leyland, and the new

Workers demonstrating after 2,640 sackings were announced by Standard in 1956



management reflected this. The problem was that Leyland's own management was totally inadequate for the task of transforming the new company. By virtue of Leyland's avoidance of competition with the mass producers, it had worked well enough for them, but having won control in the quest for power, 'the management that was to rescue BL was thinly spread and only had experience on the whole in low-volume car and truck production' (Winsbury). Effectively, it was necessary to convert a bunch of 'successful truck salesmen to being company doctors' (Winsbury).

**BLMC was also short of cash, with large borrowings and relatively small profits. To put it in the same league as Fiat or Renault it needed to spend over £100m per year for a considerable period. The IRC provided some assistance with a £25m loan at the time of the merger and a subsequent additional loan of £10m for the purchase of machine tools. Despite this the company could only plan for capital expenditure of £200m over the four years after the merger, a relatively paltry sum in comparison with the company's insufficiencies.**

As a result Stokes could not hope to change the company fundamentally except in the long term. But BLMC did not have time on its side. The longer the company remained weak, the more its international competitors would benefit from this weakness, taking an increasing share of its markets all over the world. The urgency was emphasised by the fact that it is many times more difficult to increase market share than to lose it. For once there was no opportunity for complacency; enough damage had already been done by the delay in bringing about the merger. The company was in a worse state than had been realised, with the low historical level of capital investment taking its toll. The Austin Morris division's £16m loss in 1969/70 demonstrated this. In that year the South African operations alone made more profit than those in the whole of the world. Whether or not it was capable and in a fit state to do so, the company needed to act quickly merely to survive.

**BLMC began its existence with stop-gap policies formulated by a stop-gap management. 'Stokes had to continue a fairly autocratic one-man style of running BL just because of the pressure to make immediate decisions to stave off disaster'** (Winsbury), disaster that overhung the company because of the strength of the international competition and the restraints on the home market.

In order just to survive, however, the company had to be more than a glorified one-man band, and as a result there was a recruitment drive for management from among the competitors. By 1972 there were 70 ex-Ford management men in the group, 35 from the finance department. The period since the merger has been in many respects a period of plagiarism, with BLMC taking and copying its more successful competitors' management, product planning, design, costing and value analysis techniques. 'The typical Ford 'graduate' (the term is actually used) 'is at his best in a highly structured environment' — which he won't exactly find at British Leyland... But to fit into Leyland 'he must have a pioneering spirit' because of the conditions he is likely to meet.' (Lester)

The pioneers' first priority was to ensure the survival of the company. There was a tightening up of financial control throughout the group. Central committees were set up to cover pricing policy and standardisation, the latter coordinating the purchasing of common parts and materials to maximise economies of bulk buying. **To raise cash, there has been some hiving-off of 'peripheral' activities by the sale of subsidiaries such as Fisher Bendix, Fisholow Products, Maudsley Motor and Transport Equipment (Thornycroft).** This last company could hardly be described as peripheral since it was wholly engaged in the production of components (q.v.).

With this general increase in control came a restructuring of the organisation of the company and, within this, as time and finance allowed, rationalisation of the product range and sales organisation to match. The group was initially organised into seven operating divisions. Two of these were lost in the reorganisation of 1970 when Pressed Steel Fisher (PSF) was absorbed into Austin Morris, and Foundry and General Engineering and Construction Equipment were merged into Special Equipment to leave five divisions as follows:

- 1 Austin Morris, formed from the car and light van manufacturing activities of the former BMC and PSF; the 'mass production' division.
- 2 Specialist Cars, consisting principally of Daimler, Jaguar, Rover and Triumph 'specialist' car production, but including also Land-Rover, which are officially classified as CVs, and Alvis, which manufactures military vehicles.
- 3 Truck and Bus, which includes the bulk of bus and CV manufacture, excepting only the light vans, Land-Rover and special products.
- 4 Special Products, which covers all truly specialist operations, from Aveling-Barford earthmoving equipment and Coventry Climax fork lift trucks to SU carburettors.
- 5 British Leyland International (BLI) which is responsible for all sales and manufacturing activities outside the UK.

It is a 'staff and line' structure, with each division operating independently but coordinated and controlled overall by the central management. Each has its own manufacturing and sales operating independently but coordinated and specified product area. Thus Austin Morris covers mass production cars and vans, Specialist Cars makes the lower-volume cars, and Truck and Bus the lower-volume heavier vehicles. One anomaly is in the Austin Morris division which is a twin sales operation with two ranges of mass-produced cars. In theory the Morris range was to be of conventional, high value for money cars to contrast with the Austin range of technically advanced, typically front wheel drive cars. The idea was that the two ranges should compete with one another as well as with other companies' products, so that by virtue of both gaining a reasonable share of the market, the company as a whole would have a larger market share than it otherwise would have had.

**The three main companies in the specialist car division at the time of the merger were each producing model ranges in direct competition with the other. The cheaper Standard Triumph models**

also duplicated the Austin Morris medium range. Indeed product plans at the time of the merger envisaged that the competition would be intensified. The aim of the post-merger company policy was to rationalise into one integrated range aimed at the upper section of the market. The Triumph Herald range was ended as a part of this withdrawal from direct competition with the volume cars division, and it was intended to concentrate the reorganisation around the Jaguar XJ6, the Rover 2000 and the Triumph Stag.

In the event, things worked out differently for Standard Triumph. This company had been turned around from a loss-maker to a sound profit earner after the Leyland takeover, but deteriorated again after the BMH merger. As the new management's only experience of volume car production was in Standard Triumph, the company lost a large section of its top management to Austin Morris. Meanwhile, the deteriorating profits had to carry the burden of an expansion programme initiated in the days when Leyland intended Triumph to compete in the volume cars sector. **Profits fell from £4.9m in 1968 to a £4.6m loss in 1970, though by the following year this loss had been reduced to £450,000.**

Rover was to concentrate on the middle range of the quality market; hence plans for a new mid-engined sports car were dropped as it would have competed with the Jaguar E-type, and plans for a 4-litre Rover were also dropped. Emphasis was concentrated on the 2000/3500 model, though production of the successful 3.5 litre continued. The successful Land-Rover range, in production since the 1940s, continued, and was given a facelift to help it meet US and Japanese competition in traditional overseas markets. In addition, the launch of the Range Rover opened up a new market sector.

Jaguar continued to be run semi-autonomously by Sir William Lyons and his successor, and profits doubled to £4.1m in 1969/70. Chiefly responsible for this was the coming into full production of the XJ6, which together with the E-type formed Jaguar's contribution to the new integrated range. Short supply has always been Jaguar's problem; even when the price of the XJ6 was raised by £1,000 in two years there was no appreciable effect on sales.



As the specialist market is less sensitive to price changes than the volume car sector, it has always been a good profit earner. In 1968 the division earned a total profit of £13.5m, and £14.5m in 1969. It fell to £5.1m in 1970, but that was largely due to the decline in Triumph's performance. It

was this, against the background of the disastrous overall 1970 figures, which led Stokes to revise his original policy of leaving the specialist companies alone. The rationalisation which followed led not only to a pruning of the range but to increased interchangeability of components. But new funds were not made available to expand the output of this division; priority was given to turning around Austin Morris.

On the CV side, the main area of concentration was on improving the ex-BMC truck range manufactured at Bathgate. These trucks had earned a reputation for poor quality, and once this was overcome they were integrated into the Leyland range. The division also suffered noise and oil leak problems with its new engine ranges; they could not meet even the existing noise and pollution regulations. These problems have now been overcome. In the period after the merger there was a continuing high demand for CVs and the company made little effort to rationalise Truck and Bus operations. More recently there has been a drop in demand and it has made a greater move towards standardisation, but at the same time the competition has increased considerably due to entry into the EEC and the growth of the Japanese CV manufacturers.

These policies secured the company's survival in the shorter term. They were not sufficient to give it either the strength to compete for long on the international market or the profitability that Stokes was more concerned about. The only way profitability can be boosted without heavy investment is by rationalisation. Until there are sufficient comparatively efficient manufacturing units and management has strong control over the organisation this cannot occur. Due to the constraints of management, time and money all that has been done so far is to lay the foundations for this rationalisation. **This has involved three more fundamental changes: the creation of integrated plants at Cowley and Longbridge, the move over to Measured Day Work (MDW) and the building up of central management's control over the company.**

The moving over of the workforce to MDW was only begun after the disastrous situation on 1969/70 had become apparent. The company's success in pressing the workforce to accept this form of payment would make labour costs and output far more predictable. This predictability has, in turn, added considerably to the benefits to be gained from the budgeting and planning systems that have been introduced under the aegis of the finance and planning department. These systems give central management a much greater degree of control over the company's operations.

As performance and decisions must be kept within the limits of the budgets, or the latter altered to suit, the finance and planning department effectively vets all operations. 'The shocks of the early years, first when the Leyland team really came to grips with the merger, then, two years later, when Austin Morris made its £16m loss, have undoubtedly given Barber and his staff more scope than they would otherwise have been allowed.' (Lester) As a result, they have considerable influence. For example, 'labour costs in general form a highly sensitive area for British Leyland.

## Hot catalysts make for a clean cold start

Jonathan Beard, New York

THANKS largely to their catalytic converters, today's cars create far fewer harmful emissions than older cars—except for the first few minutes of every trip. Now an American company has developed a device to overcome the "cold-start" problem, caused by the time it takes for catalysts to reach their working temperature. Ergenics of Ringwood, New Jersey, has developed a metal hydride device that heats the catalyst in just a few seconds. It then uses heat from the engine to recharge itself.

David DaCosta, president of the company, says: "It takes the catalytic converters on today's cars between one and two minutes to reach 'light-off temperature', which is about 350 °C. Before they heat up, the exhaust and unburned fuel go right through."

The heating device stores hydrogen in solid form, absorbed in a metal hydride. When the driver turns the ignition key, a valve in the heater unit

opens to allow about 2 grams of hydrogen gas to flow from the metal hydride into a proprietary metal alloy to produce almost instant heat. "The exothermic reaction in the heater bed raises its temperature to 400 °C in about five seconds," says DaCosta. "This heats the exhaust, which in turn heats the catalytic converter. The converter is up and functioning in less than 10 seconds."

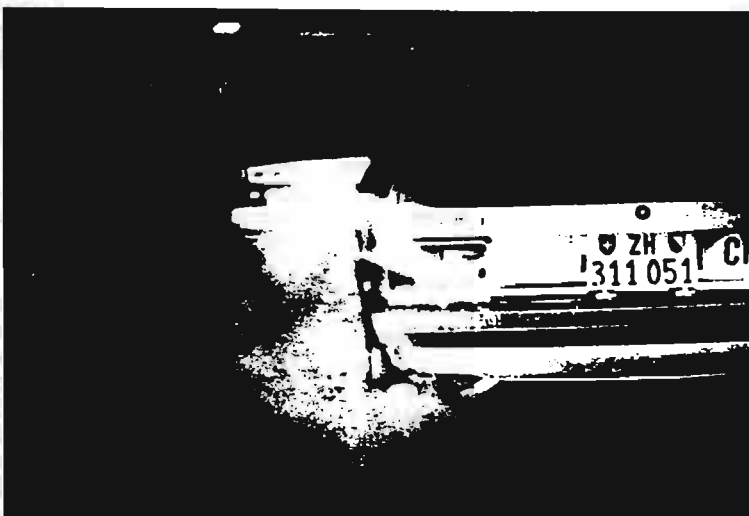
After the engine has run for a few minutes, heat from its exhaust warms

the heater bed to over 450 °C, when the hydrogen is driven off the alloy, and back into the metal hydride. According to DaCosta, the entire cycle can be completed in a five-minute trip. During shorter trips, the heater will be only partially regenerated.

The main rival technology to tackle cold starts is electrical heating. W. R. Grace has created prototype electric heaters that can heat cold exhaust systems in a few seconds. They weigh less than the Ergenics heater—

about 1 kilogram compared to 2.5 kilograms—but they have the drawback of draining the car's battery.

Neither approach has yet been adopted by the major car companies. DaCosta says that car makers have so far concentrated on reducing emissions by improving catalysts and making cleaner burning engines, rather than going to the expense of adding heaters. "But if emissions requirements become stricter, I believe we will see cold-start heaters on some vehicles, especially those with V-8 engines, whose converters are slower to heat up and function." □



Pollution drive: catalytic converters take up to two minutes to warm up

## 'Wicks' help turn lawn mowers green

SMALL, cheap "utility" engines—such as those used in lawn mowers—can typically cause up to 50 times more pollution per kilowatt than a modern car engine. In other words, a 3 kilowatt lawn mower can emit as much pollution as a 150 kilowatt Jaguar. Now a small American company claims to have found a novel answer to the problem—a carburettor that works like the wick on a candle.

In the evaporator carburettor, air passes over a fine petrol-soaked screen. The fuel evaporates into the airstream, and the resulting vapour is fed to the combustion chambers. The screen or "wick" is a multi-layered sandwich of laser-perforated metal discs.

Conventional carburettors and fuel injection systems produce fine droplets of fuel in air, rather than pure vapour. Because these droplets often burn unevenly, the exhaust from the engine is likely to contain high levels of unburned hydrocarbons, carbon monoxide and nitrous oxides.

The inventor of the evaporator is a retired British aero engineer called Jack Pedersen, who now acts as a technical consultant to Combustion Innovations of Stamford, Connecticut.

Pedersen and his colleagues initially tried to attract interest in their evaporator from

the car industry, which is attempting to reduce exhaust emissions by using catalytic converters. These take time to reach their operating temperature and cannot clean up emissions properly during cold starts. Pedersen says that introducing fuel as a vapour means there are no extra emissions during cold starts. "Any less volatile fuel fractions that don't evaporate at low temperatures are simply returned to the car's fuel system and used later, when the temperature rises. The engine is never supplied with an over-rich mixture," he says.

The motor industry has shown interest in the evaporator, but despite promising test results from a converted Ford Tempo, has made no moves to adopt it.

Now Briggs and Stratton, the largest producer of utility engines in the US, has stepped in and begun testing the evaporator in its engines. The device is appealing as an option for cleaning up small engines because it is cheap. Combustion Innovations estimates that a crude catalytic converter for a typical four-stroke mower engine, capable of reducing emissions by just 30 per cent, would cost about £12.50 to manufacture and fit. In contrast the evaporator carburettor would cost only £7.50, and the price is even less when the cost of a conventional carburettor is subtracted.

What is more, tests of the evaporator in a 3.7 kilowatt B&S mower engine showed carbon monoxide levels in the exhaust to be less than half those proposed for future legislation by the Environmental Protection Agency in the US. Levels of nitrogen oxides and hydrocarbons were well within the proposed limits, while B&S's power and durability requirements were also met.

Adrian Cole, who studies engine emissions at the Motor Industry Research Association in Nuneaton, was intrigued by the evaporator. "Vaporised fuel certainly is much better than droplet fuel. It leads to better combustion," he says. But he cautions that carburettors are generally less effective at distributing fuel evenly between multiple cylinders than fuel injectors, which makes carburettor-based engines less efficient. He acknowledges, however, that utility engines are likely to carry on using carburettors because they are comparatively cheap.

Combustion Innovations will conduct tests of the evaporator this month at the Environmental Protection Agency's Ann Arbor facility. The results may influence the agency's proposed emission standard for 1999, which are currently under discussion with the utility engine manufacturers, including B&S.

Roger Bell

#### SWAP MEETS FOR 96

- ~~~~~
- 28th Jan.      Geelong (Vic.) showgrounds for information phone (052) 222608 or 018 593608.
- 4th Feb.      Dandenong Valley Historic Car Club Swap Meet at Barwick, phone 03 95637305 for details.
- 4th Feb.      Bathurst (NSW) showgrounds for more information phone George Jackson on (063) 373575.
- 18th Feb.      Sydney super swap to be held at the Hawkesbury Showground Richmond, for more details phone (02) 8225070 or (02) 7243481.
- 23-25 Feb.      Super Southern Swap Meet at Ballarat Victoria, phone (053) 420702 for more details.
- 17th Mar.      The Wellington Vintage fair and swap, contact Mrs D Hunt on (06) 8467537 for more details.
- 16-17 Mar.      Footscray Swap Meet Vic. Fresh Centre.

~~~~~

#### FORTHCOMING EVENTS

- ~~~~~
- 26th Jan.      Australia Day Cavalcade, Fitzroy & Treasury Gardens Melb. phone Rod Adler 03 98894071 or Gil Taylor 03 97412622.
- 28th Jan.      Geelong Auto Spectacular at Showgrounds phone Anne or Bernie Knight on 052 222608.
- 11th Feb.      Picnic at Hanging Rock Vic., phone 054 295860 or 015 844323 for more details.
- 11th Feb.      Wheels 96, annual event by Council of ACT Motor clubs held at the Rugby League Park, Braddon. Contact John Alchin on 06 2962397 (H) or 06 2017943 (W) for more details.
- 31st Mar.      British & European Motoring Show Vic. at Flemington.

Maybe we can have a club display at these events, we may even pick up some new members.

~~~~~

**S E QUEENSLAND & NORTHERN NSW LANDCRAB CALENDAR FOR 1996**  
 ~~~~~

- 3rd & 4th Feb. Toowoomba Swap, to be held at the Farmfest site, Kingsthorpe.
- 24th March. The fifth Australian Concours d'Elegance to be held at The Royal Pines Resort on the Gold Coast.
- 29th March. Finish of Miller Genuine Draft IndyCar Australia Classic Rally at Cavill Avenue Mall Surfers Paradise approximately 05:00 pm.
- 31st March. IndyCar race day on the Gold Coast.
- 2nd June. \*\*\*\*\*  
 \*  
 \* SECOND ANNUAL PICNIC AT MACINTOSH ISLAND PARK. \*  
 \* again to be held on the site of the Gold Coast \*  
 \* IndyCar pits. see the March and May newsletter \*  
 \* for more details, or phone Peter Jones on \*  
 \* 07 55 964 377 (BH) or 07 55 748 293 (AH) \*  
 \*  
 \*\*\*\*\*
- 15th June. Two day swap meet at Parklands Showground (formally known as the Carrara swap).
- 3rd and 4th Aug. South Coast Restoration Society Annual Engine (both steam and petrol) and Craft Rally, to be held at their grounds at Willowvale. Maybe we can have a small display on the Sunday. contact Peter Jones if you are interested.
- 25th Aug. British Car Clubs Day at The Australian Woolshed, Brisbane.
- 10th & 11th Nov. Gold Coast Antique Auto Club's Autorama. I plan to run a team of three or more cars in the event under class 'D' (post 1940), and maybe take out the teams prize. Maybe we could call the team 'TEAM LANDCRAB'. more details to follow later in the year.



RMB 123 Wickerslack Lane  
Queenbeyan NSW 2620

Dear Daryl!

its only 3 years since we left Sydney but the increase in traffic amazed me ! While there, I often had trouble engaging bottom gear each morning in my Subaru. Having discussed it with a Queenbeyan repairer I find it is probably due to **hydraulic lock** for which the answer is a special very thin gearbox oil ! It's a bit of a puzzle why I had not experienced it in Queenbeyan winters which are much colder than Sydney's - I can only think it has been because I reverse out of my carport where as in Sydney I parked in the street and moved off dead ahead in the morning. Who said only Landcrabs experience hydraulic lock ?

Noticed an item in a recent newsletter on the Austin's cooling system. I have long suspected that the Austin is partly cooled by cold air due to the cars forward motion, flowing over the block and gearbox. In orthodox cars the same air is first heated by passing through the radiator and of course they have no generous gearbox/ sump in the cold air stream. The Austin's radiator is smaller than on many orthodox cars and this makes me more certain that the cold air flowing over the block and gearbox plays a significant part in cooling the Landcrab. Kimberley owners with the radiator in front of the block have had cooling problems.

Anyway that's my thoughts on the matter - someone will no doubt prove me wrong

Bill Wheeler

## M.G. 1100

Rebuilt 1095 cc engine and gearbox- 1965- New tyres, new CVs, no money to spend- interior perfect- resprayed in artic white \$6,500 Bill Mitchell 053 492 720 Box 128 Beauford Vic, (Editors note- if Bill had let me behind the wheel, this magnificent sports saloon would have come straight home with me !)



Here is a brain sketcher : A dyslexic insomniac agnostic stays awake all night wondering whether there is a doG !

Daryl Stephens  
22 Davison St  
MITCHAM 3132  
VIC

Austins Over Australia  
C/- AMVCQ  
1376 Old Cleveland Rd  
CARINDALE 4152  
QLD

August 28th 1995

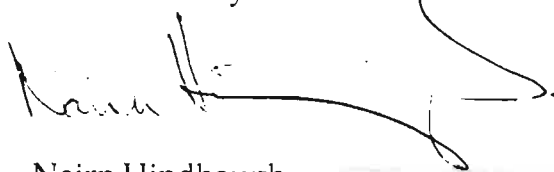
Dear Daryl,

Firstly, thankyou for your congratulations to the Austin Motor Vehicle Club of Queensland for being awarded the next Austins Over Australia to be held in 1997. It will certainly be a big task to equal or better the efforts put in by the organisers of the 1995 event in Wangaratta.

We have discussed at length your suggestion that the event be moved forward from Easter to January, and on talking to various club members in both Victoria and New South Wales, the general consensus is that the event should remain at Easter, as it has for the past three occasions. A Brisbane summer can be extremely hot, and the drive up from the Southern states can be pretty uncomfortable for both cars and their owners! Other marque clubs have held a Brisbane National meeting in early January and they would confirm this. One other reason for the retention of Easter is that the Austin Seven Club is having a national meeting on the Sunshine Coast directly after Easter, and it would give some of those members the opportunity to attend both events. The venue would appear at this stage to be in the Toowoomba area, which has a superb climate at Easter time, and there will be plenty of activities arranged.

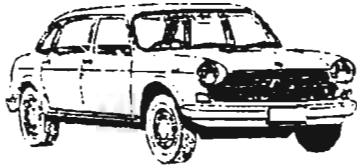
I hope this will not deter you or your family in attending what should be a great few days of Austins and their owners getting together again.

Yours sincerely



Nairn Hindhaugh  
Committee member  
Austins Over Australia, 1997.

DON'T LEND PEOPLE MONEY---  
IT GIVES THEM AMNESIA.



# LANDCRAB CLUB OF AUSTRALASIA



Daryl Stephens 22 Davison Street Mitcham, Victoria, Australia, 3132 Ph: (03) 9873 3038

4/10/95

Dear Mr Moulton

I am writing on behalf of both the Australian and English Austin 1800 clubs.

No doubt you remember these vehicles. They feature your brilliant hydrolastic system- the system which was responsible for the 1800 being one of Australia's top selling '4's for several years. Had B.M.C. had any marketing skills whatever, it would have been Australia's top selling car.

Now, nearly 30 years on, the 1800's greatest asset has become its greatest liability. New hydrolastic displacers are completely unobtainable here or the U.K. The purpose of this letter is to enquire if you could assist in either locating or remanufacturing these items

Thankyou in anticipation

Yours sincerely

Daryl Stephens

(No reply yet!)

## TINWEST SHEETMETAL

KEITH LOVE  
(03) 9360-9063  
(03) 9749-3148 A/H  
(03) 9369-5693 FAX

MAKE & REPAIR  
CAR COMPONENTS

8/371 OLD GEELONG RD  
HOPPERS CROSSING,  
VICTORIA 3028

## JOSEPH LUCAS- THE PRINCE OF DARKNESS

And now I reveal a well kept secret- everything you always wanted to know about electricity.

Forget all that nonsense about magnetic fields and the flow of electrons along a conductor, for it is just that, nonsense, a myth put about by auto electricians to support their lavish lifestyle at your expense. The reality is 'smoke'! When you think about it, it all becomes painfully obvious- smoke makes all electrical things function. If smoke escapes, the component stops working. For example, the last time you had to grovel under the car to replace the starter motor, didn't it start smoking before it ceased working ? Of course !

The wiring loom in your car carries smoke from one device to another, pumped around the system by the alternator, and when a wire springs a leak it lets all the smoke out and everything stops. The starter motor requires a lot of smoke to work properly, so it has a very thick wire going to it.

The battery stores up lots of smoke dissolved in the battery acid, which is why they were once called accumulators, until it became apparent that we unwashed home mechanics would twig to the secret. Naturally, if you try to dissolve too much smoke in your battery it will escape through those little holes in the top, which is why those new fangled batteries with sealed tops explode when they get too much smoke in them.

With regard to Joseph Lucas and his wrongfully sullied reputation, why is he so maligned ? Why are Lucas components more likely to leak smoke than , say, Bosch or Marelli ? Because Lucas is British and British things always leak, British motor cycles leak oil, British sports leak rain, British hydrolastic units leak fluid, and British Governments leak .

[supplied by Ken Patience]



51 Sth Coast Hwy  
Albany WA 6330  
20 Jan 1995

Dear Daryl,

Having begun my present restoration project, I was forced to think hard about a few common problems - so far on the suspension side of things - so I thought I'd pass-on what I've come up with.

#### Rear Suspension

I opted for the bearing-type radius arms and, yes, you can fit grease nipples; also eliminate the need for the inner grease seals.

Simply fill the core-cavity with body filler ... but first plug the longitudinal core-cavity with a piece of foam (or whatever) otherwise you will waste quantities of filler.

I am sure that you completely fill the cavity adjacent to the external flat (attachment point for anti-roll bar) on the casting, because this is where the grease hole will go. Then generally do a clean-up, either by filing or sanding ... but it is easier to remove excess filler whilst still semi-plastic, especially in the bearing housing and around register. (I obtained bearings off-the-shelf, from a local supplier, for a total of £70.)

Initially drill through the casting just below the external flat, with a drill to suit the nipples you select, so that the drilling extends through the filler you've applied. Then tap appropriately and thoroughly clean-up. You now have a means to grease the bearings.

A problem which arises from this is that you will 'pop' the external grease seals, more than likely, so the solution is to interpose an 'O' ring between the seal and the casting and carrier.

#### Front Suspension

It is clearly easy to fit grease nipples - because of the nature of the casting - but over-enthusiastic greasing will 'pop' the seals.

The answer is to fit .010" shim-discs betw<sup>n</sup> the upper arm and the housing (the housing may have to be spread slightly to get the shims in.)

The shim-discs should match the outer diameter of the bearing-housing of the upper arm, with a hole to match the bolt, and then the discs will trap an 'O' ring ... similar to the rear suspension method I've outlined.

If, as I have, you fit nipples to the swivel joints, tie-rod ends and so on, then you will finish with at least a dozen grease-points - depending on model - but it surely has to be worth it.

If there are any queries, then I will be happy to elaborate further

#### Lower Arm Bushes

If you lack the special bush-replacement tools - as I do - then the following will do the trick nicely.

Burn out the old rubbers, then saw through the remaining sleeve; being careful not to cut too much into the housing. If you saw in two places, then the old sleeves will simply drop out.

Next thoroughly clean and preferably polish the housing, followed by the new bushes; which should be well polished and chamfered at the taper end.

Select a socket which will fit over the rubber at the parallel end, so that it will drive the sleeve home, with the aid of a little grease and using a vice as an improvised press ... you will need some kind of bush, such as an old plumbing fitting, for the eye of the ~~bush~~ to bear on and for the taper end to pass into.

#### Some queries

Has anyone else noticed that there are two different length drive shafts?

The difference is about  $\frac{1}{2}$ " and, at first, I thought that it was due to a difference between the manual and automatic set-ups, but I've discovered that that's not the case.

I'm not talking about the very early model non-sliding shafts, so does anyone know what accounts for the difference in the later ones - which appear to result in a

compression compressed boot on the spline housing, if you happen to fit one of the longer shafts.

Secondly: I've heard from an M.G. man that Ford "penny on a stick" valves are better than our standard ones.

Does anybody know the story on this?

That's about all for now, but if I come up with anything else I'll keep you posted.

Yours sincerely,

Gerry Hiles.

## Summer petrol cleans up Viennese smog

ONE hundred petrol stations in Vienna are experimenting with reformulated petrol this month in a bid to clean up the city's summer smog.

Until the end of September, the petrol stations will be replacing their super-unleaded petrol with "summer petrol" in which a tenth of the aromatic hydrocarbons are replaced by fuel oxygenates such as methyl tertiary butyl ether, or MTBE. These additives prevent fuel in the cylinder from igniting uncontrollably, which causes the engine to knock.

MTBE helps fuel to burn more

completely than fuel with only aromatic additives. The city authorities in Vienna hope this will reduce the emissions of volatile organic compounds from vehicles from 60 to 45 tonnes a day. VOCs, sunlight and nitrogen oxides react to produce high levels of ozone and photochemical smogs.

MTBE also reduces emissions of nitrogen oxides because engines can operate at lower temperatures than those fuelled by petrol with aromatic additives, says Martin Dawson of ARCO Chemical, Europe's biggest producer of MTBE.

Martin Bartenstein, Austria's environment minister, says he hopes the petrol will prove popular, as he wants to introduce it permanently to reduce emissions from cars without catalytic converters.

In the autumn, the European Parliament will debate a proposed directive setting standards for fuel. But this would not come into force until 2005 at the earliest. Finland, Sweden and Austria are trying to force the European Commission's hand by introducing their own reformulated petrol.

Debora MacKenzie, Brussels

Supplied by Robert Leslie

19 August 1995



CONTRIBUTION ERIC WAKE

Lets have a 1st class new year !

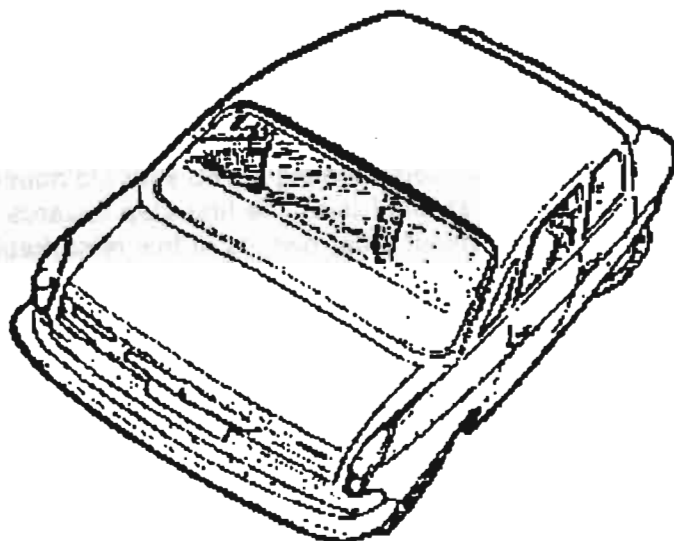
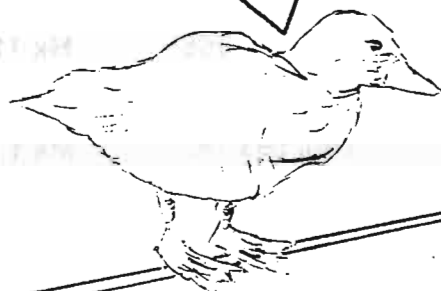


# LANDCRAB

Number 67 April and May 1996

HAVE YOU  
SEEN THE  
NEW AUSTIN?

YES, I  
SPOTTED ONE  
YESTERDAY!



# INTRODUCING...

|             |                                                    |                 |           |
|-------------|----------------------------------------------------|-----------------|-----------|
| Colin Prins | 9/11 Digby Street<br>Springvale South 3172<br>Vic. | [03] 9 548 3374 | Mk 1 1800 |
|-------------|----------------------------------------------------|-----------------|-----------|

"The Austin is now awaiting an interior retrim after spending most of 1994 undergoing a bare metal respray in its original burgundy. My uncle, Derek Cameron, the actual owner of the car uses it daily and has since new in 1968.

We are both looking forward to receiving the club newsletter."

|                   |                                           |               |            |
|-------------------|-------------------------------------------|---------------|------------|
| Shaun Quinlan     | 69 Donald Street<br>Camp Hill 4152 QLD    | Nil           | Mk 11 1800 |
| Leonard Spriggins | 5 Lang Cres<br>Tarro NSW 2322             | [049] 66 1016 | Tasman     |
| Klaus Brand       | Box 121<br>Meeniyan Vic 3956              | [056] 647 208 | Mk 11 1800 |
| Mark Coffey       | 27 Buckland Court<br>Woodonga 3690<br>Vic | [060] 593 185 | Mk 1 Ute   |

The chassis number on Marks ute is 503, which makes it a very early one. The ute is being restored and Mark needs both parts and information

|                |                                        |  |           |
|----------------|----------------------------------------|--|-----------|
| Dick Stapleton | 11Cooba Court<br>Shailer Park QLD 4128 |  | Mk 1 1800 |
|----------------|----------------------------------------|--|-----------|

Dick has the distinction of being probably the last Club member to re enrol after the memberships came due 30//6/95.

|             |                                                |                |            |
|-------------|------------------------------------------------|----------------|------------|
| Chris Lewis | 18 Lucas Street<br>Caulfield South 3162<br>Vic | [03] 9596 5730 | Mk 11 1800 |
|-------------|------------------------------------------------|----------------|------------|

"Now that I have almost finished restoring my 60 year old house I feel the time is right to carry out a similar job on the car and I think the first step towards that should be to join the Landcrab Club and thereby contact other owners of this remarkable vehicle"

**We now have 113 Members !**

## AUSTINS FOREVER

Ages ago I was asked to write an article on why I bought an Austin Kimberley and what I have done to it. Since then many things have changed so now the article has become a book and now I'm working on the encyclopedia. So here it is.

In a galaxy far far away, once upon a time I was 19 years old and desperately wanted my own car. My fathers 1941 Willys sedan was not satisfying my wants, needs and desires. What should I buy ? Why not an Austin A90 Westminster ? Why not !

I was hooked!. Over the years we had a A40 station waggon (ex Aust.Gas Light Co.), A30 four door sedan, A95 Westminster, Austin Lancer Mk.2 (with engine in boot) and an almost new Austin Tasman but during this time I strayed with a sprinkling of FJ Holden, Cortina, Commodores, Honda Civic 4 door 1500cc and a Toyota Camry. My wife Judy kept asking the question 'aren't there any more Austin's we can buy?' so we finally created a Kimberley Mk.1 sedan out of a Tasman and a Kimberley and it's mine. (ours).

Why did I buy another Austin? It's a long story but here is the precis. Judy had her beloved Honda Civic for a number of years but somehow it managed to become my race car. It was a good type 1 car and I campaigned it for some years. Then I rolled it in anger at Oran Park and totally destroyed it. I wasn't hurt but as we were rolling I thought that this would be a good time to buy another Austin and pursue my new task / mission / calling of saving all of the lost and unloved Austins in Australia.

Trading Post to the rescue and I found a Tasman across the other side of Sydney (always the way) for \$200 . It wasn't in very good condition and wasn't the type I wanted but you have to start somewhere. So I parked it on the front lawn for a year or so and waited for something good to happen. Sure enough something did ! A 1971 Austin Kimberley Mk.1 sedan was on offer for \$300 so I went to look. It was a manual with twin SU's and the interior was in good condition but the outside wasn't too good so naturally I bought it. Then there were two X6's sitting on the front lawn(sound familiar?) until I was given an ultimatum. Fix them or get rid of them(sound familiar?).

Well, we pulled the Tasman apart for spares and parts and filed them and rebuilt the Kimberley. It had a blown head gasket so I had the head shaved 0.060" (just to make sure, but it pings a bit now), put in a 30/70 cam and had new cam followers made (expensive little devils), all new hydraulic brake bits, brake pads and shoes, new clutch and pressure plate etc, pumped up the suspension, wheel aligned all 4 wheels, fitted new LX1 Michelins, took out the body lumps, sprayed it (Leyland British Racing Green, of course) and we were off and running. On the second day --- but that's another story. It went well and although it will go to 7000 rpm and beyond I have to close my eyes so I red lined it at 6000 rpm.

I've run it in a number of supersprints at Catalina and Oran Park, in motorkhana's and other sporting events. We don't win anything but that's not the point, is it!. It's great FUN. We found our forte' when we went in the Snowy Mountains Classic 1000 Mile Rally in 1994. Mostly choppy bitumen with a little bit of dirt. This is what hydro suspension was made for. We didn't run a place because our navigation skills were rusty but we impressed some of the competitors who wanted to know and see just what sort of car it really was and we really impressed ourselves how well it went on its first run. The trouble is almost no one understands the passion.

I've put a brand new 1974 oil pump in it because the oil light came on at a Catalina Supersprint( but it was probably a jammed bypass valve) and had the SU's rebuilt recently (Midel) and it was worth it (\$260) for the smooth running, easy starting and good idle. We took it to Wangaratta for the 1995 Austins Around Australia and now it sits in the garage awaiting our next outing or event.

Now the rest of my master plan could evolve. I would concentrate on restoring Australian built Austins and I fixed my sights on an A95 Westminster (about 1957) and it would make a good but original rally car. I have not found many about and an English classic car magazine reckoned that there were only about a dozen A90 Westminsters left in England and A95's to be quite rare. It is rumoured out here that Austin Healey owners buy them for the running gear and discard the bodies. I have fantasised that after winning Lotto I would buy an Austin Healey and publicly discard the body,,,,,,, but I couldn't, not with them having the same initials as me, AH.

Anyway, my 10 year plan would be to buy, restore and rally an A95. I would search high and low to the ends of the earth or outer Sydney and find my car. Positive thinking helps. I started buying some Trading Posts and I had a few leads through the NSW Austin Motor Vehicle Club and I was just coasting along nicely when it happened. ( 6 months into my 10 year plan!). Reading the local papers down the South Coast during the Christmas break, on an unlikely page, there it was --- 1954 Austin A90 Westminster and 1952 Austin A30 both in immaculate condition. It was the only car advert. in the paper. By this stage I was prepared to settle for an A90 if the right one came along. So we went to the country to see them.

WOW! Both cars were in good condition after being kept under cover for most of their lives. Interiors were excellent and had been professionally restored previously. Neither car actually went but they had a short time ago. Neither had brakes. How much???? I didn't really want the A30 but it was so cute it was difficult to resist and I was assured it was a previous member of the NSW Austin Car Club and it was the 8th made or 8th oldest in Australia or 8th in the world or 8th oldest in the club or something. I was convinced so we bought them.

The A90 started to allow it to be put on and off the car trailer but the A30 needed pushing. We arrived back in Sydney, reorganised the garage, introduced the new acquisitions to the Kimberley and explained the game plan and tucked them in. The mission has now started. Of course we're adding to the garage now (sound familiar) and that comes first but I've pulled out some spark plugs, cleaned out the ashtray clipped the original tools into place and used two cans of fly spray on them to clean out the visitors that came with them.

So if you see me staring vacantly into space you'll know I haven't started on the A90/A30's but are probably planning an entry into the Monte` Carlo Rally or currently checking out an Australian built Austin 7 hill climb car.

Austins Forever.

Allan and Judy Hogg.  
Jan. 1996.



PS. I'd like to thank all the people who have helped us on our way, all the people who will help us and all the people who haven't and don't want to but will.

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*Rocky Lawrence*

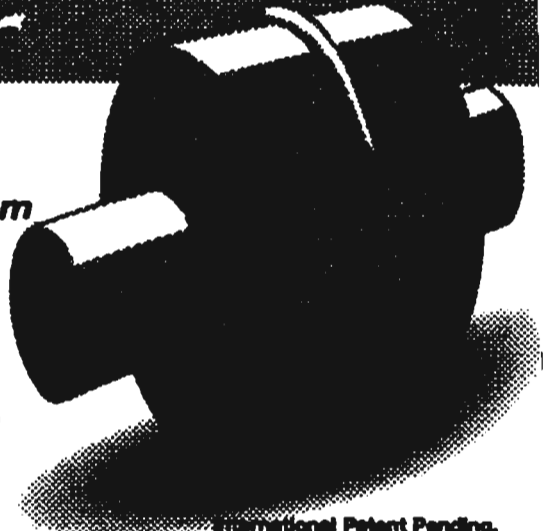
Manager.

*Rocky*

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OH, IF ONLY I HAD BOUGHT A CLASSIC AUSTIN 1800 INSTEAD!



CONTRIBUTION ERIC WAKE





# EDITORIAL

If one happens to be pedalling one's bicycle along a country road, one will occasionally come across a bridge. These bridges are in the form of wooden slats running parallel with the road. If the tar covering the slats is over due for restoration, often the slats themselves are exposed. The gap between the slats is specifically designed to capture the front wheel of a bicycle. This will often cause the bike to stop dead.

The rider usually keeps going. When rational thought returned- with the hail stones sounding like machine gun fire on my stack hat it did not take overly long- I contemplated the circumstances which had landed me in this predicament. That rotten 1800 !

At Easter time, for reasons I cannot remember, we left our 'modern' home and went caravanning in the Mk 1. It proved to be an astonishingly good tow car. The high speed stability was superior to what we had become accustomed to. For a trifle more grunt on hills, a power boost was commenced. Since the Mk 11's are well known as better performers than the granny like Mk 1, the idea was simply to drop the Mk 11 head onto the Mk 1 block.

If only this information had been available then !

|             | Early Mk 1 [3.8 diff] | the rest [4.1] | late Mk 11[4.1] |
|-------------|-----------------------|----------------|-----------------|
| Top speed   | 91.8                  | 84.0           | 93.7            |
| 0- 60 mph   | 16.1                  | 18.3           | 14.4            |
| How thirsty | 26.1                  | 25.0           | 24.1            |
| Camshaft    | 5 45 51 21            | 0 50 35 15     | 5 45 40 10      |

When studying these figures, the complete late Mk 11 figures suggest that persons unknown- not BMC of course- had modified the engine for performance ! When that is taken into account, a case can be made that the camshaft timing is the major difference between the engines. Curiously, the London to Sydney cars ran Mk 1 heads

Back to the problem. The Mk 11 head was duly dropped onto the Mk 1 block just before heading off to southern NSW with the 'van in tow. The head gasket blew at a most in appropriate spot- just west of the middle of now where !

The Mk 11 blocks have a small recession to allow the exhaust valves to open without fouling on the block. On mine, it appeared that the valve striking the block may have caused the head to lift a little, and presto- no gasket. No harm done- only 75 k's through a thunderstorm for assistance.

Anyway, that was back in 1988. Since then, to its credit, the 1800 has clocked up 130,00 miles without mishap. Till last week.

Driving sedately through Melbourne's outer suburbs in peak hour traffic, a loud noise originated from the passenger side front wheel. This was followed by the car developing a mind of its own and turning sharp right. The Boss Upstairs was very kind, as all this occurred during a break in the traffic ! Also we had just spent a month caravanning in NSW [ in the 1800 of course] We were domiciled just north of Sydney. Naturally it rained all the time.

That left two options- either sit in the caravan and insult each other or go sight seeing. Sight seeing of course entailed a lot of 130 ks on the Sydney- Newcastle freeway. As said, the Boss Upstairs was kind !

When towed home, the problem was curious. The lower suspension arm had become detached from the fulcrum bush. A split pin on the bush had broken, the nut undid, and you know the rest !

This has been a long winded way of suggesting that the split pin is checked for integrity sometimes !

## **PICNIC AT MACINTOSH ISLAND PARK**

At present the planned meeting time is 11:00 am in the car park which as we all know is the site of the Gold Coast IndyCar pits. We hope this year to more than double the number of cars and people at the event. The Austin MVC (QLD) will also be invited to attend.

Full details including a map will appear in the May edition of the club newsletter. For more details phone Peter Jones on 07 5596 4377 (work) or 07 5574 8293 (AH), so mark the date in your diary and come along for a great days outing, even if your Austin is not going, come along in another car

**REMEMBER THE DATE 2nd JUNE 96 AT 11:00 AM.**

**SEE YOU THERE.**

**PAJ.**



# MAILBOX

In my journey through the Engineering library at Sydney University ,which I attend, I came across a journal called Automobile Engineer with copies back to the fifties, and here in the 1965 binder was a three part expose on the 1800 covering the drive train in part one, suspension in part two and body structure in part three, I photocopied these and I have sent them down to Darryl so they may either be run in the newsletter or have them available to individual members by request. I also have sent down an article on Hydrolastic suspension from 1962 when the 1100 was released and a 1964 London motor show preview.

If anyone is interested in articles on the Austin 3 litre or Maxi please contact me and I can make copies and send them to Darryl for circulation, unfortunately it is a British publication and does not cover the Kimberley/Tasman series.

While I have you here let me say it is wonderful to know there are others out there who recognise the brilliance of the 1800, I am only young and do not fit the image of the typical 1800 admirer, and you can thank my Pop for that, as he had two when I was very young, after Pop died they were sold, but when I needed a car I bought an 1800.

Since purchasing mine my father has grown to appreciate them and we have decided to do up another one to rally specs. Which leads me to some questions I hope some people may be able to answer,

- 1) Does anyone know of somebody turbo charging an 1800, was it successful if attempted? I ask this as I have seen turbo Mini's.
- 2) Does anybody know if it is possible to remove the wiper rack and wheelboxes without removing the dash,because at the moment my right hand wiper wheelbox appears to be stripped. If the dash must be removed is there an easy way to do this?
- 3) Does anyone have books or brochures on 1800's that I may buy or copy as I was never fortunate enough to see these when the cars were new.
- 4) I was curious whether anybody would have copies of road reports on the 1800, I have two from wheels but I am sure there were other magazines, if so I would love to get copies of them.

At present I can't think of anymore things to say or ask , so enjoy the articles, and I hope to hear from some of you and to see some of you and your cars when I actually attend some Austin gathering.

Yours fraternally



Paul L.Copeland.

# MAILBAG

51 Sth Coast Hwy  
Albany WA 6330  
20 Jan 1995

Dear Daryl,

Having begun my present restoration project, I was forced to think hard about a few common problems - so far on the suspension side of things - so I thought I'd pass-on what I've come up with.

## Rear Suspension

I opted for the bearing-type radius arms and, yes, you can fit grease nipples; also eliminate the need for the inner grease seals.

Simply fill the core-cavity with body filler ... but first plug the longitudinal core-cavity with a piece of foam (or whatever) otherwise you will waste quantities of filler.

Make sure that you completely fill the cavity adjacent to the external flat (attachment point for anti-roll bar) on the casting, because this is where the grease hole will go. Then generally do a clean-up, either by filing or sanding ... but it is easier to remove excess filler whilst still semi-plastic, especially in the bearing housing and around register. (I obtained bearings off-the-shelf, from a local supplier, for a total of \$70.)

Axially drill through the casting just below the external flat, with a drill to suit the nipples you select, so that the drilling extends through the filler you've applied. Then tap appropriately and thoroughly clean-up. You now have a means to grease the bearings.

A problem which ensues from this is that you will 'pop' the external grease seals, more than likely, so the solution is to interpose an 'O' ring between the seal and the radius arm carrier.

## Front Suspension

It is clearly easy to fit grease nipples - because of the nature of the casting - but over-enthusiastic greasing will 'pop' the seals.

The answer is to fit .010" shim-discs between the upper arm and the housing (the housing may need to be spread slightly to get the shims in.)

The shim-discs should match the outer diameter of the bearing-housing of the upper arm, with a  $\frac{1}{8}$ " hole to match the bolt, and then the discs will trap an 'O' ring ... similar to the rear suspension method I've outlined.

If, as I have, you fit nipples to the swivel joints, tie-rod ends and so on, then you will finish with at least a dozen grease-points - depending on model - but it surely has to be worth it.

If there are any queries, then I will be happy to elaborate further

## Lower Arm Bushes

If you lack the special bush-replacement tools - as I do - then the following will do the trick nicely.

Burn out the old rubbers, then saw through the remaining sleeve; being careful not to cut too much into the housing. If you saw in two places, then the old sleeves will simply drop out.

Next thoroughly clean and preferably polish the housing, followed by the new bushes; which should be well polished and chamfered at the taper end.

Select a socket which will fit over the rubber at the parallel end, so that it will drive the sleeve home, with the aid of a little grease and using a vice as an improvised press ... you will need some kind of bush, such as an old plumbing fitting, for the eye of the ~~arm~~ to bear on and for the taper end to pass into.

## Some queries

Has anyone else noticed that there are two different length drive shafts?

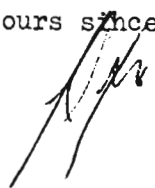
The difference is about  $\frac{3}{8}$ " and, at first, I thought that it was due to a difference between the manual and automatic set-ups, but I've discovered that that's not the case.

I'm not talking about the very early Edel non-sliding shafts, so does anyone know what accounts for the difference in the later ones - which appear to result in a

Somewhat compressed boot on the spline housing, if you happen to fit one of the longer shafts.

Secondly: I've heard from an M.G. man that Ford "penny on a stick" valves are better than our standard ones.  
Does anybody know the story on this?

That's about all for now, but if I come up with anything else I'll keep you posted.

Yours sincerely,  
  
Gerry Hiles.

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**REGISTRATION FIGURES FOR AUSTRALIA**  
by Peter Jones

| YEAR  | SEDAN | UTE  | PANEL VAN |
|-------|-------|------|-----------|
| 1964. | 2     | -    | -         |
| 1965. | 1703  | -    | -         |
| 1966. | 9947  | 1    | 3         |
| 1967. | 10787 | 1    | 3         |
| 1968. | 12665 | 639  | 2         |
| 1969. | 11421 | 794  | -         |
| 1970. | 10249 | 579  | -         |
| 1971. | 131   | 312  | -         |
| 1972  | -     | 7    | -         |
| TOTAL | 56915 | 2333 | 8         |

*It is not known if this figure includes the three campervans known to the club or the 4.2 litre V8 powered front wheel drive experimental vehicle made during 1968. Some of the panel vans were made for the RAN for use as Ambulances.*

# CABLE SIZE AND CURRENT RATING

by Peter Jones

When wiring in new accessories or replacing old and damaged wires to parts of your classic vehicle, it is very important that the correct size (or larger) of cable is used. If the size is too small, one of two things will happen, 1; the voltage that is applied to the accessory will not be enough to power it, or you will burn out the new cable, or even your vehicle.

Listed below are some Imperial and Metric size cables and their current rating:

## Imperial cable,

| size,      | current (amps), |
|------------|-----------------|
| 9-0.012.   | 5.75.           |
| 14-0.010.  | 6.00.           |
| 36-0.0076. | 8.75.           |
| 14-0.012.  | 8.75.           |
| 28-0.012.  | 17.5.           |

## Metric cable,

| size,    | current (amps), |
|----------|-----------------|
| 9-0.03.  | 5.50.           |
| 14-0.25. | 6.00.           |
| 14-0.03. | 8.50.           |
| 21-0.03. | 12.75.          |
| 28-0.03. | 17.00.          |

With most accessories, there are only two ways of finding the current which is required to run the device, one is very simple as some accessories inform the user of the current required. But others only list the power consumption in watts. To convert watts into amps, you only have to divide the power (in watts) by the battery voltage of the vehicle you are fitting the accessory to.

But do remember that you can only fit a 12 volt accessory in a 12 volt vehicle, and that the same applies to 6 and 24 volt systems. And always remember to ask for professional help if you are not sure of what you are doing, because if not you could damage your valuable classic, and always disconnect the battery of your vehicle when working on the electrics.

## MISCELLANEOUS TIPS

by Peter Jones

On most BMC front wheel drive, and some other cars which suffer during wet weather from water entering and shorting out the electric in the distributors, try placing an old rubber glove over the top of the distributor with the HT leads passing through a small hole cut into the thumb and finger tips.

Always carry a small container of vaseline with you while out in your classic, it has several uses, which include, stopping small squeaks, moisture sealing battery as well as other electrical terminals after cleaning. It can also be used to prevent surface rusting of a body panel which has been damaged on your way to the show.

The next time you have to replace a radiator hose apply a small amount of silicon bath sealant on the inside of the hose, this will help to seal it and prevent corrosion.



# ASSEMBLY TIPS

by Peter Jones

*The following tips may be of use when assembling various parts of your cars engine or drive train:*

- 1: Always use the correct type of gaskets as specified in the workshop manual.*
- 2: Only use a joining compound (liquid gasket), if it is recommended in the manual, otherwise use none.*
- 3: When a joining compound is recommended, only apply a light film to the metal surfaces (not the gasket), and make sure that no oil, water channels or blind tapped holes are blocked.*
- 4: Before reassembly, remove all traces of the old gasket and joining compound, and be careful not to damage the sealing surface.*
- 5: Before assembly, inspect the surfaces for scratches or burrs and remove any found with a fine file or oil stone. But do not let any filings enter blind tapped holes.*
- 6: If possible blow out all blind holes with compressed air before assembly.*

## MORE MISCELLANEOUS TIPS

by Peter Jones

*If your brake pedal pulsates or the car shudders under braking, the most likely cause is either the brake drums are out of round, or a disc is distorted. The only cure for this is to have them checked by a brake specialist and if required have the problem rectified.*

*Don't waste a lot of time chasing down any electrical problems until you have first checked the battery connections and the fuses to the faulty circuit, as most electrical problems are caused by these two items.*

*To polarise a generator, first disconnect it and run a wire from the control box terminal A, and spark it against terminal F on the generator. Once this is done the generator can be reconnected and used.*

*Carburettor cleaners are a good for cleaning plastic wire insulation to help in identifying its colour, but remember that these fluids are very flammable and always disconnect the battery before use.*

*If you suffer fouled spark plugs and premature point erosion, as well as high rev. missing, then the most likely cause is that the coil has been connected incorrectly.*

*The next time you have to work on the electrical system of your car, which requires the ignition to be turned on, disconnect the ignition feed to the coil. This will prevent damage to the coil and prevent accidental starting of the engine.*

# London Motor Show

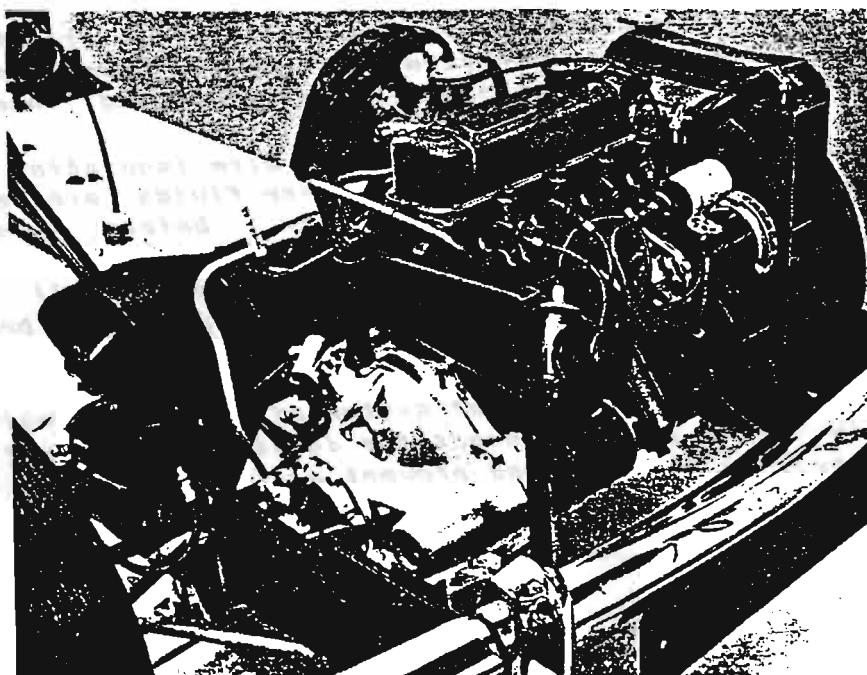
A preview of the new exhibits  
so far announced of British  
manufacturers of quantity  
produced cars

**B.M.C.** New Austin 1800 with transversely mounted engine, front wheel drive and Hydro-lastic suspension: Rolls-Royce engine in Vanden Plas Princess R: Hydrolastic springs installed in all Mini models

IN THE new Austin 1800, the principle of an engine mounted transversely and driving the front wheels, adopted successfully for the B.M.C. Mini and 1100 models, has been extended logically to a larger vehicle. Hence, in this new model, a modified version of the B-series four-cylinder engine, in which the gears are accommodated in the base of the crankcase, is installed transversely in the body structure of a five-seat saloon. The overall dimensions of this vehicle are: length 13 ft 8½ in, width 5 ft 7 in and

height, unladen, 4 ft 7½ in. It is of interest to compare these dimensions with those of the Austin A 60 which has, of course, a B-series engine installed longitudinally, driving the rear wheels. The A 60 is 10½ in longer, 4 in narrower, and 2½ in higher than the new model. Despite the relatively short overall length of the Austin 1800, the dimension between the pads of the brake and clutch pedals and the surface of the squab of the rear seat is 65 in. Thus, ample leg-room is assured for all passengers, and yet it has been possible to incorporate a boot of 17 ft³ capacity and to reduce the rear overhang to a minimum. Because the width of the rear seat is 56 in, it will accommodate three passengers in comfort.

In most respects the design of the Austin 1800 is similar to that of the 1100 models. However, a notable difference in respect of the body structure is that the two flexibly mounted sub-frames—one for the engine-transmission unit and front suspension assemblies, and the other for the rear



Two of the three mountings for the power of the Austin 1800 can be seen in this illustration. A hydraulic damper is incorporated in the mounting above the clutch housing

## Commercial Motor Show

OWING to the fact that there is not enough space available in this issue of *Automobile Engineer* to cover both the Car and Commercial Vehicle Shows, we are postponing publication of our regular review of the Commercial Show until our November issue.

As usual, this review will be a comprehensive analysis of all aspects of Commercial Vehicle chassis design exemplified at the Show. Each section—engines, transmissions, suspension, etc.—will be dealt with by a specialist, and the sum total of their efforts will be a detailed and carefully considered critical review of the whole scene, highlighting trends and likely future developments.

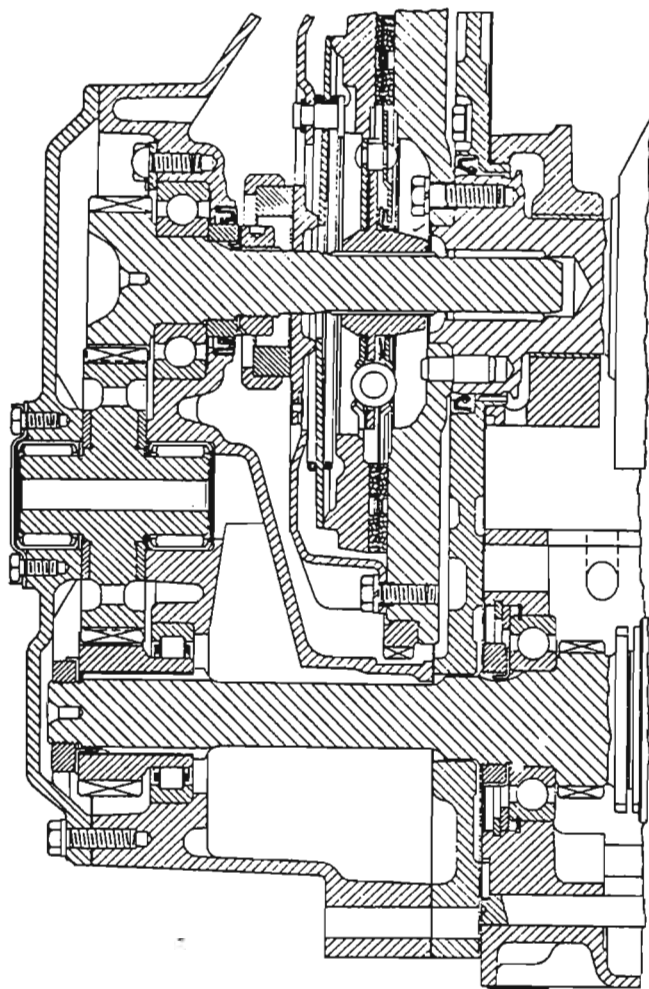
Although this special number will be larger than our regular monthly issues, it will be on sale at the usual price. To avoid disappointment, readers are advised to order without delay from their newsagent or directly from us at Dorset House, Stamford Street, London, S.E.1.

suspension assemblies—that are a feature of the 1100 have not been adopted for the new car. For the Austin 1800, the B-series engine, which has a swept volume of 1789 cm<sup>3</sup>, has been redesigned to incorporate five instead of three main bearings. A maximum output of 85 b.h.p. net is developed at 5300 r.p.m. and a mean piston speed of 3090 ft/min; since the kerb weight of the car, including eight gallons of petrol, is 2644 lb, the ratio of power:unladen weight is 72 b.h.p. per ton. The maximum brake mean effective pressure and torque, at 2100 r.p.m., are 136 lb/in<sup>2</sup> and 99 lb-ft respectively.

Synchronizers are incorporated in all forward gears; this is the first four-speed gearbox, produced by this manufacturer, to be fully synchronized. A diaphragm-spring clutch is installed. Double transverse arms are employed for the front suspension assemblies, and each rear hub assembly is carried by a single trailing arm. Moulton interconnected Hydrolastic spring units are installed, as on the 1100 models, and a rack-and-pinion steering gear has been chosen. The Girling braking system comprises 9½ in diameter front disc brakes and 9×1½ in rear drum brakes that have leading-trailing shoes. The driver's effort is assisted by a vacuum-servo unit and a Girling inertia-controlled, pressure-limiting valve, described on page 455 of this issue, is installed in the hydraulic system for the rear brakes.

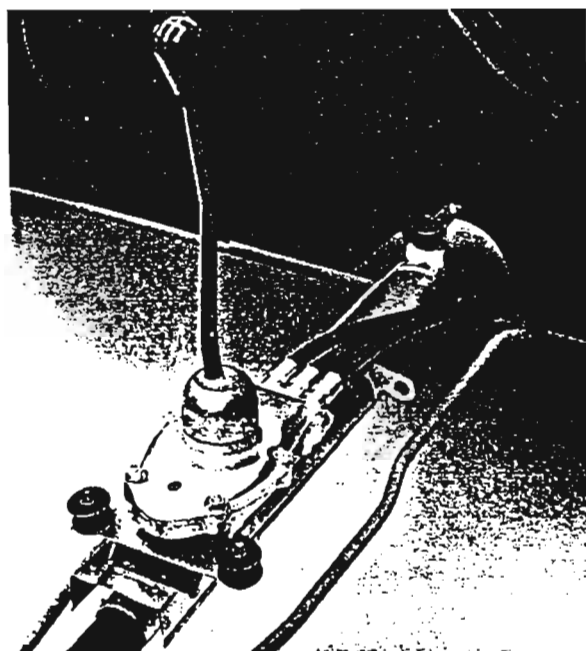
### Engine and transmission

Two intermediate main bearings, 2.1 in diameter and 0.765 in wide, have been incorporated in the new casting for the crankcase. The dimensions of the front, centre and rear main bearings are 2½ in diameter and 1½ in wide. All the bearings are of steel shell, white metal lined type. The purpose of the additional bearings, of course, is to increase the smoothness of this engine at high speeds. A considerable increase in rigidity has been attained with the new forged steel crankshaft, which has heavier counterweights than hitherto. An examination of the mountings for this engine shows that attention has been paid to the reduction of the transmission of vibrations to the body structure. The power unit is carried in three block type, bonded-rubber mountings. Two of these mountings are disposed one in front and the other behind the crankcase at the left hand end of the engine, and they are in approximately the same horizontal plane as the axis of the crankshaft. These two mountings are at an angle of 10 deg to the vertical, and, therefore, the rubber is loaded in shear and compression. The front mounting, of similar type, is on the right hand



*The arrangement of the diaphragm-spring clutch and primary drive gears in the transmission of the Austin 1800*

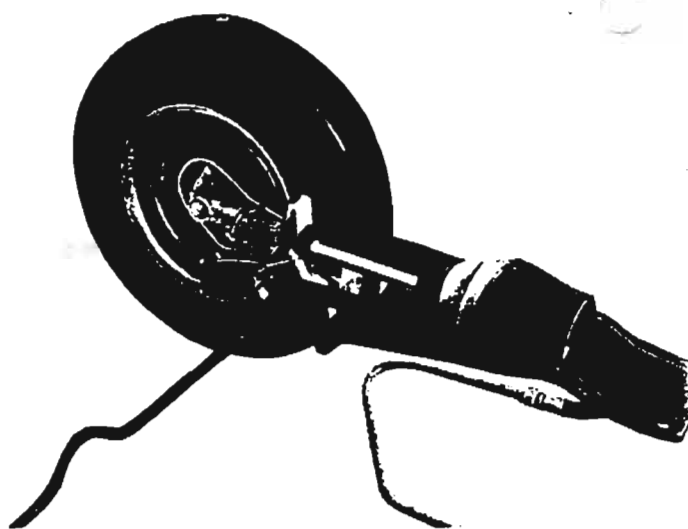
*Three enclosed cables transmit movements of the gear lever to the selector rods in the gearbox*



end of the cylinder head. This mounting is disposed vertically and hence is loaded in shear only. The outer member of the mounting is bolted to a steel pressing secured to the front and rear bulkheads of the engine compartment.

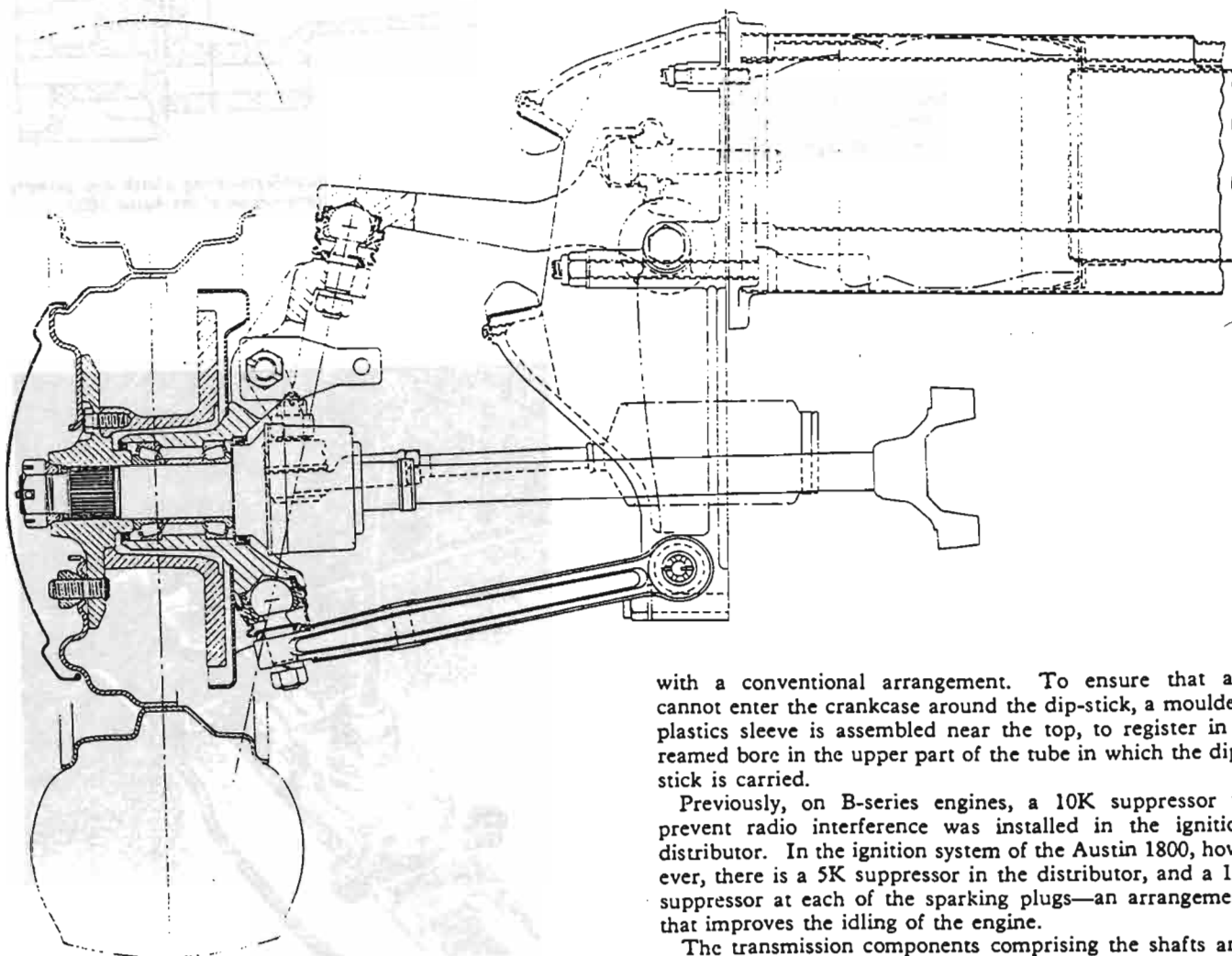
A Girling telescopic hydraulic damper, with orifice-type valves, is installed close to the mounting of the engine. The upper end of this damper is bolted to the previously mentioned steel pressing and the lower end to a lug on the clutch housing. By virtue of the type and disposition of the three mountings, the power unit clearly has considerable freedom of movement in a vertical plane. The hydraulic damper has been embodied to prevent resonance—at the natural frequency of the mountings—excited by movements of the front suspension at high road speeds. Movements of the engine that would be caused by torque reaction are limited by a longitudinally disposed tie-rod; the front end of this rod is pivoted on a rubber bush on a bolt at the base of the crankcase, and the rear end is similarly mounted on the body structure.

The cast iron cylinder head is the same as that of the M.G. MGB, the engine of which now also has the new crankshaft, carried in five bearings. A positive crankcase-ventilation system, incorporating a Smiths FVP 2001/03 control valve, is installed as standard. Air is admitted to the crankcase through only a small hole in the oil filler cap on the rocker cover; this cap has a gauze filter. Hence, air circulates inside the rocker cover and prevents the condensation of water vapour on the valve gear. This precaution is taken because, with the coolant radiator on the left-hand side, the flow of heat to the engine compartment is less than



*Massive forged trailing arms are a feature of the rear suspension of the Austin 1800; an anti-roll bar is installed*

*The Hydrolastic units for the front suspension are housed in a tubular transverse member of the body structure. Suspension ball joints manufactured by Engineering Productions (Clevedon) Ltd. are used. They have nylon sockets and are sealed for life*

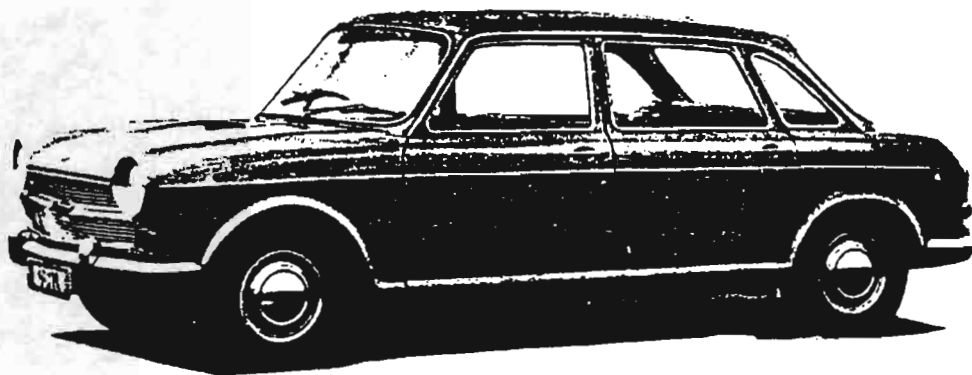


with a conventional arrangement. To ensure that air cannot enter the crankcase around the dip-stick, a moulded plastics sleeve is assembled near the top, to register in a reamed bore in the upper part of the tube in which the dip-stick is carried.

Previously, on B-series engines, a 10K suppressor to prevent radio interference was installed in the ignition distributor. In the ignition system of the Austin 1800, however, there is a 5K suppressor in the distributor, and a 1K suppressor at each of the sparking plugs—an arrangement that improves the idling of the engine.

The transmission components comprising the shafts and

Overhang at both front and rear of the Austin 1800 is reduced to a minimum. The wheelbase is 8 ft 10 in and the front and rear track are 4 ft 8½ in and 4 ft 7½ in respectively



the gears for the four forward speeds are housed in an aluminium alloy casting, bolted to the base of the crankcase in a manner similar to that of the 1100 models. However, the arrangement of the primary drive gears is different. It will be recalled that in the 1100, the flywheel and clutch is attached to an overhung part of the crankshaft, and the output shaft of the clutch and the driving gear of the primary gear train are disposed between the flywheel and the rear main bearing of the crankshaft. This was not considered suitable for the B-series engine, because the overhung load of the heavier flywheel acting on the rear main bearings could not be tolerated. Therefore, for the engine of the Austin 1800 the arrangement shown in an accompanying sectional illustration has been adopted. The flywheel is spigoted and bolted to one end of the crankshaft, and one end of the output shaft of the clutch—a Borg and Beck 8 in diameter diaphragm spring unit—is carried in a needle roller bearing in a bore in the same end of the crankshaft. A ball bearing in the clutch housing carries the other end of this output shaft, on which a helical spur gear for the primary drive to the gearbox is machined. The gear on the output shaft meshes with an idler gear, mounted in two caged needle roller bearings, and this idler gear meshes with a third gear machined at the end of an extension of the first-motion shaft of the gearbox. Baulk-ring synchronizers are used for all forward speeds.

To isolate the gear change lever from vibration and movements of the power units on its mountings, a system of three cables has been adopted to transmit movements of the gear lever to the selector rods. The arrangement is shown in an accompanying illustration. An aluminium alloy diecasting, to which the base of the gear lever is pivoted, is bolted to a steel pressing attached by three widely-spaced rubber mountings to the body structure. Three rods slide longitudinally in bores in this housing and are actuated by a striker arm that projects from below the pivot of the gear lever. Axial movements of these rods are transmitted through the cables to the selector rods in the gearcase. One cable actuates first and second gears, another third and fourth, and the other the reverse gear. These cables are capable of transmitting compression loads by virtue of a steel strip wrapped spirally round each to form a sheath. Each cable slides in a steel wire case lined with pvc. Not only does this plastics lining reduce friction, but it also seals the cable and prevents leakage of oil, which enters from the gearcase: movements of the cables ensure that they are lubricated throughout their length. The final drive assembly, in a housing at the rear of the gearcase, comprises helical spur gears and a conventional bevel gear differential; all these gears, of course, are lubricated by engine oil contained in the main gearcase.

As on the other front-wheel-drive models, there is a Houlton flexible coupling at the inboard ends of each drive shaft, and a Birfield constant velocity universal joint at the outboard ends: the latter are type 87AC joints, which will

operate at an angular deflection of up to 42 deg. There is no splined sliding joint on each shaft but, instead, axial travel of the shafts is accommodated by a plunge joint in each output shaft of the differential assembly.

### Body structure

An exceptionally high torsional stiffness, of 17 300 lb-ft/deg, is a feature of the unitary structure of the Austin 1800. To ensure that water does not enter the body, the floor panel is a single 20 s.w.g. pressing, the outer edges of which form the inner parts of the large rectangular cross-section body sills. The outer member of each sill is a 20 s.w.g. pressing and, interposed vertically between it and the inner member, is an 18 s.w.g. vertical flat plate that extends along the whole length of each sill.

Transverse bracing is provided by the dash structure, a 4 in deep pressing upon which the front seats are mounted, the rear seat pan, the floor of the boot and the rear parcels shelf. The front end of the structure is considerably strengthened by a transversely disposed steel tube of large diameter, which houses the Hydrolastic spring units for the front suspension assemblies.

A forged steel flange is welded to each end of this tube, and the outer face of each flange is machined to register with machined faces on aluminium alloy castings, bolted to each flange, and to deep gusset pressings welded to the outer portions of the tube. The castings house the inner pivots of the transverse suspension arms and incorporate bump and rebound stops. Originally they were of malleable iron: however, when aluminium alloy was tried, there was no increase in the transmission of road noise to the body. The manufacturers maintain that the mass of the metal in these castings, and in the substantial forged steel suspension arms, help to damp road-excited vibrations. In this connection, it is notable that the trailing arms of the rear suspension assemblies are large forgings.

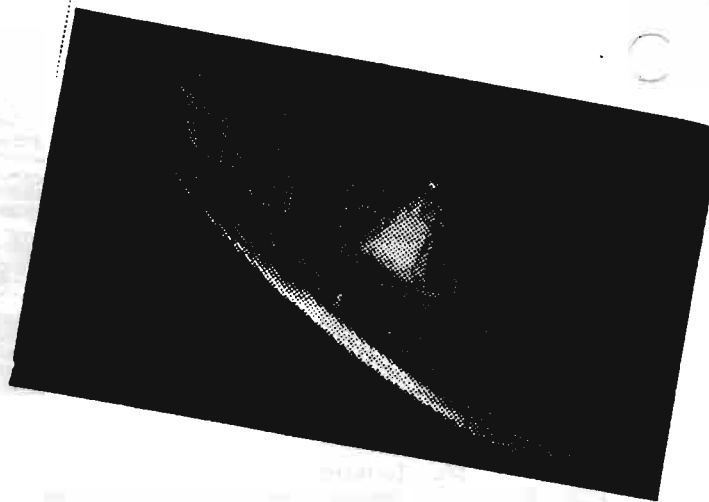
Accompanying illustrations show that the two Hydrolastic spring units are carried in the ends of a second tube, of smaller diameter, welded to pressings inside the main tube. The ends of this inner tube are machined to form abutments to register with a shoulder on each spring unit. A tolerance of 0.010 in is maintained on the dimensions from the ends of the inner tube to the faces of the flanges on the outer tube. Clearly, these dimensions affect the standing height of the front of the car. Equal axial loads applied by each suspension assembly to the spring units are sustained by the inner tube alone; when the load applied to one spring is greater than that applied to the other, the resultant load is sustained by the outer tube of the fabricated assembly.

As was mentioned previously, there are no separate sub-frames to carry the main mechanical assemblies. It has been reasoned that, when sub-frames are adopted, high rigidity is required both in the main structure and in the sub-frame, in the regions of the attachment of one to the other, and that the result is an uneconomical use of material.

In the suspension and steering assemblies, all joints and bearings are sealed-for-life; the only greaser on the car is that for lubrication of the handbrake cable.

A Smiths 5½ kW interior heater has been designed especially for this car. This unit is housed in a chamber formed by the pressings of the dash assembly. The electric motor is installed transversely, and each end of the shaft drives a booster fan. A duct from each fan directs air to the base of the windscreen; because these ducts are short, demisting and de-frosting of the screen are very rapid. When the engine is running, hot water is supplied to the matrix of the heater, but the flow can be stopped by closing a cock in the feed pipe.

The ventilation system through which unheated air enters the car, is entirely independent of the heater system. Behind each end of the radiator grille is an air intake through which air enters a large-diameter, flexible pipe that directs it to an outlet at each end of the parcels shelf, below the fascia. The positions of shutters at these outlets can be adjusted to direct the flow of air upwards or downwards and, laterally, towards or away from the occupants of the front seats. A hinged ventilation panel in each rear light can be opened to increase the flow of air into the car. There are no ventilation panels in the front lights, with benefits in respect of range of vision for the occupants.



## THE PREZ SEZ

Greetings !

By the time you read this, we will have had our social outing at **Silvan dam** . Hope you were there because I went in my **Austin** . The first time it has been out in eight years- so if you weren't there, you missed it !

I am compiling a **photo album** of members cars- so if you haven't already done so, I would like you to send me a photo of your car[s] with a few lines pointing out anything of special interest. I would be most obliged .

Elsewhere in this mag. there will be I hope a list of club spares for sale.

We will have obtained **more constant velocity joints** and **blinker stalks** in the near future, so stay tuned.

T.T.F.N.

Patrick

## PARTS STILL AVAILABLE

- Mud flap
- Windscreen Rubbers and filler strips
- Ball joints
- Engine mounting{rear ie battery end} \$25 change over
- Steady bar bushes
- Rocker cover bushes
- Float on fluid stickers{ external}
- Tasman / Kimberley oil cooler adaptors.



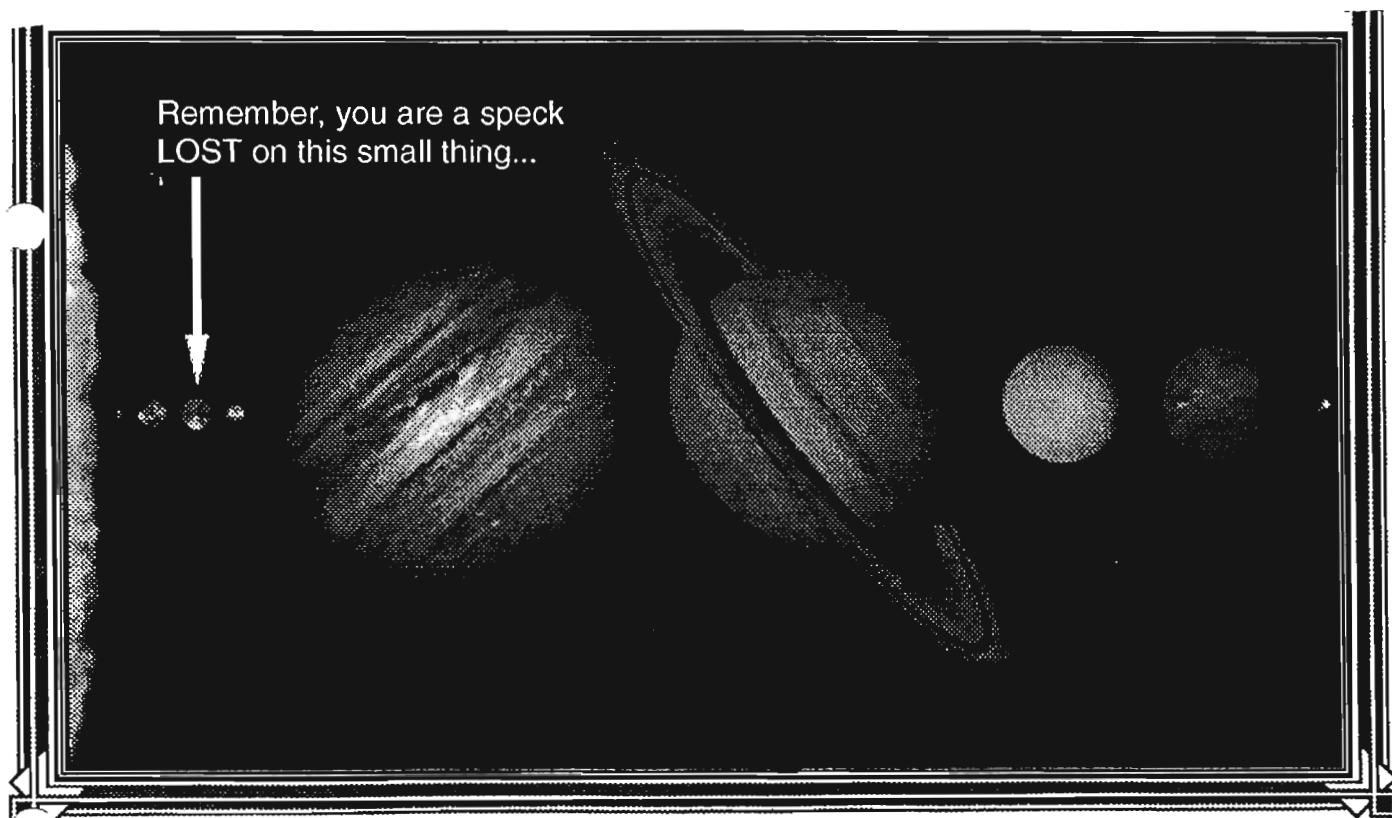
# SAUSAGES AT SILVAN !

A barbecue was organised for lunch on Sunday march the 17th by Paul Nicholls, the social convenor for those living in Melbourne. The weather was kind, the flies sticky, and the food like charcoal !

Those present included Paul and Anne Nicholls in the Mk 1 rally car- Pat and Sandy Farrell in the Mk 11 1800, Daryl Janice and Naomi Stephens in the Mk 1 1800, Russell Greenwood in the Mk 1 1800, Robert and Beth Goodall and family in the Mk 11 Tasman, Ken and Gwen Patience and family in the Austin A99 Westminster, Chris and Sue Lewis and family in the unmentionable, and Cameron Bull and his farther in a Mk 11 1800

An impromptu concourse was held. Winner of the best modified section was Cameron Bull, and runner up, Pat Farrell. Best modified was Daryl Stephens, best Rally car, Paul Nicholls, best X6 was Robert Goodall. Car most needing a ground up restoration was Russell Greenwood. Best non 1800 was won by Ken Patience.

A very pleasant afternoon was had by all. Many thanks to Paul Nicholls for his organisational skills.



A Church is not a museum for Saints, but a hospital for sinners !



# FROM THE BACKSEAT

## **PRESIDENT/ TREASURER/ LIBRARIAN KEEPER OF THE SPARES.**

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4 Wayne Avenue, Boronia Vic 3155

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22 Davison Street, Mitcham. Vic. 3132

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4127 07 208 6546

*Melbourne*; Paul Nichols 47 Moores Road, Monbulk Vic 3793 03 9752 1489

*Sydney*; Mike Gilmour as above

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## **A.M.V.C. Sub Committee**

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

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

## **RALLY PARTS FOR SALE**

2000cc Montego Turbo engine and 5-speed gearbox. Fully tuned (200+bhp) plus all fittings to fit into Landcrab.  
1 x uprated 2200 radiator  
1 x std. 2200 radiator  
2 x 1800 radiators  
6 x minilite-type alloy wheels & tyres (used)  
4 x minilite-type alloy wheels (new)  
8 x revolution alloy wheels & tyres (used)  
4 x revolution alloy wheels & tyres (new)  
Rear disc brake conversion (complete with suspension arms)  
Front ventilated discs and four-pot calipers  
1800S competition brake pads & shoes

Front displacers plus carriers to mount front displacers to rear  
Wolseley bonnet & grille, various doors  
2 x laminated screens, 1 x HRW  
Auto drive shafts  
Various Mk3 lenses  
Adjustable tie-bars (stainless)  
Sump guards - 1 x steel, 1 x alloy  
30 gallon stainless fuel tank  
plus loads of standard 1800 spares (hoses, fan belts, switches etc.)

Contact Peter Woodward 01895 231349  
(Uxbridge, Middlessex)



1 9 9 7

# AUSTINS OVER AUSTRALIA

ALL CORRESPONDENCE TO:

PO BOX 324  
ARCHERFIELD QLD 4109

NEWSLETTER No 1      March 1996

With enquiries coming from all over Australia, we can confirm that the 1997 Easter venue will indeed be in Toowoomba on Queensland's Darling Downs. We have been able to secure the services of the Newtown Rugby League Football Club's facilities, and this will be the centre of our activities.

The Dates for Easter 1997 are **Friday 28th until Monday 31st March**

The brief details are as follows:

At this stage, it looks like most people will arrive some time during the Friday, so nothing official has been organised for this day, however, there may be a short local tour during the day for those who want to familiarise themselves with the area. Registration will start on Friday morning at the Leagues Club.

On Saturday 29th, we will organise a run along the Tourist Drive throughout the town, where there are some spectacular views and pleasant stopping areas. A Club Display will take place on Saturday afternoon after lunch at the Leagues Club, where each club will be able to show off their own cars. This will be followed by a reasonably informal Rally dinner, again at the Leagues Club.

A navigation run is planned for the morning of Sunday 30th, and this will end at lunch where a display will be organised in the form of each model (i.e. A40s, A30s, Freeways and Maxi etc all in their/its own groups). An official dinner will take place that night back at the Leagues Club, where presentations will be made.

As most people will be heading home early on Monday 31st, a short tour is planned for those who can stay longer.

For those who have tow cars, provision has been made to store cars and trailers in a safe area.

Further details, such as meal and other associated costs will be forwarded as soon as they have been calculated.

Till then, plan your Easter around Toowoomba, start getting your Austin into shape and look forward to renewing old acquaintances and making new ones!



# SURPLUS TO REQUIREMENTS IE FOR SALE

**MG 1100** This beautifully presented vehicle has received a ground up **restoration**, and looks magnificent in the new two pack artie white. A quality sound system comes with the car. **\$6,500.** Bill Mitchell 053 492 720. First to see will buy !

Austin **A 95 Westminster** ( The saloon version of the Austin Healey 100/6) Complete. Bit of rust- tired engine Sensible offers Max O'Donnell [03] 9807 3009 Mount Waverley

Various BMC parts for **Austin Lancers** etc Glen Waverley John Ray [03] 9803 9552

1979 Austin **Allegro** 1100 4 speed Blue - Radio- Many parts- comes with books \$1,700 Alec. Bowles [03] 9580 3239

**Austin 1800 Mk 11** White/ Blue **37,000** miles one owner Bendigo Vic. [054] 396 248 Sensible offers Manual\$

**Austin 1800 mk 1** 1966 Unregistered good mechanically Ian Weickhardt 03 9754 7862 offers around \$600 will be veiwed positively


**Freebie** Austin 1800 mk 1 David Magregor 03 9598 3814

1970 **Mk 11 Austin 1800** Reg Jan 1997, very good all round condition, many new parts, inc full clutch, mountings, reco steering, o' hauled brakes, suspension, brakes, bills totalling over \$3,500 in the last year; owner moving overseas **\$2,250** Steven Sullivan **02 557 7038**

**1967 Mk 1 Austin 1800** white/ green 150,000 miles from new Sue Nelson registered \$300 [054] 222 474

**3.7 differential crown wheel and pinion set \$200** Pat Farrell 03 9762 4457

Lumeurtion ignition complete including Distributor for **X6 \$75** Pat Farrell 03 9762 4457



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# LANDCRAB

Number 68 June and July 1996

## PERFORMANCE AND PRODUCTIVITY

### COFFEE PERFORMANCE GUIDE

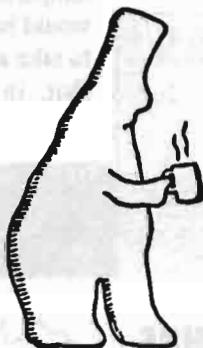
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# Performance Update

March 1996

## LOST HEAT = LOST POWER

Power is created by combining fuel and oxygen, then igniting this mixture. This ignition leads to a rapid rise in temperature as the mixture burns, pressure increases rapidly and forces the piston down the bore. Hence power is produced.

However, much of the heat generated ends up in areas which don't contribute to power output. In fact it has been estimated that 70% of the potential energy in the fuel ends up wasted out of the exhaust pipe or fed into the cooling system. Anything that can reduce this heat loss will result in an increase in power output.

This is where a thermal barrier coating, relatively new to the automotive industry, is beginning to make its mark.

A thermal barrier coating applied to the piston crown reduces heat loss into the piston and therefore into the engine oil. Boyle's law tells us that the volume or pressure of the gas must increase if the temperature goes up. By keeping a larger portion of the heat within the combustion space pressure on the piston is increased, flame propagation and travel is enhanced. Test engines have recorded up to eight percent increases in horsepower from this treatment alone.

The reduced heating effect on the piston can also allow piston-to-bore clearances to be reduced in some instances. This can lead to more effective compression rings and more effective oil control rings, simply because the rings are more accurately located in relation to the bore. Less heat into the piston rings also means that radial ring tension has an increased life expectancy. Piston designers and engine builders will also be pleased with the opportuni-

ties presented to improve the basic design of the piston by virtue of the thermal barrier. Aluminium loses its strength very rapidly as temperature rises. Pistons are made thick in certain areas to give sufficient strength at the elevated temperatures normally encountered. It may now be possible to run lighter pistons due to the thermal barrier.

The closer the top ring land is to the piston crown, the better the combustion process is. In the past the major restric-

*70% .....ends up wasted out of the exhaust pipe or fed into the cooling system.*

tion has been that placing the top ring too close to the top of the piston causes the ring land to collapse because the intense heat cannot be dissipated. Coating the piston crown means the top ring land will operate at a far cooler temperature.

The HPC Thermal Barrier Coating has the same coefficient of expansion as aluminium. Particles are bonded with an inorganic binder which is unaffected by petroleum products. With a bond strength of 10,000 psi., this coating's non-porous ceramic matrix

improves flame travel, reduces oil temperature, increases radial tension life of rings and prevents carbon build-up.

Probably no part of an engine undergoes greater thermal shock than pistons and valves. Yet this has no effect on the bonding properties of HPC's Thermal Barrier Coating.

### Cylinder Heads

Although effective on cast iron, this coating really comes into its own on aluminium heads. Coated combustion chambers make a substantial reduction in the heat load on the cooling system, this in turn leads to a cooler, more dense intake charge.

There are two major advantages to coating the valves also. Firstly, although the inlet valve passes relatively cold fuel and air, it picks up as much, if not more, heat from combustion than the exhaust valve. The larger area of the inlet valve absorbs the combustion heat and promptly transfers some of this heat into the induction charge. Therefore the density of the charge is reduced and potential power is lost. Coated valves give an estimated reduction in heat pick-up of almost 70%.

Secondly, the main reason exhaust valves have wider seats is because they must dissipate some of the tremendous heat energy picked up during combustion and whilst passing the exhaust gas.

Too thin exhaust seats overheat and burn out. Coated valves offer a large temperature reduction, in many cases it would be feasible to run narrower seats to take advantage of the improved flow that, in many heads produces more power.

### This Issue

|                        |   |
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| EXHAUST COATINGS       | 2 |
| SOLID DRY FILMS        | 2 |



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# High Performance Coatings

## Exhaust Coatings

Exhaust headers or factory castings can be coated both inside and outside

The process of producing extra horsepower is thought to work in the following manner. Because the exhaust temperature stays high the gas doesn't undergo thermal contraction as it travels down the exhaust pipe. Exhaust velocity stays higher and results in better cylinder scavenging. Keeping the heat inside the exhaust pipe means that under-bonnet temperatures are substantially reduced, so the engine breathes cooler (more dense) air which again boosts engine output.

By coating the inside of the exhaust headers or manifold the gasses are provided with an exceptionally smooth surface to glide along. The improved laminar flow also keeps exhaust velocity high and along with the additional thermal barrier provides the performance advantage we've longed for.

This unique coating system offers superior corrosion and fatigue/oxidation protection at temperatures of -375 to +1300°F. Often mistaken for rust thermal fatigue is a problem caused by cyclic temperatures and hot gas impingement. The HPC inorganic matrix coating retards oxidation and heat buildup even at temperatures of over 1600°F. Chemically/metallurgically bonded to steel at 10,000 psi. onto steel the self sacrificial quality of the coating will not allow corrosion to develop even when the coating is damaged. Withstands hammer impact. Non bluing and non staining qualities combined with rapid cool down.

## Solid Dry Films

Two types of coating are available; wettable and non-wettable matrix.

### SDF-1 (Wettable matrix)

Applied to components where a lower coefficient of friction and the added

ability of the lubricant to "cling" to that component are considered desirable.

Piston skirts can be treated with SDF-1 when the piston crown is coated with a thermal barrier. Piston/bore clearance changes are not required with coated piston skirts.

*Valve springs generate a considerable amount of heat.....*

Valve stems can also be coated with SDF-1 and the thermal barrier applied to the valve heads. Valve springs generate a considerable amount of heat as they coil and uncoil, thereby heating the surrounding oil. Valve spring failure is generally caused by high cam ramp speeds and compounded by inadequate cooling of the springs by the engine oil. By coating the valve spring, oil is better able to cling to these parts and assist in their cooling, thereby reducing the oil temperature as well. It is not uncommon for valve spring life to be doubled. Rocker shafts, camfollowers and numerous other engine and driveline components can benefit from the SDF-1 treatment.

### SDF-2 (Non wettable matrix)

For applications where it is desirable to shed oil rather than retain oil.

The purpose of this type of coating is to improve oil drain back to the sump. This black coating can be applied over anodizing, phosphating and electroplating. Typical applications include sump pans, windage trays, tappet covers and side covers.

© Hans Pedersen 1996

Every effort has been made to ensure the information in this newsletter is true and complete to the best of our knowledge. All recommendations are made without any guarantee on the part of the author, editor or publisher. Because the quality of most parts, materials and methods are beyond our control, we disclaim any liability incurred in connection with the use of this information.

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BMC Mini range

Exhaust Headers

BMC 1800 range

BMC Spridget range

BMC MGB range

BMC MGA range

Exhaust Mufflers-Stainless Steel

Round and Oval sections

Single and Twin tailpipes

Exhaust Systems-Stainless Steel

Rover 3500

BMC Mini range

BMC Spridget range

BMC MGB range

Hidural bronze Valve Guides

BMC B Series

Lightweight Camfollowers

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# INTRODUCING...

William Hudson      92 Belmore Street      065 74 2544      Mk 11 1800  
Gulgong NSW 2852

William was lucky enough to score low mileage car, one owner car. He has nearly finished a complete restoration, including a new paint job in the original colour, but in two pack.

Peter Roberts      89 Flinders Drive      Mk 1 1800  
Valley View SA 5093

Peter has owned his automatic Mk 1 for 13 years. It is also one of the few **LPG** cars in the club. The 1800 has only done 54,000 miles from new.

Scott MacDonald      2 Coolalie Avenue      (046) 55 8956      Mk 11 1800  
Camden NSW 2570

Scott is a motor mechanic- so we hope to receive some tech tips in due course !

Glenn Bryant      18 Lochbuy Street      06) 251 7813      Mk 1 Tasman  
Macquarie ACT 2614

Glenn is probably just as effective with pliers as Scott- he is a dentist

Geoff Dodge      RSD 581 c      (004) 267 338      Ute  
Sassafras Tas. 7307

Geoff runs Sports Cars Tasmania an MG business. in Tasmania, and will have some interesting technical tips !

Cliff Bredle      133 Old Para Court      (03) 9434 2226      Mk 11  
Montmorency Vic 3094

Greg Fienberg      IronBark Valley      (065) 797 075      Mk 11 Tasman  
Putty NSW 2330      Mk 11 Kimberley

Margaret Withers      5 Chapman Street      (063) 655 004      Mk 1 1800  
Spring Hill NSW 2800

Stephen McPhail      19 Joan Street      (02) 645 2190      Mk 11 1800  
Chester Hill NSW 2162

Geoff McMaster      6 Mereworth Way      (09) 343 2739      Mk 1 1800  
Marangaroo WA 6064      Mk 11 1800

Geoff's vehicle has stolen Norm Peck's title as probably the oldest 1800 in Australia definitely the oldest in the club !

We now have **123** members in the club !



# PERSONALISED TYRES

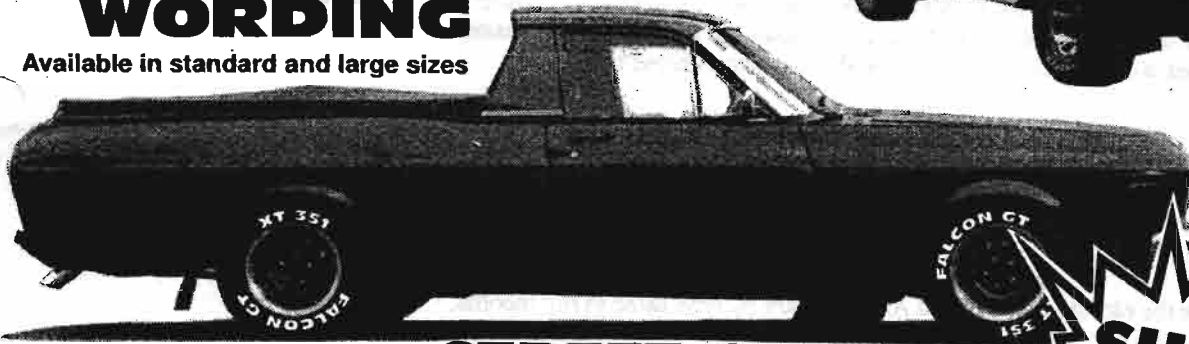
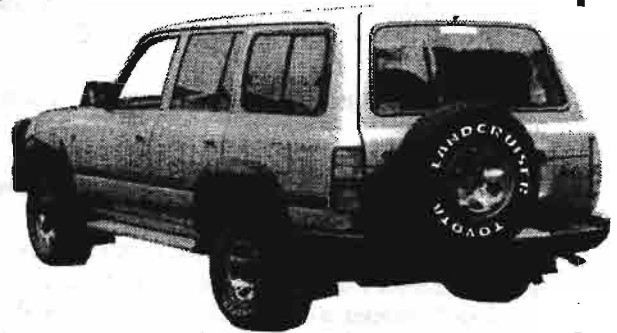
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**DATA REGISTRAR'S REPORT**

Over the past couple of years I have been asking members to submit details about their cars and I expect many of you have wondered what this information is to be used for. Well there are three basic reasons why this information is needed and these are listed below:-

1. Many members with high or very low chassis numbers like to know if their car is the oldest or youngest in the club,
2. To obtain a true dating system for members who would like to put their car on historical rego, (more on that later,)
3. With the MkII sedan to help find out at what chassis number changes in production details happened.

With all Australian produced Austin 1800 sedans and utes the first chassis number for production vehicles was 501, lower numbers indicate a pre-production prototype that was later sold. The chassis number or plate for locally produced vehicles is found in either one of the three locations listed below:-

**Location 1.** MkI and early MkII's had a plate mounted on the drivers side inner guard above the battery,

**Location 2.** MkII made between mid '69 and Jan.'70, no plates but number stamped into radiator coving,

**Location 3.** MkII Jan.'70 on, stamped as "two" above plus plate on bulkhead by brake booster.

Listed below are the oldest and youngest Austin 1800's by type listed in my records.

|                                  |          |                               |               |      |
|----------------------------------|----------|-------------------------------|---------------|------|
| <b><u>MkI manual sedan,</u></b>  |          | <b><u>34 cars listed.</u></b> |               |      |
|                                  | oldest   | Ch/No. 601                    | G. McMaster   | WA.  |
|                                  | youngest | Ch/No. 28347                  | G. Coleman    | NSW. |
| <b><u>MkI auto sedan,</u></b>    |          | <b><u>10 cars listed.</u></b> |               |      |
|                                  | oldest   | Ch/No. 886                    | R. Hoskins    | NSW. |
|                                  | youngest | Ch/No. 4992                   | G. Elliott    | Qld. |
| <b><u>MkII manual sedan,</u></b> |          | <b><u>51 cars listed.</u></b> |               |      |
|                                  | oldest   | Ch/No. 803                    | G. McMasrer   | WA.  |
|                                  | youngest | Ch/No. 15290                  | T.Ellington   | Vic. |
| <b><u>MkII auto sedan</u></b>    |          | <b><u>23 cars listed.</u></b> |               |      |
|                                  | oldest   | Ch/No. 3061                   | J. Rooney     | Qld. |
|                                  | youngest | Ch/No. 10069                  | J. Laitz      | ACT. |
| <b><u>MkI manual ute,</u></b>    |          | <b><u>4 utes listed.</u></b>  |               |      |
|                                  | oldest   | Ch/No. 701                    | B. Summerfell | NSW. |
|                                  | youngest | Ch/No. 904                    | G. Dodge      | Tas. |
| <b><u>MkI auto ute,</u></b>      |          | <b><u>none listed.</u></b>    |               |      |
| <b><u>MkII manual, ute,</u></b>  |          | <b><u>7 utes listed.</u></b>  |               |      |
|                                  | oldest   | Ch/No. 503                    | M. Coffem     | Vic. |
|                                  | youngest | Ch/No. 1816                   | M. Frew       | NSW. |
| <b><u>MkII auto ute,</u></b>     |          | <b><u>3 utes listed.</u></b>  |               |      |
|                                  | oldest   | Ch/No. 501                    | G. Hulley     | NSW. |
|                                  | youngest | Ch/No. 582                    | P. Greasley   | WA.  |

**Total Austin 1800 listed,** 132 cars and utes.

The only true means of dating our cars for rego. and age purpose is from members who have original sales receipts which shows the date of purchase, rego. and chassis number or owners handbooks which usually show chassis and engine number as well as date of sale. If you have any of this type of proof of first rego for any model of 1800 or the Kimberley/Tasman range, I would appreciate a photo copy of the details even if the car is not the one that you own, all information will help fellow members obtain historic rego. for their vehicles if they wish to do so.

At present the age for historic rego in various state is as follow:-

|                            |                                                            |
|----------------------------|------------------------------------------------------------|
| Victoria and WA,           | over 25 years old (from date of first rego.),              |
| NSW, Qld, ACT, Tas. and NT | over 30 years old (Qld is changing some rules at present), |
| SA,                        | pre 1964 (changing from pre 1962).                         |

At present I know of only one member who has put his car on Qld. historic rego and proof of age was by a photo copy of the sales details from the handbook and a letter from the club.

In the next issue of our club magazine I will list the Kimberley/Tasman range including oldest and youngest in all model types as well as some of the more unusual vehicles (mostly Landcrabs) that some of our members own.

Please continue to send in the date forms and if possible forward photo copies of the informat in your handbooks to either Daryl or direct to me (both addresses are in the newsletter).

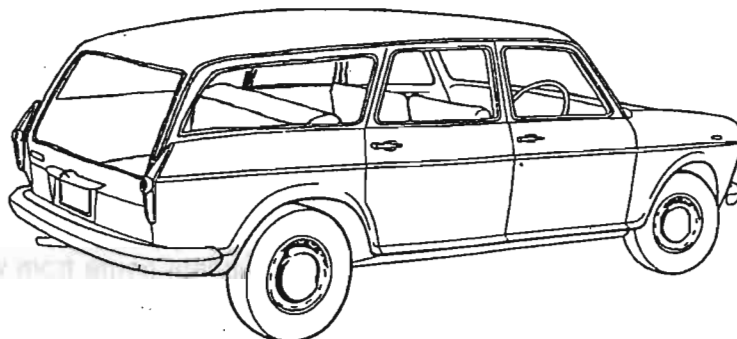
Thats all for now and I look forward to receiving more of your data,

Peter

**Footnote;** No tech tips this time, but see Restored car number 116 (lastest issue).

PAJ.

Editor's note; **Peter Jones** has again gained our club some valuable publicity . See **June Australian Car Monthly** . Also if anyone wishes to provide an article on the late **Evan Green**, it will be published next newsletter



# FROM THE BACKSEAT

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about 2 hours per year !

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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

**Re Public Officer- ask not what your club can do for you-  
but what you can do for your Club ! Ken Patience 03 9337 4661 is  
happy to help with the transition stage.**

Dead line for submissions to the newsletter is the 25 th of the even month. Posting date aims to be the 25 th of the odd month

Things were not going well in the garden of Eden. Adam was late home from work and Eve was reading the riot act.

"I bet you are seeing another woman "

"How could I ? You are the only woman in all of creation !"

Not convinced- when Adam slept that night, Eve counted his ribs !

# BOOK WORMS CORNER

By Daryl Stephens [ Definitely not for petrol heads]

## U.F.O's & the Complete Evidence from Space by Daniel Ross

This book will appeal to everyone interested in life beyond the Earth. For the space information contained within the text clearly establishes the final truth about the UFO evidence in our skies. There is no mystery about UFO's once their origin is learned and understood. Their origin is the other planets of our solar system, and the space travellers are human in every respect.

The scientific facts are quite illuminating by themselves- particularly the section dealing with the *real gravity* of the Moon. But the book explores much further beyond the documented EVIDENCE, and explains why much dis information regarding space has been publicly promoted. While convincingly proving the case for Earth like conditions on our neighbouring planets, the timely presentation dispels both the arguments of the UFO skeptics, and the current fallacies promoted by today's typical sensationalism. More importantly, this book exposes the real reasons behind the official propaganda, and the on going cover up regarding planetary space findings.

Published by Pintado publishing .

## MAILBAG

Just a short note to include with the membership application.

Old Auto Rubber in Sydney advised me when I phoned them that the ball joint and tie rod covers are available, but the part numbers have been changed.

Ball Joint rubber boot is now Part 285-039.

Tie Rod rubber boot is now Part 285-038.

Not sure if any of the other Part numbers 270 are all changed to 285.

Regards,

Neil Solomon.

# MORE MAILEBAG

## THE ADO 17 CONCEPT

To: Alec Issigonis, Esq.  
Austin Motor Co.  
Longbridge, Birmingham

21st March 1966

Dear Sir,

Last October I bought an Austin 1800 - at first I had a little trouble with very stiff gears, especially 1st and 2nd. However, that was soon remedied and after its 3,000 mile service on 29th Jan. '66 the car was a pleasure to drive and ride in.

On February 15th at 6:10 pm (it was dark and slightly raining) I was travelling back to Henley from London along the M4 when my car was involved in a serious accident (the first in my driving experience, which is more than 25 years standing). An Austin Healey Sprite suddenly jumped the centre grass reservation from the opposite carriageway and struck me almost head-on and left side, continuing on to hit another car in the slow lane - killing the two occupants of the Sprite, and injuring the driver of the other car.

This brings me to what I want to tell you about the 1800. The fact that my passenger and I were not killed is recommendation enough, but, though my car took the full impact of the Sprite at speed and completely out of control, neither of us were injured, other than slight cuts and bruises and a cracked knee cap.

We were not wearing safety belts and though the wind-screen was completely shattered and our hats disappeared through it, we remained bouncing in our seats. The suspension, no doubt, saved us from following them.

Police think we were extremely lucky not to have been seriously injured or even killed, but, I really think it was the stout build and design of the 1800 that saved us.

If it would be of any interest to you, for one of your local engineers, or even better, one of your own, to see the car after such a crash it is in a garage in Maidenhead in the same condition as when it was towed from the motorway.

I must add that the brakes worked instantly and although I pulled the car with force out of the path of the flying car on to the grass, it held its ground and did not skid about or overturn.

24th March, 1966

Dear Madam,

Thank you for your letter of March 21st informing us of the accident in which your Austin 1800 was recently involved.

It is indeed pleasing to hear that despite the severity of the accident neither you nor your passenger received any serious injury. One of our major pre-occupations is the design of safe motor cars and your terrible experience has proved the wisdom of this philosophy and the resultant soundness of the design of the 1800.

We are very grateful to you for offering to let us examine your car in its crashed condition. We should like to send a member of our design staff to Maidenhead next week for this purpose and we propose, therefore, to telephone you early next week in order to obtain further details regarding the exact location of your car.

Yours faithfully,

A. Issigonis  
Technical Director, B.M.C.

# STILL MORE MAILBAG

## TOUGH AS OLD BOOTS!

THE aim of the 1800 design team (or ADO 17 as it was known at BMC) was to produce a car to carry five people in greater comfort and safety than had been achieved by any car in large scale production up to that time.

Some 70 percent of the car's length was earmarked for passenger and luggage accommodation – a large proportion compared to similarly-sized cars of the day.

The basic design saw the front end of the car built around a thick steel tube running across the car at the base of the bulkhead which would hold the Hydrolastic displacer units mounted back to back. To the end of this tube would be mounted massive alloy castings carrying the upper and lower suspension links, the upper links acting as bell cranks onto the displacers.

The rear Hydrolastic units, interconnected with the front ones, were mounted in housings set into the stressed rear seat pan and activated by massive trailing arms. This unconventional set-up was designed for speed of assembly on the line.

ADO 17 was originally designed to have subframes as on the Mini and 1100. But, when an early prototype suffered body distortion, chief project engineer Chris Kingham (LOCI President) maintained that the subframe was unnecessary, increasing weight without necessarily contributing the car's rigidity or speeding up production times.

So the body was based around an immensely strong sill structure, so strong in fact that today it still ranks as one of the most torsionally stiff production car bodies ever made.

Initially the engine was to have been an all-alloy overhead cam unit based on an Alvis-designed V8. But the Suez Crisis meant the ADO 17 project was put on hold due to the accelerated development of the Mini. When the project resumed BMC dictated that the engine had to be one already in

production. The most logical choice was a refinement of the Austin A60's B-series engine, happily under development in 1798cc form for the forthcoming MGA replacement – the MGB.

The new engine's larger displacement and higher power outputs enabled Alec Issigonis to design a bigger and more roomy car than originally intended.

The 1800 was not intended to replace a car already in production. At the time the A60 hadn't been around that long in current guise but under the skin it was basically the same car as its predecessor. Because the 1800 emerged as a heavier car than perhaps was originally intended, BMC was quick to stress the economy of the 1798cc engine – directly comparable to the A60 but offering increased performance.

The 1800 was ahead of its time and set the standards for other manufacturers to follow. In 1964 BMC heralded it as having no direct competitor – the opposition were generally still using live axles and space-wasting rear-wheel drive – and in fact our car very much created a new market niche. As we all know, most modern family cars share a passing resemblance in basic design and layout to the 1800 (transverse engine, front-wheel drive, independent suspension).

In 1964 BMC was so sure that the 1800 had the right formula that it stated the car would "see out the century" in the sense that in 2001 there would still be many examples of the model in active use. What they didn't know was that it would be achieved with a helping hand from LOCI!



# THE PREZ SEZ

Greetings and salutations- fellow *nutters* !

This month I have really got my act together and compiled a complete list of spares available to club members.

It is located in this edition. In the next edition I will really surprise you and print a treasurers report for the financial year 1995-96. I need extra time to think up a good story.

Anyone who knows me knows that I have always considered the Mk 11 **PBR** brakes to be marginal. With that in mind, I have decided to import two complete sets of **S type brakes**

"Why two sets?" Because i mentioned it to **Paul Nicholls** with the inevitable result that he wanted a set too !

We will inform you of the results and costs later.

T.T.F.N.

## SPARE A THOUGHT BY PAT FARRELL

### ***stickers***

|                               |     |
|-------------------------------|-----|
| Hot run- electronically tuned | \$3 |
| Floats on fluid external      | \$8 |
| travelling 1st class external | \$8 |
| B.L Motor sport               | \$8 |
| B.L. Motor sport- Heritage    | \$8 |

Freebie Austin Motor Vehicle Club Stickers

**Also available A 99 Westminster parts** *may fit A 30 A 40 A 50 A 55 A 60 A90 A 95 Freeways and other lesser Austins*

Suspension bushes front and bushes to suit rear springs; Gearbox mounts; buffer box[ gearbox] Suspension bump stops front

## **POLYUTHERANE    AUSTIN 1800 and X6**

|                                                        |                                |
|--------------------------------------------------------|--------------------------------|
| Rear engine mounts                                     | \$25 change over               |
| front engine mounts                                    | ditto                          |
| bump stop[ stop] upper and lower                       | \$20 pair[ 1 side] change over |
| engine steady bar bushes 4 required                    | \$15 set of 4                  |
| Lower fulcrum bushes<br>state whether Mk 1 or MK 11    | \$20 set[ both sides]          |
| 1800 rocker cover gasket                               | \$6 [not change over !]        |
| Vibration mounts for gearchange, exhaust etc           | POA                            |
| left and right hand weather shields<br>clear or tinted | \$50 each                      |
| X6 oil cooler adaptor                                  | \$30                           |
| Suspension ball joints                                 | \$30 each                      |
| Front windscreen rubber complete<br>with filler strip  | \$55                           |
| Oil filter adaptor Z23 to Z9                           | \$8 change over                |
| Constant velocity joint                                | \$70                           |

**Nota bena:** In 1987, I imported a set of 1800 S twin carbies. They were £25. Now they are £75. Constant velocity joints were £5- now they are £20. In other words, the supply of cheaper parts from England may be coming to an end. My advice is to obtain them while still competitively priced !

Prospective buyers should note that the Club buys and sells all parts in good faith. Warranty claims should be made through the clubs original supplier, and / or Australia post as applicable.



# Be Negative

What can you do when your car has a positive-earth electrical system and your new stereo or radio equipment is for negative earth only?

The only answer is to convert the car to negative earth. In most cases this is quite a straightforward job, and it will *not* result in the starter motor turning the engine over backwards, either!

## REVERSING THE BATTERY

The battery can usually be switched round in its container without difficulty. If the flat "flag" type terminals are fitted, these are simply reconnected - the insulated starter cable terminal will now go to battery positive, and the earthed cable will go to battery negative.

Where the hooded battery terminal lugs are used, these cannot be so readily interchanged, as they are of differing size (positive is larger than negative). Cut off the lugs, and fit new lugs of correct polarity in their place.

Fig.1 shows a typical conversion of these battery lugs, using the easy-to-fit open-type lugs with screwed conductor connections. Smear a little petroleum jelly over these lugs to prevent corrosion.

If the battery cables are too short to reach the battery after it has been reversed in its container, it's a simple matter to fit a new longer earth strap (negative, of course) and also a new insulated positive starter cable if necessary. When working on these main battery connections, by the way, make the earth the *last* to be connected - it avoids short circuits.

## REVERSING COIL POLARITY

Locate the ignition coil low-tension connections, and change these over. This keeps ignition coil polarity correct. Although the engine would start and run with the ignition coil polarity reversed, the spark efficiency would be greatly reduced.

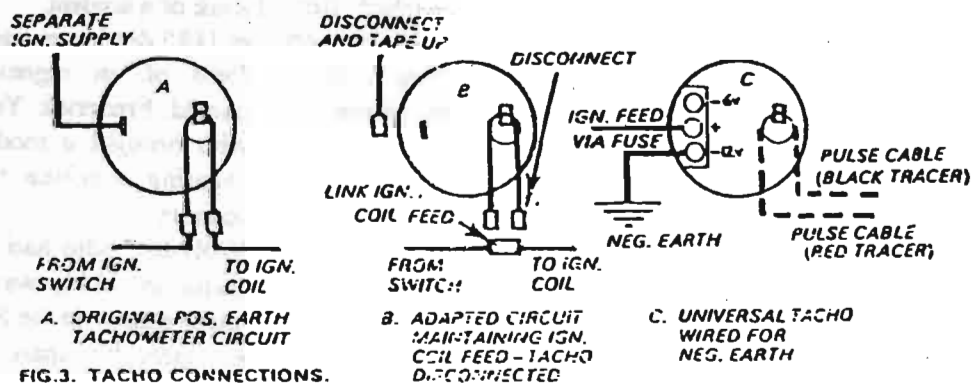
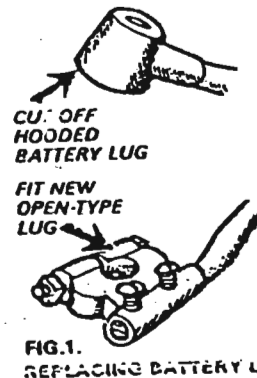
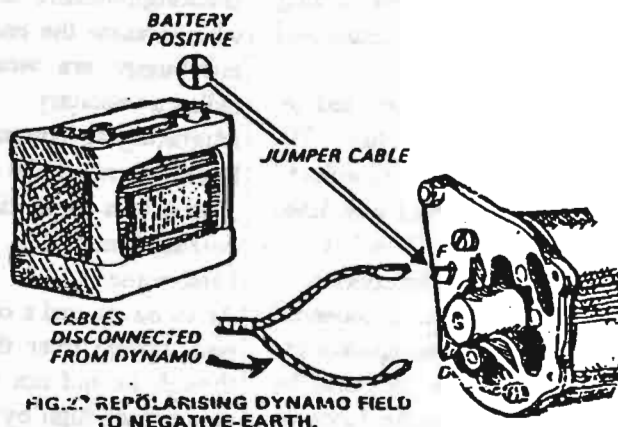
Most ignition coils now have their terminals marked 'POS' and 'NEG'. On a positive-earth system, the ignition switch feed cable to the coil (usually White) will be originally connected to the 'NEG' and the distributor L.T. connected to 'POS'. When converting to negative earth, the ignition switch feed will now be connected to ignition-coil 'POS', and the distributor cable (White/Black tracer) connected to ignition coil 'NEG'.

## DYNAMO REPOLARISATION

The dynamo must now be repolarised for negative-earth operation. Initial build-up of output from the dynamo relies on a very small residual magnetism present in the dynamo field pole shoes, and it is this magnetic flux which must be reversed.



Fig.2 shows the sequence for repolarising the field shoes. The dynamo terminals 'D' and 'F' are disconnected. Now a live 'jumper' cable is connected to battery positive. The other end of this jumper cable is then touched on to the smaller dynamo terminal 'F' for two or three seconds. A fluffy blue flash will be noticed when this is done, but don't worry - current passed is only in the region of about two amps. The inductive dynamo field winding produces the rather weird arcing effect.



# Car Magnate Was A Melbourne Apprentice

On May 23, 1903, a fantastic collection of motor cars and cycles started from Paris on a road race to Madrid. Of the original 314 entries, 39 broke down before they reached the starting line. Representing 80 different makes from nine countries, the other vehicles ranged from a mammoth 90-horsepower Panhard to a Serpollet steam car and a pushbike with a half-litre auxiliary engine. The road, which was built in the days of Napoleon Bonaparte, had once been excellent for coaches, artillery caissons and farm wagons. But as little had been done to it for nearly a century, it had degenerated into an 850 mile stretch of cobbles, pot-holes, sand-drifts and bogs. At intervals there were a few miles of macadam to tempt fast drivers to destruction. Scarcely had the first intrepid competitors left Paris than the race turned into a shambles. Skidding off the unbanked turns, cars hurtled into ditches or wrapped themselves round telegraph poles. Some hit foot-deep ruts and ricocheted into village shops or the cottages of infuriated peasants. One of the first to lose his life was Maurice Renault, who was

burnt to death when his car overturned in a drain.

Swerving to avoid a dog, Leon Barrow hit a tree and was killed when his ponderous Lorraine-Dietrich exploded.

Paul Tourval drove his Brouhot into a group of spectators, killing himself, a soldier, two civilians and a child.

By the time the survivors, led by Marcel Gabriel in his 70-horsepower Mors, had thundered into Bordeaux, the road was lined with wrecks and the French Government had stopped the contest.

The authorities were so incensed that they ordered the competitors to ship their cars back to Paris by train rather than let them loose on the road again.

Among those who reached Bordeaux was 37 year old Herbert Austin, driving the only one of three Wolseleys to remain on wheels.

The first fell out when the engine seized at Tours, while the second hit a stone wall, killing the mechanic and injuring the driver.

Originally organised to popularise motoring, the race heightened the prejudice against cars both in Britain and on the continent.

French provincial bureaucrats tried to legislate motorists off the roads while the British Motor Car Act of 1903 was designed to make their

lives so onerous that they would return to the horse.

The resulting controversy did not perturb Herbert Austin.

Despite the horrors of the Paris-Madrid race, he had confidence in the future of mechanical transport. Living to see his faith justified, he became one of the men who put the world behind a steering wheel.

When Herbert Austin was born in Buckinghamshire in 1866, anyone who foresaw the end of the horse-and-buggy era would have been called a visionary.

Migrating to Australia during the boom years of the 1880's, young Austin was apprenticed to the engineering firm of R.L. Parkes in South Melbourne.

At 19 he entered a competition for a new bridge over the Yarra. Although he did not win, his design was placed high by the judges who were astonished to learn it was the work of a student.

In 1885 destiny revealed itself in the form of an ingenious Irishman named Frederick York Wolseley, who brought a model of a sheep shearing machine to the Parkes foundry.

Wolseley, who had come to Australia in 1854, was managing a sheep station in the Riverina, where he spent his spare time devising agricultural machinery.

Among his inventions were a horse scoop and a post hole digger, but his most important work was in the field of machine shearing.

Machine shearing had been a squatters dream for years before Wolseley brought his model to the Parkes foundry.

Back in 1868 a Melbourne compositor took out a patent for some form of mechanical shears, but they were not a success.

Later attempts to adapt power driven horse clippers to shearing were no better, as the wool clogged the cutters.

Wolseley persevered along his own lines and in 1877 registered his first



patent.

The machine remained in the experimental stage for seven years when John Howard, a practical mechanic from Birmingham, helped Wolseley improve it.

Finally the pair asked R.L. Parkes to build a complete plant for demonstration purposes. When the machine proved far from perfect, Parkes suggested that young Austin was the ideal man to iron out the remaining problems.

Getting to work at once, Austin soon had the machine ready for the first trial, which took place in Goldsbrough, Mort & Co.'s Melbourne wool store in 1885.

It was so successful that just before Christmas the following year, a full-scale public demonstration was given at Wolseley's homestead, near Walgett, NSW.

At that time of the year, the only sheep available were shaggy stragglers, who missed the regular shearing and were overgrown with wool.

The machine made light of the difficult fleece. To the surprise of the spectators, the first sheep was shorn in 4 1/2 minutes. The second took 30 seconds less.

Greatly impressed by the smooth clip, the onlookers were astounded when a wether, previously shorn by a blade shearer, was given a second trimming by the machine and yielded another 12 ounces of wool.

Employed to further improve the machine, Austin, now 21 years old, took charge of the factory in Melbourne, and later in Sydney. In 1889, Wolseley, with a view to world-wide sales, established a factory in Birmingham and sent for the indispensable Austin to manage it.

At that time, the internal combustion engine was beginning to make headway.

Having had experience of the new petrol driven prime mover for driving shearing plants, Austin

became deeply interested in its application to road transport.

Convinced that there would be big profit in it for the Wolseley company, he built the first British car, a three-wheeled contraption, like a king size bath chair, in which the driver and passenger sat back to back.

It was steered by a long lever, while the single cylinder engine was mounted under the seat.

Austin usually tested the machine early in the morning, rattling slowly through the back streets of Birmingham behind a man waving a red flag.

The ancestor of all British built cars, the motorised bath chair is now housed in the British Museum.

The Wolseley factory turned out a number of cars, including the juggernaut Austin drove in the ill-fated Paris-Madrid race.

As it became obvious that neither indifferent roads, unreliable vehicles nor restrictive legislation could check the growing popularity of the automobile, Austin went into the business on his own account.

In 1906, when he was 39, he established a factory in Longbridge, Birmingham, on a modest capital of 15,000. A year later, the Austin car was born.

In the first year, 120 cars rolled out of the works. At the time this was regarded as a startling achievement. The 1963 tally was 325,517.

The motorist of pre-1914 vintage, had more than 200 makes from which to choose. Eighty were built in Britain, 59 were French and 23 American. The remainder were divided up between various continental countries.

Despite this opposition, the Austin car soon became one of the best known makes in the world, while the industry raised Birmingham to a new level of prosperity.

As the number of employees rose from week to week, word got around the Midlands, that the motor trade offered work for all.

One applicant, formerly a strong man in a circus, returned disappointed.

"They don't want any lifting done", he reported. "The boss said that Carbolic Jack does it all!"

Turned over to munitions during World War I, the Austin plant, which now employed 23,000 hands, produced millions of shells, as well as fleets of ambulances and mobile searchlights.

But the war gave the British motor industry a body blow. When it was over, Austin, now Sir Herbert, found himself in financial difficulties.

The position became so acute, that for the first time the motor show at Olympia opened without an Austin vehicle to display.

Austin's gloom was not lightened by the thought that just before the war, he had declined an offer of 700,000 for his interest in the business. But he was not a man to sink into the doldrums. He heaved himself out by the introduction of the Austin Seven, the famous "baby" car, which first appeared in 1922, and achieved instant world wide popularity.

There had been several continental baby cars before, like the 1912 six horsepower Peugeot, but none of them developed enough power to make them reliable.

The first car of its size to pull a full load up a 1 in 7 hill, Austin's pygmy was designed to supply the lower income group with economical transport.

It achieved its purpose, particularly in Britain, where cars were taxed at the yearly rate of 1 per horsepower.

Seven pound a year was within the reach of most aspiring car owners, but 20 or 30 left a big gap in the average bankrolls of the time.

Like the T-model Ford before it, the Austin Seven became the de-

the Austin Seven became the delight of humourists and cartoonists.

Plutocrats were depicted driving lordly limousines, which carried Baby Austins slung from davits, like ship's boats.

There was also the story of the man who toured England in a Rolls-Royce without noticing the Austin which had accidentally become hooked to his rear bumper.

No one appreciated these jests more than Austin himself, as he watched the sales graphs rise.

The design of the Baby Austin was so sound, that it remained virtually unaltered until 1938. by then, about 750,000 had been put on the road. Some are still there.

Like all men of his type, Austin possessed enormous energy.

At the height of his career, he would spend his mornings at his office in Birmingham, then catch the midday express to London and take his seat in the House of Commons.

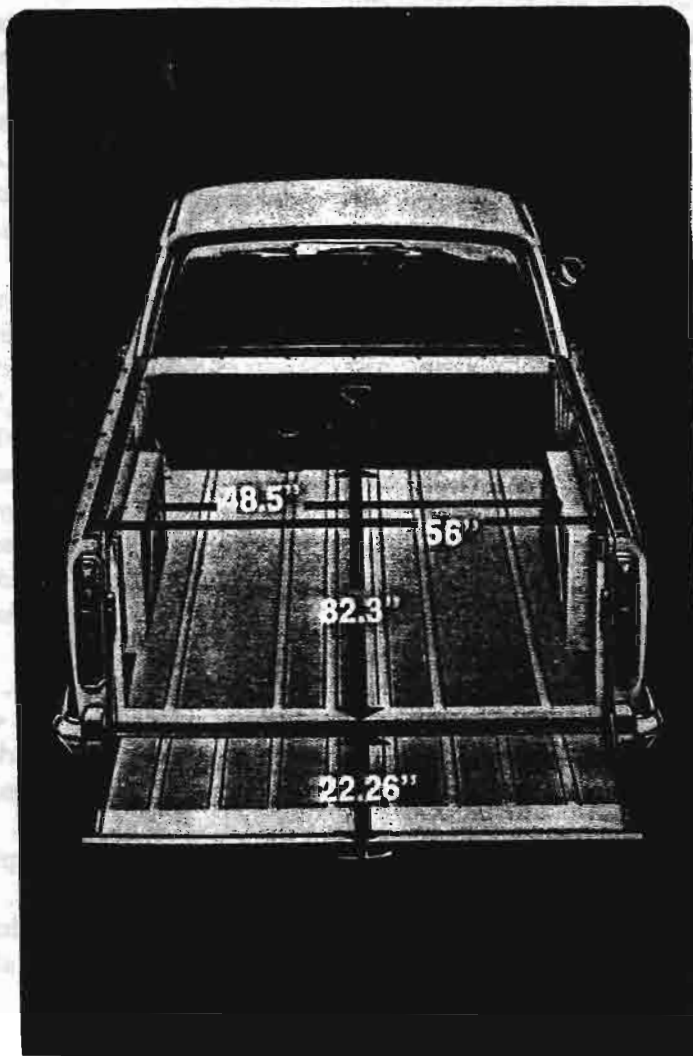
It was a strenuous living, but Austin kept it up until 1936, when he was raised to the peerage, and took his seat in the House of Lords.

Though 73 years of age, Austin was still hard at work in 1939, when his huge factory once more became part of the war effort.

The former Melbourne foundry apprentice died in 1941 aged 75.

The title died with him, as his only son had been killed at the battle of Mons 26 years before.

*This article was reproduced from the November, 1965 edition of Parade.*





## PARTS INTERCHANGEABILITY

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We all know that a large number of Holden parts are interchangeable between different models, and the same can be said about BMC Minis and Ford Falcons, but a large number of classic vehicle owners do not realise that a large number of post war to early to mid 70s vehicles have parts in common.

Knowing which parts are interchangeable between the more popular cars like Holdens and Falcons, and the lesser collectable cars like the BMC 1100 and 1800, the Ford Cortinas MkI and MkII, and the Hillman Hunter, can be very useful to owners of these cars.

The best way of finding out which parts are interchangeable between these cars and more common cars is to find a club suitable for your particular vehicle and join it. Most clubs will list interchangeable parts for their members cars as well as where they can obtain their parts at the best price. They may also have a spare parts officer who can be contacted for information about parts. The Federal Chamber of Automotive Industries has compiled a book called the "Black and White Data Book", which is published yearly by the Marque Publishing Company which has a listing of all known Australian car clubs.

The other way of finding interchangeable car parts is to borrow some parts list books from your after market supplier of parts, and slowly go through them looking for common used parts by part number. You can also obtain a few different parts list books from the manufacturer of your car and try to match up part numbers, these books will most likely have been purchased at a local swap meet.

The second alternative is not the best, particularly if you need a part late on a Saturday afternoon, and you need the car for a club rally the next day.

By slowly working my way through a fan belt catalogue the other day, I was able to find out that the belt used on the Ford XF Falcon (1984) air conditioner (belt number 11A0965) is the same as the fan belt on at least 10 other cars. These cars include both the Austin 1800 and the Hillman Hunter fitted with an alternator, some BMWs, Porsches, as well as a couple of Jap. cars.

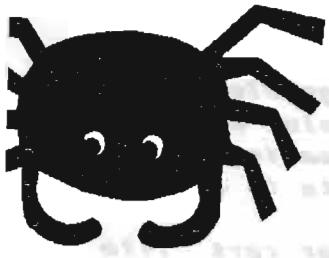
Other useful finds include; Jaguar (1955 to 1967) universal joints, fitting Austins, Fiats and Triumphs, and that the tie rod ends on an MGB being the same as the Austin 1800 and X6 as well as one side of the Hillman Hunter.

The list of interchangeable parts goes on and on mainly because during the 60's and 70's, most Australian car manufacturers used the same parts supplier.

### Misc. interchangeable parts.

The PBR disc brake caliper pistons (DB2014) fit the following cars: Ford Falcon ZA, ZB, XR, & XT, Valiant VC, VE, VF, Datsun 260Z, 240C, Austin 1800 & X6, and the 1978 Rolls Royce Corniche. While brake caliper repair kit K5371S suits both the Falcon XR-XT and Austin 1800.

The Austin A30 engine and gearbox parts are the same used on the Morris Minor series II.



PICNIC



# AT MACINTOSH ISLAND PARK

HOME OF THE GOLD COAST  
INDY PITS

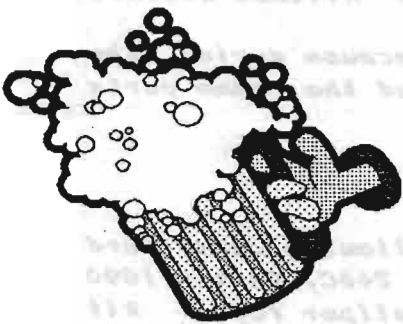
THE LANDCRAB OWNERS CLUB WILL BE HOLDING ITS  
SECOND ANNUAL PICNIC DAY ON THE SECOND OF  
JUNE AT THE ABOVE PARK STARTING AT 11 AM AND  
WILL MEET IN THE CAR PARK.

ALL OWNERS OF BL MARQUE VEHICLES ARE INVITED  
TO COME ALONG

PH 07 55 748 293

OR 07 3208 6546

FOR DETAILS



Aub McDonell  
21 Robertson Street  
Coniston 2500 N.S.W.  
Telephone 042 289039

The Secretary  
Austin 1800/x6 Club  
22 Davidson Street  
Mitcham 3132. Victoria

Dear Sir

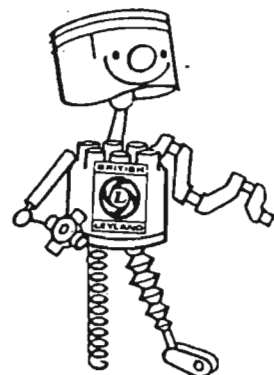
I have been in contact with Mr Garry Fry from Sydney regarding my 1971 Austin Kimberley X6 Mark1 manual sedan. He has suggested I contact you with details as you or some of your members may be interested. Details are as follows

Mileage 99241  
unregistered  
very straight body some surface rust  
red upholstery good condition no cracks  
new water pump  
3 out of 4 suspension boots replaced with new ones  
tyres fair  
colour cream condition fair  
engine goes well  
new complete exhaust/muffler system  
brakes good  
mechanically good  
radio H.M.V. excellent condition



#### SPARES

front end suspensions  
4 doors light blue/grey trim complete with glass etc. excellent condition  
complete set light blue/grey seats excellent condition  
bonnet straight condition  
boot lid straight condition  
windscreen rear window  
spare motor condition unknown  
5 spare rims sand blasted and painted  
set 4 hub caps good condition  
spare suspension and associated pipes  
plus heaps of extras



Thanking you for your time  
Yours faithfully

*Aub McDonell*



# FOR SALE

Austin 1800 **Mk 1** VGC 56,000 miles Registered mint green with beige interior Offers to  
Ian Brown [07] 3378 6036

**Workshop Manuals** Borg Warner Auto trans. 35 EA Type AS1 \$10  
1800 **parts book** NYL 3342 \$10  
1800 **workshop manual** \$20

Contact Bob Henderson (Perth) 398 4903 ( Military section V.C.C.)

Complete Mk 1 1800 **Power unit** Stephen Cole (Heidelberg Vic) [03] 9434 6582  
**Freebie**

**Mk 11 1800 Auto** Reg, G.C, White/ Black 60,000 miles 03 9803 2571 Offers to John  
Billson

Mk 11 1800 **Manual** Cream New Engine \$700 Florence Westbury 03 9791 6558

1966 **Mk 1 1800 Man** plus heaps of spares Club member Colin Phillips in Katoomba **\$500**  
[047] 82 4019

**3.7 [18-67] Crown wheel and pinion** \$200 Pat Farrell (03) 9762 4457

Lumenation ignition for **X6** Complete with distributor Pat Farrell (03) 9762 4457 \$75

**Morris 1500** unregistered New carpets 5 speed gearbox Lancia Beta seats many spares.  
Andrew Reid [051] 447945

Austin 1800 Mk 11 **modified suspension** 10 -1 compression engine suitable for spares \$400  
Geoff Hales [03] 9570 3629

Mk 1 1800 **Manual** White/ bone VGC Murray Smith [03] 9879 4183 **\$400**

Mk 11 1800 **vandalised parts car** Charles Rogers \$200 ONO [03] 9359 4513 Fawkner Vic

## ANNUAL SUBSCRIPTION NOTICE

Club fees of **\$A29** become due on **30/6/96**. Please remit to Landcrab Club 22 Davison Street,  
Mitcham Vic. 3132 Australia. As an incentive to re enrol- no the editor will not be taking  
spelling lessons- a Mk 11 version of the Clubs publication will soon be available

# LANDCRAB

Number 69 August and September 1996

## BREAKFAST

1/2 grapefruit  
1 slice whole wheat toast  
250ml skim milk

## STRESS DIET

## LUNCH

125gm lean grilled fish  
1 cup steamed zucchini  
1 Tim Tam  
Herb tea

## MID AFTERNOON SNACK

rest of packet of Tim Tams  
2 litres chocolate icecream  
1 bottle Ice Magic

## DINNER

2 large loaves garlic bread  
family Super Supreme Pizza, from Pizza Hut  
6 pack Carlton Lite Beer  
3 Mars Bars  
entire Sara Lee frozen cheesecake, eaten directly from freezer

## IMPORTANT DIETING TIPS

1. If no-one sees you eat it, it has no calories.
2. If you drink a lo-cal drink with a chocolate bar, they cancel each other out.
3. When eating with someone else, calories don't count if you both eat the same amount.
4. Food consumed for medical purposes never count [eg lemon & honey, brandy, chicken soup, and Sara Lee cheesecake]
5. If you fatten up everyone around you, then you look thinner.
6. Movie related foods, such as scorched almonds, Jaffa's, popcorn etc don't count because they are part of the whole entertainment experience and not part of one's personal fuel.
7. Broken biscuits and cake crumbs contain no calories. The process of breakage causes calorie leakage.

# INTRODUCING...

Quin Ledden                      Box 135                      [02] 660 3672                      Mk 11 1800  
Annandale NSW 2038

Quin is one of the lucky ones, as his car is one owner- low mileage

Michael Shipley                      637 Browns Plains Road                      [07] 3200 6508                      Mk 11 1800  
Crestmead QLD 6508

"Obtained car from a deceased estate at Eaglby. Also have a parts car with excellent green interior. Motor is good[ but missing some minor parts like carbie and thermostat  
**Willing to sell majority of parts to interested members.**

Lyle Kindleysides                      137 Riverside Drive                      [065] 836 131                      Mk 11 1800  
Port MacQuarie NSW 2444                      Mk 1 1800

After letting my membership lapse in 1995, I am keen to renew my membership. I still have the Mk 11 auto[ not registered] I had previously. I also have a good stock of parts I was planning to install a manual box into the auto as part of the restoration. However, a couple of months ago, I bought a very good 1968 Mk 1 which was part of a deceased estate - still registered on the original plates, with only 64,000 miles on the clock. It is also an auto but as the diff is a tad noisy, it is definitely on the agenda to get the manual box.

I would like to install the higher diff ratio at the same time. The mk 1 is only getting limited use at present [my wife is driving it to work] and most of the work will be carried out as a rolling restoration. Once all the mechanical have been checked out, and the manual box is in, we plan on doing a lot more miles. I am not sure what will become of the Mk 11 auto.

The more I read about the Landcrab, and the more I compare them with the souless high tech. offerings of today, the more I appreciate what a great vehicle and affordable classic they are. I am supplied with a CommoBore wagon through my job which I cannot do anything with apart from drive. I cannot imagine it will be in as good condition in 28 years time as my 1800 is now.

I am somewhat tempted to buy a set of Rover SDI mags. Would this be considered sacrilege ?

Douglas Wilshire                      Lot 31 Wattle Street                      [07] 3201 1384                      Mk 1 1800

The first owner put on 27,000 miles on the car- the second 25,000. I am the third owner. "I got the car with 2 suspension bags down (Rear ) I replaced the bags and called **Colin Johnson from the club** who helped me **so much**. After 3 attempts now, hopefully the car will sit straight on the road. [Editors note; I presume everybody saw Colin Johnson's car in July -August Restored Cars ?]

Rodney Swile                      35 Dehlia street                      [320] 062 221                      Mk 11 1800  
Marsden QLD 4132

We now have **128** members in our club !



# RICK & HELENA ENTERPRISES

26/6/96

G'Day Daryl,

Whilst doing my annual pilgrimage of entertaining those in outback Qld, we have just collected the last month's mail, along with LANDCRAB. Therefore please find enclosed my annual payment for Club Fees.

I, along with so many others was very saddened at the passing of Evan GREEN. As a lover of fine English Motor Cars for as far back as I care to recall, the name Evan GREEN has always been so synonymous with the 1800, Freeway, 1100, London to Sydney Marathon in 1968, and of course the earlier reliability trials. I recall very fondly standing out front of my parents home on the main highway at Goulburn (N.S.W.) in the early 50's and watching such greats drive by in their quest for glory. 'GELIGNITE' Jack MURRAY was always a favourite as he journeyed round this great country of ours and made such wonderful headlines as he taunted authority with his escapades. But that's another story.

I never got to meet Evan personally but I proudly 'mind' the old 1800, Tenacity which he and Jack drove to a place in the history books. The first ever East/West crossing of Australia in 1965. Those at BMC referred to this vehicle as 'THE DYL'. When I purchased this historic vehicle some years back, one can only imagine my joy at realising this was the DYL-090 that I had only previously read about in Evan's best seller, 'Journeys with Gelignite Jack, written in 1965, and covering the joy's and the horror's of such an epic trip across the centre of Australia. These two pioneers of outback motor-ing have both left us now, but what memories remain, through pages describing the high's and low's, the video clips. Who can ever forget the TV screen filled with Evan's features whilst describing events surrounding such notable races as Bathurst 1000. He became a household name. Not only could he make you feel that you too were in the seat, one enjoyed listening to the clear and precise voice tones, and the witty sense of humour. I will endeavour to keep on registering the old 1800, and each time we turn out for an Austin's over Australia rally, no matter what the distance required to get there, you can rest assured the spirit of this great man will be riding right along with us. I can only imagine what Evan & Jack will be getting up to now that the partnership has been renewed. This is not the closing of a chapter, but the start - gents, start your engines. RICK.

RICK HOPKINS MUSIC • PO BOX 51, TARALGA, NSW. 2580 • PH. 015 297 783

# FROM THE BACKSEAT

## **PRESIDENT/ TREASURER/ LIBRARIAN KEEPER OF THE SPARES.**

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

## **DATA REGISTRAR**

Peter Jones  
4 Yarandin Court, Worongary QLD 4213

## **EDITOR/ SECRETARY**

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

## **SOCIAL CONVENORS**

*Brisbane*; Peter Jones as above and Colin Johnson 48 Paradise Road, Slacks Creek QLD  
4127 07 208 6546

*Melbourne*; Paul Nichols 47 Moores Road, Monbulk Vic 3793 03 9752 1489

*Sydney*; Mike Gilmour as above

## **REGALIA OFFICER**

Mike Gilmour 047 81 8887  
Lot 57 Remembrance Drive  
Tahmor NSW 2340

## **PUBLIC OFFICER**

Vacant- applications sought  
about 2 hours per year !

## **A.M.V.C. Sub Committee**

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

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

**Re Public Officer-** ask not what your club can do for you-  
**but what you can do for your Club !** Ken Patience 03 9337 4661 is  
happy to help with the transition stage.

Dead line for submissions to the newsletter is the 25 th of the even month. Posting date aims to be the 25 th of the odd month



These two signs were seen at interval during a recent stage production

free apples only **one each**  
[God is watching you !]

free chocolate slice only **one each**  
[God is busy watching the apples !]

## Evan Green

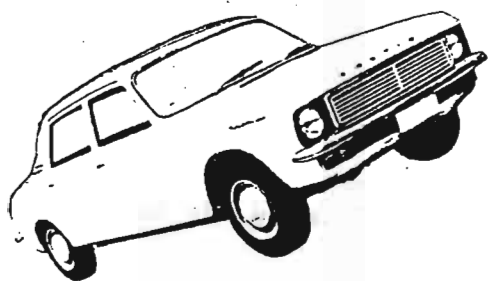
Australian motor sport lost a great character and a great friend with the death of Evan Green, 65, on 16 March.

Green, a noted journalist with a long history in motor sport – especially rallying – didn't just do so many of the things that many of us would love to do; he brought them to life for the rest of us through his yarns, writings and radio broadcasts.

He travelled the length and breadth of Australia – rally driving, covering the Redex Trials of the 1950s, for private pleasure or researching for his radio program "Escape" – helping us discover the beauty, the joys, the humour, the hardship and the people of this great land.

Illness forced his retirement from involvement in motor sport and the motor industry. He moved to Fiji to concentrate on writing fiction and non-fiction works, but moved back to Australia after his prostate cancer was diagnosed.

Our deepest sympathies are extended to his family and friends.



## AUSTIN-MORRIS 1800/2200 – Body and Trim

Contact Roger Harnor on 01502 740128 (Lowestoft) for details of these and many more parts for your Crab.

QTY	DESCRIPTION	PART NO.	PRICE	INC.P&P
1	Grille (MkI)	24G4435	20.00	26.00
1	Grille (MkII+S)	CZD1033	20.00	26.00
1	Grille surround RH	ARH2242	6.00	7.25
1	Grille surround LH	ARH2243	6.00	7.25
2	Grille finisher	24G3041	5.00	6.00
1	Grille finisher RH (A MkI)	24G4180	5.00	6.25
1	Grille finisher LH (A MkI)	24G4181	5.00	6.25
1	Grille bar (MkI)	24G4440	5.00	6.00
3	Grille surround - centre (A+M 1800+2200)	CZD4151	6.00	7.50
2	Lower grille bar (A+M 1800)	CZD4163	7.00	8.50
1	Tread plate - front inner LH deluxe	24G3755	6.00	8.00
1	Tread plate	24G386-	6.00	8.00
3	Moulding - front wing RH (MkIIS)	CZD2072	10.00	11.75
1	Moulding - RH door (MkIIS)	CZD2076	10.00	11.75
2	Weatherstrip - front and rear (1800+2200)	24G3189	3.00	4.50
8	Headlamp bezel (MkI)	—	5.00	6.25
1	Bezel for Austin bonnet motif	24G3636	3.00	4.00
2	Austin bonnet motif	24G3635	3.00	4.00
1	"Austin 1800 MkII" badge	—	5.00	6.00
1	"1800" nameplate for bootlid (MkI)	24G4102	4.00	4.50
1	Quarterlight catch LH	ARH2166	3.00	3.50
1	Quarterlight frame and glass	18G8515	10.00	13.00
2	Quarterlight rubber seal RH	24G2981	5.00	6.50
1	Front window glass LH	24G2855	18.00	24.00
3	Window winder handle	24G3780	3.00	4.00
2	Window regulator mechanism - front RH	CZD1776	25.00	29.00
1	Window regulator mechanism - rear RH	CZD1778	15.00	19.00
2	Window regulator mechanism - rear LH	CZD1779	15.00	19.00

## DATA REGISTRAR'S REPORT

Following my last data listing of Austin 1800 sedans and utes, this time I have listed the Kimberley/Tasman range in both the oldest and youngest car for each type of vehicle. The chassis plate for the X6 range of vehicles is located in the engine bay on the bulkhead, behind the carbies and between the master cylinders and brake booster.

Like the 1800 series the first production vehicle carries the chassis number 501, which is taken from the old Morris system. The chassis prefix number identifies the type of vehicle it is affixed to, listed below are the prefixes for the Kimberley/Tasman range;

prefix	<b>YBS3</b>	Tasman sedan manual transmission,
	<b>YBS4</b>	Tasman sedan automatic transmission,
	<b>YBS5</b>	Kimberley sedan manual transmission,
	<b>YBS6</b>	Kimberley sedan automatic transmission.

Listed below are the oldest and youngest X6 vehicles listed on my records,

<b><u>Tasman manual sedans</u></b>		<b><u>4 listed</u></b>		
	oldest	YBS3 2933	G. Bryant	ACT.
	youngest	YBS3 5943	J. Webster	ACT.
<b><u>Tasman auto sedan</u></b>		<b><u>1 listed</u></b>		
		YBS4 957	J. Webster	ACT.
<b><u>Kimberley manual sedan</u></b>		<b><u>9 listed</u></b>		
	oldest	YBS5 540	M & G. Gilmore	NSW.
	youngest	YBS5 6065	I. Sanders	WA.
<b><u>Kimberley auto sedan</u></b>		<b><u>5 listed</u></b>		
	oldest	YBS6 1170	M & G. Gilmore	NSW.
	youngest	YBS6 4699	R. Goodall	Vic.

I also have the following imported vehicles listed on the clubs data records,

1	<b>Austin 1800 MkI</b>	ex UK	W. Wheeler	NSW,
1	<b>Austin 2200</b>	ex UK	D. Poad	Vic.
2	<b>Austin Allegro</b>	ex UK	J. Webster	ACT.
1	<b>Morris 1800 MkII</b>	ex UK	P. Farrell	Vic.
2	<b>Wolseley Six</b>	ex UK	R. Snedden	Vic.

Please continue to send in the completed data sheets and photo copies of the information of chassis numbers and date of first registration from any owners handbooks you may have.

That's all for now,

Peter

### MISC TIPS

The MGB temperature gauge sender will work in an Austin 1800, but the reading may be 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 large number of Automotive paint suppliers still have the mixing formula for BMC colours, but most of them list the paint under British Leyland or Leyland not BMC.





# QUEENSLAND NEWS

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## VALE

It is with great sadness than we mourn the death of a fellow Queensland club member, **John Rooney** who passed away suddenly early in May this year. John was well liked by both of us as well as other club members who knew him well..

We would like you extend our deepest sympathies to John's family and friends on behalf of the club.

Peter Jones & Colin Johnson

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*Due to unforeseen circumstances* the picnic on the Gold Coast had to be cancelled at the last minute, and I hope that we were able to contact all the fellow members who phoned to say that they were going to attend, if not we are sorry. As an alternative event there is to be a **Bar-be-que** at the Jones's home on the 6th October starting at 12:30, it is a **BYO** "everything" and if you intend to come along give me a call on 07 5574 8293 before hand.

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## WHAT'S HAPPENING

- 4th Aug. McLeans Bridge Picnic Day, organised by the Bayside Vehicles Restorers club. Displays and social day out, no concourse, phone Kevin McGrath for more details on (07) 3207 4033.
- 11th Aug. Veteran and Vintage Chevrolet Swap and car display at Rochlea Showground. Phone Noel (07) 3341 5441 or Steve (07) 3261 5715 for more details.
- 25th Aug. British Club Display Day, at the Australian Woolshed, Ferny Grove, Brisbane. Contact Colin Johnson on (07) 3208 6545 if you are going and the club cars can all arrive together for a large display.
- 24 & 25 Aug. Jimboomba Swap, sponsored by local RSL club (*always go early on the first day*) Contact John Haken at 42 Merton St. Jimboomba. 4280. for more details.
- 27,28,29 Sept. Toowoomba Showgrounds Carnival of Flowers Swap Day and Collectable Fair. Phone (free call) 008 811 244 for more details.
- 6th Oct. **Bar-be-que** at the Jones's home on the Gold Coast, this family day is to be held as an alternative event to our yearly picnic at **Macintosh island Park** which had to be cancelled at the last moment. Come along, bring the family, the day is a **BYO** "everything" but do give me (Peter Jones) a call on (07) 5574 8293 before hand so that we are well prepared.
-

# TREASURERS REPORT

BY PAT FARRELL

Somewhere in this magazine is the financial statement for the fiscal year just ended. [1995/1996.] This statement covers the period since I have had control of both clubs as treasurer.

Before June 1995, the A.M.V.C. and the Landcrab club had separate bank accounts. These were combined in June, 1995 All subscriptions [ memberships] before this time were paid into the Landcrab Owners club account, hence only the subscription for this financial year 1996/7 are shown on the financial statement.

Although we are operating within budget at this time, the committee have decided to increase membership fees by \$2-00 to \$29-00 per annum. The reason for this is that we do not pay for newsletter printing. However, this could change in the future, which would greatly increase the cost of operating the Club. *[Many thanks to our anonymous printer! ]*

The spares operation is proceeding well. If we had sold everything, we would be \$1,000 to the good- however this figure is not as good as it appears as custom duty must be deducted and I personally am carrying most of the freight costs. This cannot continue, I can assure you all !

## FINANCIAL STATEMENT 1995/6 FOR AMALGAMATED A.M.V.C.- L.O.C.A. AS AT 30/6/1996

### RECEIPTS

sales spare parts	\$4260-00
Membership fees	907-00
	-----
	\$5167-00

### FUNDS AVAILABLE

Bank balance 1/7/95	\$2396-19
---------------------	-----------

### TOTAL RECEIPTS

Including Bank Balance	\$7563-19
------------------------	-----------

### STOCK ON HAND

Spare parts	\$1530-00
-------------	-----------

### BANK BALANCE

30/6/96	\$1367-22
---------	-----------

### INTEREST

\$52-23

### BALANCE AS AT

30/6/96	\$1419-45
---------	-----------

### EXPENDITURE

Purchase spare parts	\$4745-60
Printing/ Stationery	209-20
Postage	401-14
Phone[ D Stephens]	438-69
customs duty[ spares]	290-14
	-----

### TOTAL EXPENDITURE

\$6195-97

LANDCRAB OWNERS CLUB OF AUSTALASIA INC  
C/O Mr D STEVENS  
22 DAVISON STREET  
MITCHAM 3132

K Patience  
149 Brees Rd  
E Keilor 3033.

#### INTERCHANGEABILITY COMPONENTS TO SUIT LANDCRABS

Dimensional checking of a TOYOTA rear hydraulic brake cylinder, reveals that it will fit the Austin 1800 MK2

IE; It is bolt on fit, together with same hydraulic bore size. [ 13/16" ].

The only spec not confirmed as yet, is the thread type of the hydraulic line entry, however this is only considered a minor problem as a new pipe assembly can be made up using the correct fittings to suit the new cylinder to original flexible pipe. [The cylinders are PBR brand and available from K MART] However it is suspected that the thread is unified type and no changes will be necessary. -----

-----  
Another discovery: Exhaust manifolds may be painted with POT BELLY black paint

It works well and is cheaper than the stuff marketed for this purpose.

The paint is available from hardware outlets.



Yours in Motoring -" 1st Class"

Ken Patience.



PS Enclosed is an interesting recipe for fruit cake, Definitely not health food but fun to attempt making.

[Mrs Editors esteemed advice. The cake recipe is not printed because it was the worst we have ever had ! Plus we are not sure what the liability aspect would be on the fatalities caused by eating said cake !] However. I am informed that Ken's technical tips are excellent.

# BOSCH ALTERNATORS

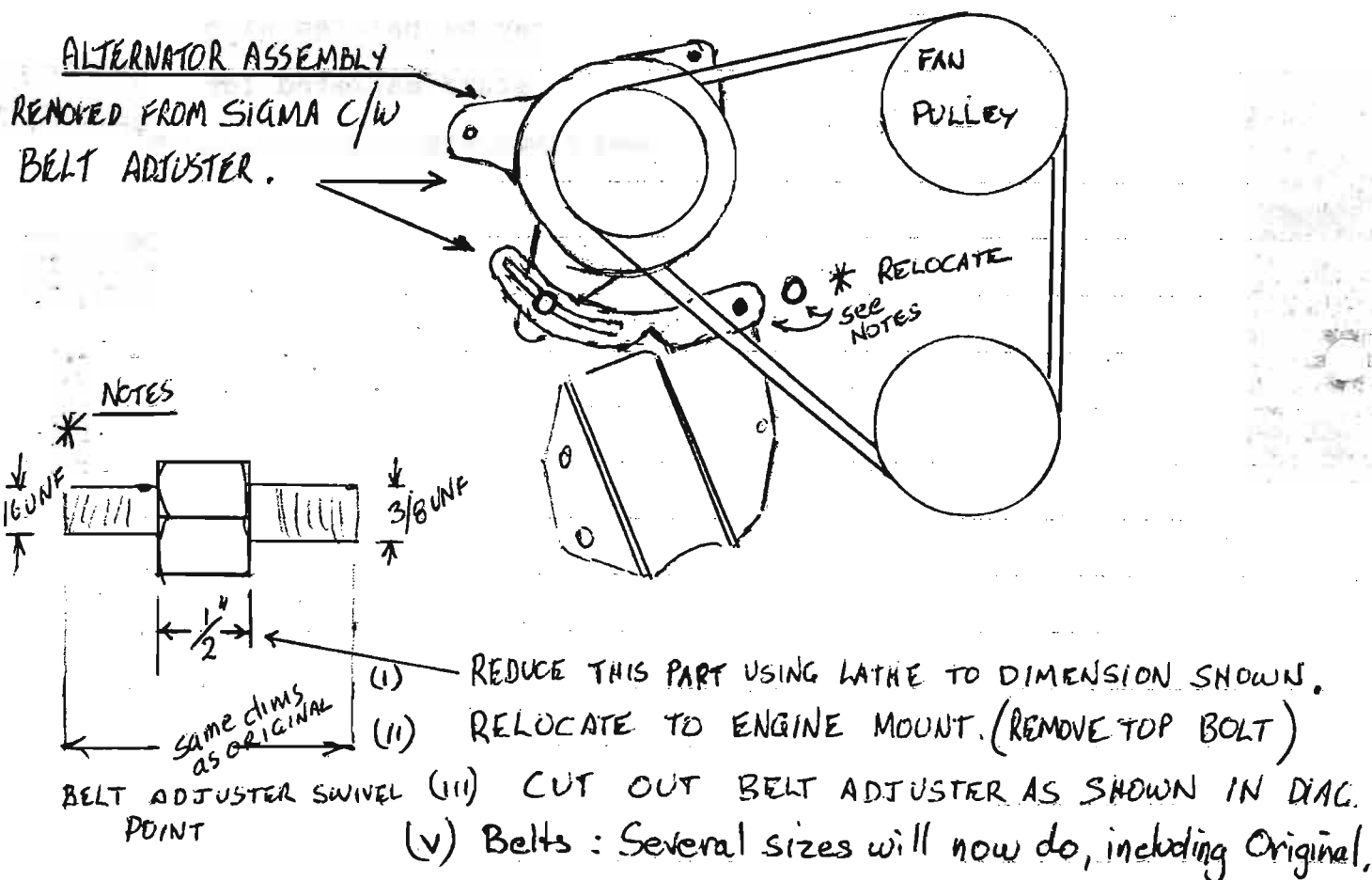
BY KEN PATIENCE

Fit an alternator with a built in regulator and much higher output to Austin 1800.

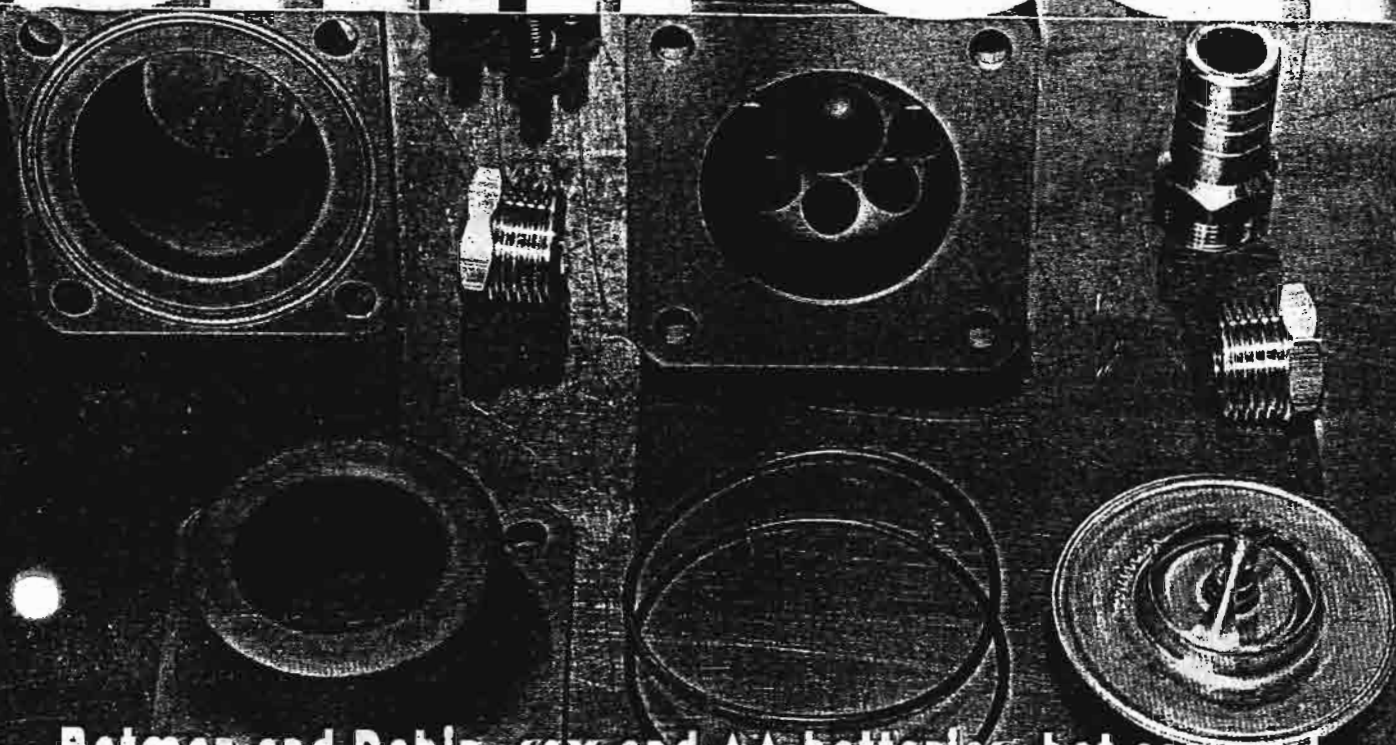
Almost a bolt on modification ; Purchase a Sigma Alternator and adjusting bracket [ same alternator is fitted to many other vehicles] Part number Bosch 4252143 [ It is rated at 40 amps and much better than the 25 amp job presently fitted to our Landcrabs.

Bolt it on to existing mount and fasteners using a spare 3/8 nut as a spacer.

Relocate existing swive mount to top of engine mount modifying items as shown in diagram. No electrical changes needed- use existing wiring and just plug in.[ Some people may wish to disconnect existing voltage regulator, but it is not necessary]



# Chill Out



**Batman and Robin, sex and AA batteries, hot cars and overheating...some things in life just seem to go together. But TREND SETTING DICS recently discovered a cure to the overheating problem. Interested?**

**F**ace it. A high percentage of modified cars overheat. If we're talking 400hp small block LJs, that's to be expected, right? Dead wrong. It just doesn't have to happen. Remember some of the late '60s early '70s American muscle cars? Ford, Chrysler and GM built some mega-mumbo machines back then, but none of 'em had a prob with overheating.

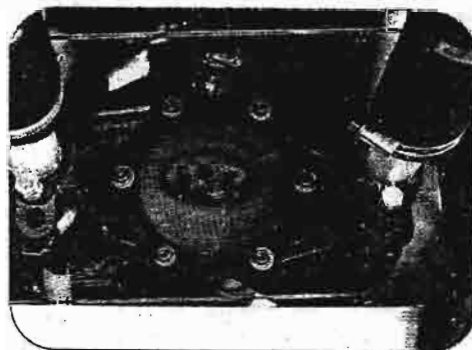
So if you own or are considering building a car with a modified engine or engine swap, don't make the mistake of under-rating the importance of the cooling system. Overheating — and even underheating — engines do ugly things. Ugly and ultimately expensive things.

So let's assume you're thinking effective engine cooling. What hardware comes to mind? Custom five-core radiators? Twin thermo fans? Extra large engine fans? Catch cans? Have we missed anything?

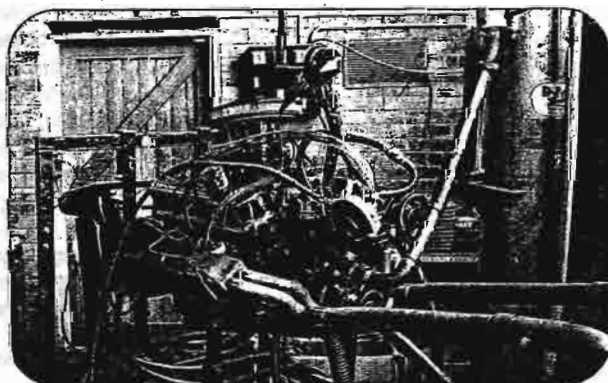
What would you think if we told you that your overheating problems could be solved with a

relatively inexpensive product? That this same product would alleviate the need for custom radiators and thermatic fans. Put another way, where the cooling is the problem — not a cracked head or leaking radiator — this product does away with all the hi-tech hardware.

Impressed? There's more. The Bennet External Bypass system ensures your engine doesn't overheat or underheat, and you can relax and enjoy the ride, knowing your car can be driven anywhere in any conditions without fear of coolant problems. Also, by discarding the need for excess hardware it can reduce the cost of building a car by maybe \$700, or even more.



Pump and ancillary tests are performed on rig, and in this case steam vapour and air bubbles accumulate on pump low pressure point resulting in cavitation.

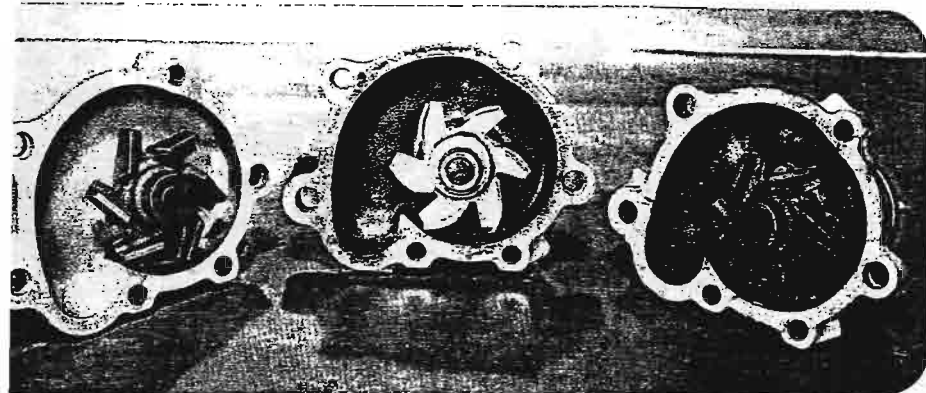


Bypass systems are evaluated on dyno-tested engines under extreme conditions.

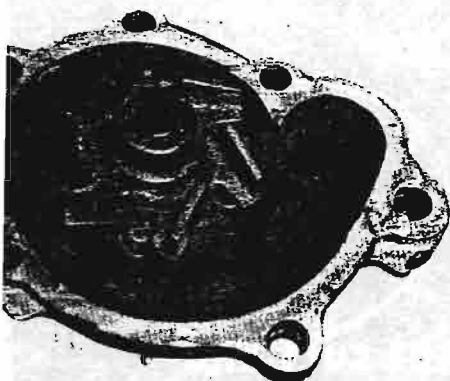
But we've only touched the tip of the iceberg. Through proper temperature control it ensures greater engine reliability, superior longevity, heavily reduced fuel consumption and increased power.

## Overheating principles

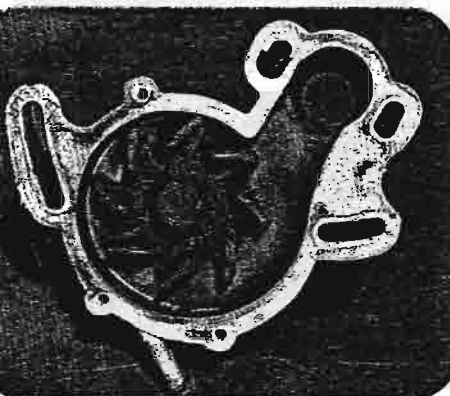
When the cooling system spits its dummy and steam fountains up into the air it's normally a matter of the radiator cap acknowledging that the internal pressure has increased to a point where it has to do



L to R: a) New replacement pump is deficient in design, the impellers of which are prone to creating cavitation. b) Old Toyota pump shows quality design and workmanship where blades cut cleanly through coolant. c) Replacement aftermarket pump caused cavitation and failed in a short time.



Would you believe this pump is only a couple of months old? The coolant system was treated with the correct products, however, because of poor design and resultant cavitation problems, it resulted in cavitation erosion — hence a large hole to right of impeller.



How many engines could this pump destroy before the problem was diagnosed? A common complaint with poorly designed pumps is materials used.

its job, otherwise the hoses may burst, welsh plugs pop and radiators blow at the seams. What has to be done to stop this is prevent excessive pressure rise within the cooling system.

## Causes of pressure rise

Pressure in a closed cooling system can be attributed to four main factors; a) the natural expansion of coolant as its temperature rises to operating temperature (in a properly designed system this is accommodated by a header tank), b) as coolant is drawn through

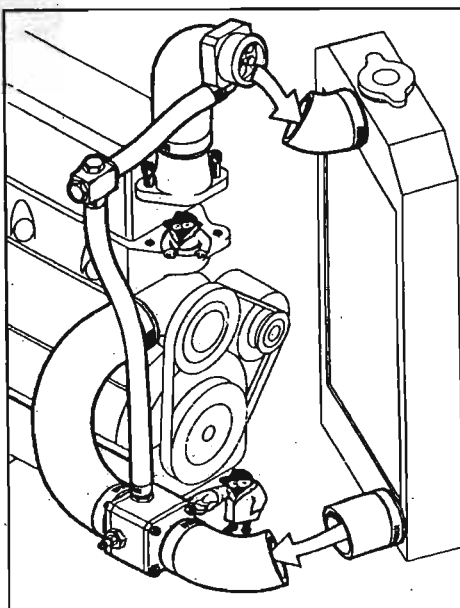
the pump, cavitation results, c) localised boiling (for example around the exhaust valves) occurs sometimes even before the thermostat opens and d) trapped steam that collects in the cylinder head passages.

Steam bubbles generated by a combination of pump cavitation and localised boiling naturally migrate to the surface of the coolant and, 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, the steam will run along the ceiling and out through the thermostat housing.

Many cars have little or no rise from the back to the front of the head so unless the steam is flushed away by extremely good coolant flow large steam pockets form on the ceiling at the rear of the cylinder head. The result is increased temperatures around the pockets which will potentially distort the area around the exhaust valve, cause corrosion and eventually the cylinder head will fail.

## Bennet benefits

The John Bennet-designed Ecotherm Energy Efficiency System has been developed to minimise cooling problems by



John Bennet.

radically changing the way a cooling system operates.

In a typical cooling system, a thermostat is mounted in the front of the cylinder head. The thermostat opens and closes according to the temperature of the coolant surrounding it, only allowing a small amount of coolant to flow through the engine's standard bypass system back to the pump. This restricted flow promotes cavitation in the pump and reduces flushing through the engine.

The Ecotherm system removes this restriction by shifting the thermostat into the bottom radiator hose and providing a full flow external bypass. This bypass takes 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.

## Wasted energy

A cold engine is provided more fuel when cold via a choke, then as it warms up it burns fuel more efficiently and requires less to make the same power. So, if the engine is operating at its ideal temperature it will use the least amount of fuel for the greatest power output.

Because of the extremely high temperatures created by combustion, coolant is heated to the point where the thermostat is forced open. This allows the pump to push it out of the cylinder head(s) and into the radiator. As the hot coolant enters the radiator it transfers some of its heat into the air rushing through the radiator. Once relatively cold, it is drawn from the bottom of the radiator through the pump and into the engine.

This is where the wasted energy comes into the equation. The radiator has been heated by burning fuel, and as air blows through the radiator, energy (in the form of heat) is being lost into the air. The temperature of the coolant in the bottom of the radiator is in no way controlled, so the coolant entering the engine can be (and often is) just above the surrounding air temperature.

An engine which runs efficiently at





Directional flow controller.

## A better explanation

The Ecotherm system circulates the hot coolant from the cylinder head back into the engine via the external bypass, thus transferring heat from the hotter combustion chambers into the cooler area around the cylinder walls without passing through the radiator and rejecting heat into the air. As the engine temperature increases, the temperature of the coolant coming out of the cylinder head and running down the external bypass and into the new thermostat housing increases to the point when the thermostat cracks open.

At this point, cold coolant is admitted into the mixing chamber of the new thermostat housing from the bottom of the radiator. Coolant from the bypass is mixed with coolant from the radiator and when the combined temperature of these coolants is low enough, the thermostat closes again.

This way the temperature of the coolant being drawn into the engine is controlled by the temperature of the thermostat, not the temperature of the bottom of the radiator. The system avoids over-cooling of the cylinder walls and enables a more constant temperature throughout the engine — the result is more efficient combustion because less heat is rejected through the radiator. Benefits not yet mentioned include rapid warm up, smoother running and lower radiator pressure.

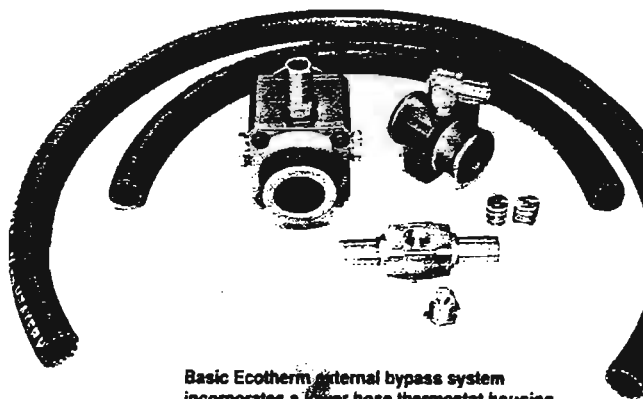
## Journalistic conclusion

Time spent analysing the Ecotherm system included discussions with customers, we looked at water pump efficiency and design, and read customer testimonials. Our conclusion is that the system works as claimed, however, there's more to it than meets the eye.

It appears that the majority of water pump manufacturers pay little attention to efficient design and as such even the Ecotherm system can be at risk if a faulty or poorly designed pump is fitted to an engine. Our photo captions will provide you with a better understanding.

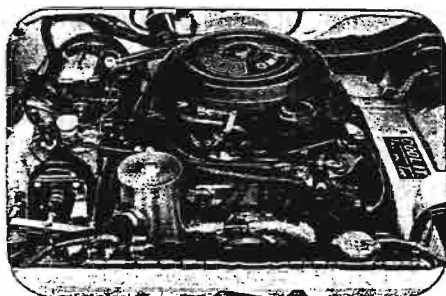
Ecotherm is currently aiding an Australian water pump manufacturer with new designs to suit almost every engine, and from what we have been able to assess, an efficient pump is desperately needed.

Unbiased customer testimonials absolutely floored us with their praise for what on the surface appears to be a simple 'back-to-basics' system. All agreed that the system makes for much smoother running, marked fuel consumption improvements, increased engine torque and absolutely no sign of overheating or underheating.



Basic Ecotherm external bypass system incorporates a lower hose thermostat housing, directional flow controller (partially de-aerates bypassing coolant and is an adjustable means of controlling flow), junction block (facilitates priming for filling system and opportunity to observe rate of coolant) hoses and fittings.

"It's a miracle" was seen a few times in the testimonials. Some truck owners claimed that fuel consumption had dropped by more than 25 per cent, others claimed engines that had never run smoothly ran like a charm while delivering better power, and



Heavily modified 308 Torana engine was subjected to overheating problems, ill mannered running and poor fuel consumption. With full bypass system it runs a perfect temperature, fuel consumption is improved at least 20 per cent and it's now smooth and reliable.

► between 80 and 90 degrees Celsius, is now being fed coolant that could be below 40 degrees C. This 'cold' coolant makes its way through the engine until it reaches the thermostat and snaps it closed.

## Wasted fuel

Over-cooled cylinder walls (especially on the front cylinders), cause unstable combustion and demand a richer air/fuel mixture such as when a choke is used when starting a cold engine. By allowing cold coolant to enter the engine it's pulling the heat out of the cylinder walls causing extra fuel to be used.



Torana system incorporates de-aerator which in effect removes any air or steam from cooling system.



Lower radiator hose thermostat housing.



Hoses are plumbed into inlet manifold water passage back to de-aerator.

others suggested that whereas an engine once coughed and spluttered when cold, with the Ecotherm system in place this complaint was a thing of the past.

## LPG — more power?

One of the most common complaints with LPG has been that an engine produces less power. Well, Ecotherm has developed a new system that takes full advantage of the external bypass system, a system that allows the engine to properly utilise LPG's octane advantage, provide more power as well as greatly improved fuel consumption.

Contact: Ecotrans Pty Ltd  
23 Webb Street, Airport West, Victoria  
Phone: (039) 335 4344



**ECOTrans**

## **COOLING SYSTEMS. PROBLEMS & CURES.**

### **OVERHEATING.**

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 acknowledgment 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 and maintain a constant coolant temperature.

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

### **THE CAUSES OF PRESSURE RISE.**

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 on a top/bottom tank radiator). Cross flow radiators do not have this expansion space!

**2)** As the coolant is drawn through the water pump and pushed into the block, another phenomenon 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 reduces boiling temperatures.

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 over a thousand times (ie. 1cc of water becomes 1000cc of steam).

This expansion, due to a change of state, causes an enormous pressure rise if it is not controlled.

**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 (remember, combustion temperature can approach 1000 degrees Celcius).

As coolant passes by these super heated areas, an enormous amount of energy is transferred into the coolant causing quite violent, localised boiling.

This boiling begins before the rest of the engine is up to normal operating temperature and increases in activity as power demand increases.

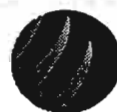
The effects of localised boiling and the resulting pressure rise, can only be minimised by greater coolant flow past these hot spots.

**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.

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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 point, steam will continue to collect - especially when the vehicle is facing down hill.

The increased localised heat due to steam pockets causes thermal distortion and eventually, gasket and cylinder head failure.

#### **APPROPRIATE EQUIPMENT**

The first step to achieving a reliable cooling system is a thorough check of your vehicles coolant pump, radiator, pressure cap, thermostat, fans, shrouds, hoses and coolant.

Unfortunately, fixing all of the above will still not make your cooling system efficient.

#### **INTRODUCING THE ECOtherm**

##### **ENERGY EFFICIENCY SYSTEM**

This system has been developed specifically to minimise the problems discussed so far by radically changing the way a cooling system operates.

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 already discussed, these factors are the main contributors to pressure rise in the cooling system.

The **ECOtherm** System removes this restriction by shifting the thermostat into the bottom radiator hose and providing a full flow external coolant bypass.

This bypass allows coolant to flow unrestricted from the cylinder head outlet, through the new thermostat housing and into the coolant pump, allowing for generous coolant circulation even with a fully closed thermostat.

With this system, the coolant is bought out of the engine where the flow rate can be tested and the coolant pump evaluated.

The next issue is the waste of energy through excess heat loss from an engine. The key words

here are "excess heat loss".

#### **MINIMISING HEAT LOSS & SAVING ENERGY.**

An engine is essentially an apparatus to exchange chemical energy (in the form of fuel and air), into mechanical energy (torque at the flywheel).

A cold engine is given more fuel and less air by means of a choke. As the engine warms up it becomes more efficient at burning the fuel and therefore, needs less fuel to achieve the same power.

So, if an engine can always be operated at its ideal temperature throughout the whole engine, it will use the least amount of fuel for the greatest amount of power output.

Because of the extremely high temperatures created by combustion, an engine enclosed in the engine bay of a vehicle, will eventually build up more heat than is desirable, so some of the excess heat must be removed.

#### **THE CONVENTIONAL COOLING SYSTEM.**

In a conventional cooling system the thermostat is mounted in the coolant outlet of the cylinder head and temperature is controlled in the following way.

As the engine heats up the coolant in the head to a temperature just higher than the thermostat cracking temperature, the thermostat opens, allowing the hot coolant to exit the engine and flow into the radiator.

The result is a hot radiator and energy which is lost to the wind.



A real waste when you realise that this represents energy lost from the fuel tank which we all have to pay for.

As the hot coolant exits the engine, cold coolant is drawn from the bottom of the radiator, through the coolant pump and into the engine block (remember there is no control of the temperature in the bottom of the radiator-just the wind).

The coolant makes its way through the engine until it reaches the thermostat. At this stage, the thermostat snaps shut and the cycle is ready to start again. The result is cold cylinders, poor combustion, lost power and again, wasted fuel.

#### **USE IT, DON'T LOSE IT.**

In order to achieve efficient operation of an engine, it is important to: a) maintain a constant engine temperature at which stage the engine can be tuned to properly burn the fuel and b) minimise the heat loss from the engine into the passing air.

The **ECOtherm** Energy Efficiency has been designed specifically to achieve these two criteria.

The coolant which is heated in the cylinder head is taken out of the engine, through the new external bypass, past the thermostat mounted in the bottom radiator hose and back into the engine.

This recycling process allows the heated coolant to warm the cylinders which are cooled by induction air. The cylinders can now burn the fuel efficiently which means the energy is used to turn the flywheel. Very little heat is transferred into the coolant, so the radiator stays cold.

As demand on the engine increases, the coolant temperature leaving the engine will rise enough to open the thermostat in the bottom hose.

A small amount of coolant flows from the radiator, past the thermostat and into the new mixing chamber. The cold water quickly drops the temperature in the chamber below the cracking temperature and the thermostat shuts.

The coolant temperature entering the engine is in this way controlled, and the minimum amount of heat is lost into the radiator.

What this means for your engine is more controlled and rapid combustion.

### What this means for you is:

- rapid warm up
- improved fuel economy
- increased power
- reduced engine wear
- reduced cylinder head failures
- smoother running
- lower radiator pressure
- reduced pollution

# **ECOtrans**

Efficiency through Innovation



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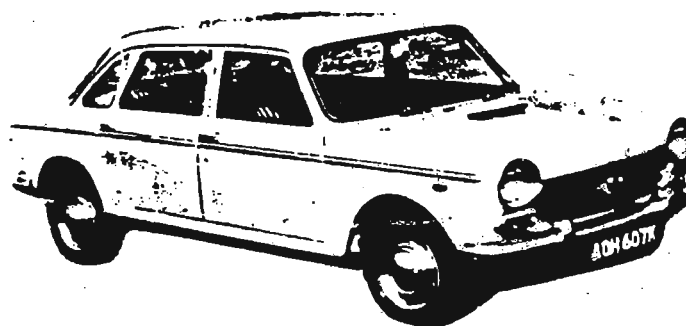
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# IN Workshop Manuals

AUSTIN 12/16 1945-49 HSI/BS1 W-MANUAL	AUSTIN 438 B	AUSTIN	53	H	S/H \$39	381/D	\$29
AUSTIN 1800 1964-68 MK1 W-MANUAL	AUSTIN AKD41	BMC		R	S/H \$49	363/E	\$39
AUSTIN 1800 1965-70 MK1 & MK 2 W-MANUAL	GREGORYS 066	GREGORYS		S	S/H \$34	366/D	\$26
AUSTIN 1800 BW AUTO TRANS AS1-35TA SUPP	BMC AKD4942	BMC	70	S	S/H \$9	367/C	\$6
AUSTIN 6 1939-48 W-MANUAL AS1/AV1	AUSTIN 294 A	AUSTIN			S/H \$39	377/D	\$29
AUSTIN A30/A35 1951-54 W-MANUAL	AUSTIN 879 @	AUSTIN	54	H	S/H \$39	8800/D	\$29
AUSTIN A40 1948-52 DEVON/DORSET W-MANUAL	SCIENTIFIC	SCIENTIFIC		H	S/H \$19	11161/E	\$15
AUSTIN A40 1948-52 DEVON/DORSET/C/MAN/UT	AUSTIN 441 A	AUSTIN	52	H	S/H \$39	400/D	\$29
AUSTIN A40 1952-53 SOMERSET W-MANUAL	SCIENTIFIC	SCIENTIFIC		S	S/H \$19	11897/D	\$14
AUSTIN A40 1958-62 FARINA	OLYSLAGER #2	OLYSLAGER	62	S	S/H \$14	9561/E	\$11
AUSTIN A40 1958-ON FARINA ODHAMS H/BOOK	BURKE P	ODHAMS	66	H	S/H \$12	8946/E	\$10
AUSTIN A40/A50/A55 GS5/HS5/HS6/HV6/HK6 W	AUSTIN 1074	AUSTIN	54	H	S/H \$49	402/D	\$37
AUSTIN A55 1959-61 CAMBRIDGE MK 2 W-MAN	AUSTIN AKD10	AUSTIN			S/H \$49	405/E	\$39
AUSTIN A55/A60 1958-69 MK 11 W-MANUAL	AUTOBOOKS 98	AUTOBOOKS		H	S/H \$29	406/E	\$23
AUSTIN A60 1962-69 CAMBRIDGE W-MANUAL	AUSTIN TP502	AUSTIN		RING	S/H \$69	409/E	\$55
AUSTIN A70 1948-51 HAMPSHIRE W-MANUAL	SCIENTIFIC	SCIENTIFIC			S/H \$24	410/D	\$18
AUSTIN A70/A90 1949-53 HAMP/ATLANTIC W-M	AUSTIN 635 B	AUSTIN		H	S/H \$49	411/E	\$39
AUSTIN A70/A90 1949-53 HEREFORD W-MANUAL	AUSTIN 802 B	AUSTIN		H	S/H \$39	8707/B	\$25
AUSTIN A70/A90 1954 BS2/BW3/BQU2/BD2 SUP	AUSTIN 802 1	AUSTIN		S	S/H \$19	413/E	\$15
AUSTIN A99/A110 MK 1/MK 2 WOLS 6/99 PRIN	AUSTIN AKD41	AUSTIN		RING	S/H \$63	418/D	\$47
AUSTIN CARS 1932-1957 PRACTICAL GUIDE	SERVICE T B	PEARSON		H/232	S/H \$19	420/E	\$15
BOOK OF THE AUSTIN A40 SOMERSET	HAWKS ELLISO	CASELL	55	H	S/H \$12	1476/D	\$9
BOOK OF THE AUSTIN A50/A55/A60	ABBEY STATON	PITMAN	61	H	S/H \$19	21172/D	\$14
BOOK OF THE AUSTIN SEVEN & EIGHT	ABBEY STATON	PITMAN			S/H \$24	964/C	\$17
BOOK OF THE BMC 1100 & 1300	ABBEY STATON	PITMAN	65+	S/122	S/H \$9	15210/E	\$7
CASELL BOOK OF AUSTIN A40 DEVON	HAWKS ELLISO	CASELL			S/H \$24	9867/E	\$19
KIMBERLEY/TASMAN 1970-73 MK 1/2 SERVICE	TM	TM		S	S/H \$9	9394/B	\$6
KIMBERLEY/TASMAN 1970-73 MK1 & MK 2 W-M	LEYLAND TP82	LEYLAND		S	S/H \$27	4599/B	\$18
KIMBERLEY/TASMAN 1970-73 W-MANUAL	AUTOBOOKS 70	AUTOBOOKS		H	S/H \$21	11925/E	\$17
METRO 1980-85 MG/VANDEN PLAS 1275 W-MAN	HAYNES 718	HAYNES			SPE \$19	20842/S	\$19

# IN-HEALEY Sales Brochures

AUSTIN-HEALEY 1967 POSTER HISTORY	AUSTIN-HEALEY	AUSTIN-HEALEY	67/11	POSTER	ORI \$19	21808/E	\$15
SPRITE 1962 MK 2 BROCHURE	AUSTIN-HEALEY	AUSTIN-HEALEY	62/10	B/12/COL	S/H \$39	20392/E	\$31
SPRITE 1965 MK 2 BROCHURE	AUSTIN-HEALEY	AUSTIN-HEALEY	65/2	B/12/COL	S/H \$39	390/E	\$31
SPRITE MK II TOP TEN SPORTSCARS FOLDER	PETER MANTON			F/8/2COL	S/H \$14	27612/E	\$11

# IN-HEALEY Workshop Manuals

AUSTIN-HEALEY 100/6 & 3000 1956-68 W/MAN	AUTOBOOKS 72	AUTOBOOKS			NEW \$29	455/E	\$23
AUSTIN-HEALEY 100/6 1956 BASIC SPEC MAIN	SCIENTIFIC F	SCIENTIFIC	56	S	S/H \$19	3252/E	\$15
AUSTIN-HEALEY 100/6 1956-ON BW4 W-MAN	AUSTIN-HEALEY	BMC	57	R	FAI \$69	9094/E	\$55
SPRITE/MIDGET 1958-80 W/MANUAL	AUTOBOOKS 74	AUTOBOOKS		H	S/H \$21	7065/D	\$16

# Sales Brochures

BMC 1958 SALESMANS REFERENCE	BMC 10392 10	LEYLAND		B/37BW	S/H \$89	27207/E	\$71
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# BMC Sales Brochures

BMC 1963 PRESS GUIDE	BMC 46528 25	LEYLAND		B/70/BW	S/H \$89	27208/E	\$71
BMC 1968 SALESMANS REFERENCE BOOK	BMC	BMC		R/65/BW	S/H \$129	27209/E	\$103
BMC 1969? ACCESSORIES RING BINDER	BMC	BMC		R/	S/H \$49	27420/E	\$39
BMC IN AUSTRALIA 1958?	BMC	BMC		R/34/COL	S/H \$129	27203/E	\$103
VANDEN PLAS 1964? 4 L BROCHURE	BMC 2227A	BMC		B/16/COL	S/H \$29	21809/E	\$23
VANDEN PLAS 1967? PRINCESS 1100 BROCHURE	BMC 2232 A-G	BMC		B/16/COL	S/H \$29	26982/C	\$20

# Magazines

PARTNER #12	BMC	BMC		M	S/H \$9	27611/E	\$7
PARTNER #13 FREEWAY & WOLSELEY 24/80	BMC	BMC		M	S/H \$9	27609/E	\$7
PARTNER #15 MARK II SPRITE	BMC	BMC		M	S/H \$9	27610/E	\$7

# Parts Books

BMC 1100 1965 AUST/MORRIS/WOL/RIL/MG BOD	BMC AKD5002	BMC		R	S/H \$29	18567/E	\$23
BMC 1100 ENGINE 10AB/10CG/10D/10MA PARTS	BMC AKD3411	BMC			S/H \$29	12684/E	\$23

# Workshop Manuals

VANDEN PLAS 1964-68 4 LITRE R PRINCESS W	BMC AKD4152B	BMC	65		S/H \$89	11656/E	\$71
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# **Austins Over Australia**

**28th-31st March 1997**

## **CONDITIONS OF ENTRY**

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

As an entrant in the 1997 'Austins Over Australia' Rally I certify that the entered  
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 Motor Vehicle Club of Queensland 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. Thankyou for your co-operation.



# AUSTINS OVER AUSTRALIA

## ENTRY FORM

Entrant's Name.....Tel No. (Home) (.....).....

Passengers' Names.....

Address.....

.....Post Code.....

Club Representing.....

Vehicle Model.....Year.....

Body Style.....Colour.....Rego No.....

Special Features.....

.....

Number of Passengers: Adults.....Children under 16.....

Any special requirements we can assist you with?.....

.....

As in past years, we will be compiling a souvenir book of the programme which will include a detailed itinerary of the event, as well as a list of entrants and a description of their cars. Please help by sending a clear photo of your car, together with information about the vehicle that you feel may be of interest to others.

Please send this form and the Rally Entrants and Booking form together with your entry fee to Austins Over Australia, PO Box 324 Archerfield Qld 4108. Don't forget to sign the Conditions of Entry form on the back of this sheet.

Committee Only

Mailing list	Register	Cash Book	Rally Book Entry	Receipt Sent
	Number			

## RALLY ENTRANTS INFORMATION

Name \_\_\_\_\_

Names of Passengers

Please note children's ages \_\_\_\_\_

Address \_\_\_\_\_

Telephone Nos \_\_\_\_\_ (Home) \_\_\_\_\_ (work)

A Entry Fee = **\$40.00**

### BOOKING FORM FOR DINNERS

Saturday 29th March

Evening Dinner	\$20.00 per head adults	X	= \$	
	\$10.00 per head children	X	= \$	

Sunday 30th March

Lunch at Jondaryan Woolshed. Includes morning tea, lunch & entry				
	\$26.00 per head adults	X	= \$	
	\$13.00 per head children	X	= \$	

Evening Dinner	\$20.00 per head adults	X	= \$	
	\$10.00 per head children	X	= \$	

B Total **\$**

**Note:** Children- under 16 years old, under 5 years free. Numbers are needed for catering purposes

### Rally Paraphernalia Order Form

	Quantity	Amount	Total	
Sweaters      Size: Small	X		=	
Royal Blue      Large	X		=	
\$22.00 all sizes      Extra Large	X		=	
Outsize	X		=	
Polo Shirts      Size: Small	X		=	
Royal Blue      Large	X		=	
\$18.00 all sizes      Extra Large	X		=	
Outsize	X		=	
Extra Grille Badges      @ \$20.00	X		=	
Extra Cloth Badges      @ \$3.50	X		=	
			C Total	<b><u>\$</u></b>

**Grand Total, A+B+C**      **\$**

**Please return these forms by Friday 6th December 1996**

Return to Austins Over Australia Committee, PO Box 324, Archerfield Qld 4108

Please make cheques out to Austins Over Australia.



**CITY OF DUBBO**  
**ALL BRITISH VEHICLE DISPLAY**

**HOSTED BY THE ROTARY CLUB OF DUBBO WEST INC.**

**P.O. Box 526, Dubbo NSW 2830**

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**YOUR SPECIAL INVITATION**

**TO THE**

**SECOND CITY OF DUBBO ALL BRITISH CAR DISPLAY**

**8 March 1997**

Yes it is on again, so please note the date in your diary!

Those who attended the inaugural display earlier this year will agree it was very well organised with plenty of trophies, a friendly atmosphere and lots of fun for all.

We are now providing as many categories as possible, with a better street parade and (once again) an under cover venue. A courtesy bus will also be provided throughout the day to transport people from the venue to motels and the CBD for shopping etc.

The Bush Dance and BBQ and Breakfast at the Western Plains Zoo proved very popular and will be on again. The courtesy bus will also service these venues.

Please note that a special feature next year will be a category for British 4WDs and Commercials, with appropriate trophies for the best entries.

We would love to see you participate, so start preparing your vehicle and navigate to Dubbo in 1997.

More information will follow in due course but if you require any further information in the meantime do not hesitate to contact me.

**Peter Pioro**  
**President**  
(068 842 113 a.h.)

# for sale

1800 Mk 11 auto **resprayed** grey/ maroon Needs drive chain- new short motor-spare cylinder head- spare dizzy, carbies, alternators and starter motors **plus complete power unit** and 2 workshop manuals \$1000 will **not** separate Wally Roche  
Knotting Hill Vic [03] 9562 1506

1800 Mk 11 1970 Good motor rusty body \$300 Nigel White [0520 232 966 Geelong Vic

1800 Mk 11 **Parts car** \$200 Charles Rogers [03] 9359 4513 Fawkner Vic

**A 90 Six** engine, transmission and clutch Offers Bill Mitchell [053] 492 720 Beauford Vic

**1800 Mk 1 1968** Grey manual No rust good interior 90,000 miles Always garaged clutch worn **Almost free** Anna [02] 727 4652

**1969 Mk 11 1800 Manual** \$500 ONO Marion Braur [03]9754 2609 Belgrave Vic

**1800** running fairly well No reg mechanically sound lots of spares **offers** Doris [067 362 221 Tenterfield [QLD ?]

1800 **Ute** reasonable condition needs a bit of TLC runs OK interstate reg. Good paint \$1200 ONO [07] 3888 5424

Mk 11 1800 69 Unreg. \$500 **plus** 4 complete MK 11 power units plus heaps of **new** spares plus bonnets, doors, boots etc Jeff Anderson [059] 873 470 Rosebud Vic

Mk 11 1800 Unreg 95% road worthy Man 135,000 miles rusty doors \$1,000 Linus 041 146 4879 Coburg

Mk 1 **Kimberley auto** one owner always garaged 36,000 **as new Lee power** \$2,900 [03] 9882 4834

Mk 1 1800 1967 White/ red Mrs Robinson **\$1,600** [052] 297 408 Geelong Vic

Mk 1 **1800** 1966 Original white paint with green interior, less than 45,000 miles. Very low production number- 12 months reg. "This car with the exception of a couple of small dents in the body is in **fabulous condition**. It has been in storage for most of the time I have owned it. I am the second owner. It was purchased in Sydney new and I have owned it for nearly three years{ trucked over to Perth} Please call **Club members** Brad and Rebecca Prentice at 07 381 7760 with offers of \$4,000. This is the car !

Mk 11 1800 **Auto** White/ red 1970 **RWC** 3 owners [03] 9840 1235 Peter Haddaw

Austin **Princess 1976** 2.2 Lit. Twin carbs 6 cyl. engine[ similar to X6 engine]. Hydragas suspension 96,000 miles **\$4900** Bruce Jefferies [063] 59 0194 Lithgow NSW

Austin **Kimberley Mk 1** 99,000 miles GC Aub McDonell [042] 28 9039 Coniston NSW \$?

Mk 1 1800 68 Body GC Interior VGC Total mechanical restoration with receipts for over \$5,000 owner moving interstate Beige/Red **\$2,650** Justin Meli [03]9596 2093

Mk 11 head[ Will fit Mk 1 if inserts are cut into the block for the exhaust valve] fully reconditioned with new valve guides and new valves **\$125 plus freight** George Hulley {Narooma NSW} [044] 762 114

Mk 11 1800 One owner deceased estate man. blue/ blue no rust 121,000 miles 1969 Bob Stewart [Parramatta NSW] **Around \$1,000** 02 871 3821

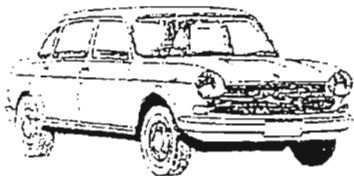
## Wanted

George Hulley needs **Mk 11 ute over riders** for his Mk 11 ute [044] 762 114

## NOTICE OF OVERDUE FEES

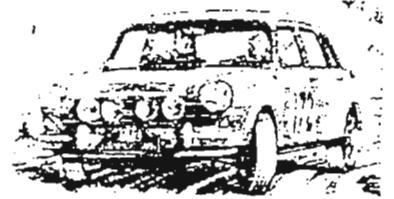
Club fees of \$29-00 became due **30/6/96**. Those who are NOT PAID UP by **25/8/96** will be deemed to be non members. Naturally, only current paid up members have access to the Club spares. **MONEY UP OR SHUT UP !**

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



# LANDCRAB

## CLUB OF AUSTRALASIA



Number 70      October and November    1996

### ACTUAL CHURCH BULLETIN ANNOUNCEMENTS.

1. Don't let worry kill you - let the Church help !
2. Thursday night - Potluck supper. Prayer and medication to follow.
3. Remember in prayer the many who are sick of our Church and community.
4. For those of you who have children and don't know it, we have a nursery downstairs.
5. The rosebud on the altar this morning is to announce the birth of David Alan Belzer, the son of Rev and Mrs' Julius Belzer.
6. This afternoon there will be a church meeting in the South and North ends of the Church. Children will be baptised at both ends.
7. Tuesday at 4pm there will be an ice-cream social. All ladies giving milk will please come early.
8. Wednesday, the ladies Liturgy Society will meet, Mrs Jones will sing, "*Put me in My little bed*" accompanied by the pastor.
9. Thursday at 5pm there will be a meeting of the '*Little Mothers Club*'. All those wishing to become little mothers, please see the minister in his study.
10. This being Easter Sunday, we will ask Mrs Lewis to come forward and lay an egg on the altar.
11. The service will close with "*Little drops of Water.*" One of the ladies will start quietly and the rest of the congregation will join in.

12. Next Sunday a special collection will be taken to defray the cost of the new carpet. All those wishing to do something on the new carpet will come forward and do so.
13. The ladies of the Church have cast off clothing of every kind and they may be seen in the Church basement Friday.
14. A bean supper will be held on Tuesday evening in the Church hall. Music will follow.
15. At the evening service tonight, the sermon topic will be "What is hell?" Come early and listen to our Choir practice.
16. The preacher for next week will be found hanging on the notice board.

# Editorial

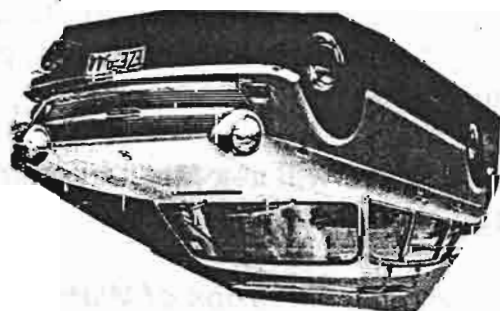
by the Editor

If you are one of the 3 club members who have not inquired as to why the newsletter is 5 weeks late, these comments are for you.

Murphy's law says that "in any given set of circumstances, anything that can possibly go wrong, will". This happened to the newsletter- the final insult being that it had to be re done.

Unfortunately, a lot of original material was lost. Time did not allow the introduction of new members to be published. The status on the new club booklet is unknown at this stage.

It could be worse- Jeff Kennett could be Prime Minister!





## A WATER-FUELLED CAR

by Carl Cella

I am the madman behind the US heavy-metal band, "Rampage", but long before my musical success I was mechanically inclined, and the possibility of running a car on fuel extracted from water intrigued me no end.

After reading all the information I could find on the subject of hydrogen generators, I built my first actual unit in 1983, mounting it in the trunk of a 1979 Cadillac Coupé de Ville.

I constructed my system from the best of all the other systems I read about, and then went even further, using the strongest materials and cleanest layout possible within reason. All the titanium nuts and bolts were scored from an aircraft salvage supply: they're cheaper, used, and since they'll never wear out that's one way to save some big bucks. Certain head and exhaust system modifications have to be made to expect trouble-free extended use. For one, the combustion of hydrogen results in the rebonding of the previously-separated hydrogen and oxygen molecules, making the engine's exhaust water vapour steam, and nothing else—meaning absolutely no pollution at all!

Most auto-makers use cast-iron exhaust manifolds and steel valves. The combined effects of heat and moisture (moisture not being present in the combustion of petroleum-based fuels) cause extremely rapid corrosion of the system. Part of the fix is to install stainless-steel valves and an exhaust system constructed entirely out of stainless steel. Racing shops sell stainless-steel valves and stainless-steel 'turbo' mufflers that all work fine. Since hydrogen does not contain lead as some gasoline does, if you're not using a late-model, no-lead engine, the heads will have to be reworked to include valve seats not needing the lubrication lead provides.

As for building this device to sell as a completed system, that's a dead issue. In 1983, I contacted the Department of Energy to show them that my car actually worked. I was confronted by two very belligerent 'agents of tyrannical oppression' who told me that if I tried to sell pre-built

units, I'd have a lot of "problems". I asked why, demanding an explanation, and was told very bluntly, and not in a very nice tone: "Do you have any idea what a device like this, available to the public, would do to the economy?"

This technology is so simple that anyone with over half a brain—and knowledgeable in auto-mechanics—can build one of these units. I've included comprehensive, no-bullshit, drafted design layouts, parts lists, maintenance tips; and a whole lot of engine modification concepts to make construction, part fabrication and implementation as easy as reasonably possible.

The unit I built works as great as I claim it to, but I offer only the printed information on how to build your own, and I take no personal responsibility for damage of any kind caused to your vehicle or self. (See schematics on follow-on pages.)

I have only applied my unit to a carburetted engine; I've never attempted an application to a fuel-injected engine, nor do I make any such claim that an application of that type would be easily performed, if possible at all. *Every cubic foot of water contains about 1,376 cubic feet of hydrogen gas and 680 cubic feet of oxygen.* Because there is no pollution produced, all smog devices may be completely removed, legally, and your car exempted from smog checks, as are propane-powered vehicles.

The only maintenance I've encountered is, periodically, to wire-brush mineral deposits off the reaction chamber electrodes and, at longer intervals, to clean out the chamber itself—neither of which is complicated or very time-consuming. I've incorporated so many backup electrodes so this job won't be required roadside—as it was for me when I first used only one, not knowing about any deposits entirely covering the electrodes and thus halting the electrical reaction process. When the car dies out, you just flip another switch until you're somewhere able to brush the reactor's electrodes clean in reasonable comfort—and not northbound on Highway 5, halfway between Los Angeles and San Francisco, where my first breakdown was.

Where the steel gasoline tank used to be, a plastic water tank is fitted, along with an electric float sensor that should be attached

to the vehicle's existing fuel gauge. If you were to start your engine with no modifications other than the carburettor to accept hydrogen fuel, it will run fine but the exhaust system will corrode in almost no time, and if you leave the engine turned off for an extended period, your stock valves and guides will rust up and seize!

Stainless-steel valves don't cost much and are as trouble-free as the stainless-steel exhaust system, so don't be a fool and try to go cheap because you'll only cause yourself added expense and headaches, and you'll be cursing me for your own stupidity. For the cast-iron combustion chambers and valve ports, there is a high-temperature ceramic coating called "heanium" that can be preformed to guard against the same corrosion that affects the valves, guides, exhaust system and also the intake manifold, as moisture down there will also cause corrosion.

Petroleum-based fuels have their own detergent action that protects against corrosion, much like soaking parts in oil prevents corrosion. When using hydrogen as an internal combustion engine fuel, extra precautions must be taken to make extended operation a reality, and not some drive-a-few-thousand-miles-between-fried-engines bullshit.

Don't use sea water! It contains approximately three-fourths of a pound of salt in every gallon. Salt is a material that will coat the electrodes very quickly, just making one big mess. The reason for electrode deposit buildup is that tap water is never 100 per cent pure: it contains mineral contaminants that are drawn to the reaction-chamber electrode during the electrically-activated molecular separation process, that results in the hydrogen contained in water being released from the oxygen molecules they are bonded to, making a fuel that can power an internal combustion engine.

I offer no design for an exhaust steam condenser, but I do make the suggestion that one applicable to an automobile can be built to increase the cost-free mileage even further between fill-ups. A concept would include some form of exhaust-fed radiator that could incorporate air ducts, leading from scoops, to direct highway speed airflow across it.

I offer the idea, but not the design.

because many aspects must be considered, such as: the least amount of back pressure, unit pressure; unit placement with regard to configuration by the limit or abundance of that space—though this one would be constructed for a stationary, engine-powered electrical generator, where space limitation is of no concern.

Remember, the cylinder walls are cast iron and prone to rust, but they can be kept clean by piston action (as long as it's not left sitting for long periods between use).

An automobile engine could feasibly be constructed with non-corrosive stainless-steel heads and cylinders straight from the factory—a solid reason to justify spending twenty-five grand or more for a car, because the fuel to run it would be free.

There has been much criticism over hydrogen as an auto fuel, most of it coming straight from those who have the most to lose if hydrogen ever achieves widespread use as an automotive fuel.

There are some factory-built high-performance cars on the market that already come with stainless-steel valves, but they are few and far between, and you still have to change the exhaust systems.

For the carburettor to accept a vapour-state fuel, it must be converted using the same parts that are used in propane/butane engine fuel systems, such as carburettor kits by "Impco", or similar, that do the same thing, i.e., enable your engine to be powered by a vapour-state fuel.

Because no pollution is produced, the engine may be rebuilt 'legally' with higher performance parts, like a camshaft that, on gasoline, would have increased exhaust pollutant emissions, thus making it 'illegal' for highway use. Of course, it's only a 'crime' if you get 'caught', but those pay-again-every-time-your-vehicle-fails smog checks are a pain in the ass, not to mention the wallet.

A similar type of mechanism that opens and closes retractable headlights could be implemented in a dashboard switch-activated system that could open a trunk lid-mounted scoop that captures rain, with a flexible hose line that directs it into the main tank, either while the vehicle is in motion or parked. Just watch the fuel gauge, and close the scoop when you see "Full"!

While it may be a long time before we are able to purchase an entirely corrosion-resistant, exotic alloy engine, I am offering the complete design for a hydrogen generator that will power a car—but any engine modifications I outline are only given as

basic concepts. It's up to you to implement what is applicable to your particular engine. Use some initiative. Don't rely on whether I wrote it or not. If you discover a part or a process that I haven't mentioned, that will in any way protect your engine further from the effects of corrosion, use it! I've written this to help people wake up from the big lie of having to depend on oil companies just to drive a car.

Building as many units as I can for personal use only, and writing this booklet, are about the only things I can 'legally' do to try to help the world wake up. A hydrogen generator produces an energy potential in excess of 100 per cent efficiency!!! You read it right: free energy!

A car's battery starts the engine, but once it's running, the alternator takes over to charge the battery and power the ignition system. With an onboard hydrogen generator, that alternator also powers the hydrogen extraction process, producing the energy needed to fuel the engine that runs the alternator. No external power source is needed; so as long as there is water available, the entire system is self-sufficient in operation. An extra trunk-mounted battery would provide more current—if ever needed—to run everything at once without overloading the electrical system.

## System Operation

The dash-mounted switches for turning on the reactor are also wired to activate the chamber feedwater pump at the same time. When the car dies out, that signals to you that an electrode has been totally crusted over with deposits from the impure fuel water. This means the electrically-activated molecular separation process (electrolysis) has halted. These switches should also have indicator lights to let you know which one is on, and flip-up caps to guard against accidental activation.

When the need arises to go to backup, turn off the switch for the 'dead' electrode, as well as close its electrical shut-off valve. The purpose of these gas valves is to keep pressurised oxygen from escaping up through the 'off' electrode fittings into the hydrogen lines, possibly resulting in your car becoming a "Highway Hindenburg"!

Hydrogen is separated from its molecular bond with oxygen by exposing the fluid of water to direct-current voltage. Hydrogen is attracted to a negative charge, while oxygen is attracted to a positive charge. This process generates heat in the chamber, so trunk placement is best with an aluminium or plywood wall built between the reactor

and the rest of the available trunk space. Small cars are light on gasoline, thus cheaper to operate, but when all of a sudden the fuel becomes free, the size and weight of the car is of no concern, except for Porsches and similar sportscars, street rods, etc.

Water is pumped through the reaction chamber, which itself is positively charged, drawing the oxygen molecules out through the water return line to be vented off through the water tank's cap. The hydrogen-attracting electrode extending into the welded-in pipes (and insulated under the T-fitting) is negatively charged. There is a dash-mounted pressure gauge that is connected before the regulator and mixer. To begin hydrogen generation, flip one of the dash-mounted switches and wait for the gauge to show fuel-line pressure; then start the engine when pressure is shown by the gauge to exist. In mounting the unit, remember that the chamber itself is positive, and most cars use a negative chassis ground, so insulated mounts must be fabricated between the positive chamber and the negative trunk-floor.

As a final note, this unit is not a concept or a theory! It is tried and proven! I designed this system at age 18 in 1983, and built more than one, using Rampage profits for research and development.

I can't sell actual working units, but nothing but death itself can stop me from distributing this information in the hope that people will take the initiative to wake up from the big lie of oil-dependency for auto fuel, and flood the street with hydrogen-powered cars.

If enough people find out how simple it is, public pressure may someday soon be put on the government, resulting in the long overdue media exposure they're all so afraid of. *Eyewitness News* (Channel 7) in Los Angeles didn't want to let the word out that an actual working vehicle had been built by an 18-year-old metalhead! We're supposed to be stupid in the public's eye, from their point of view!

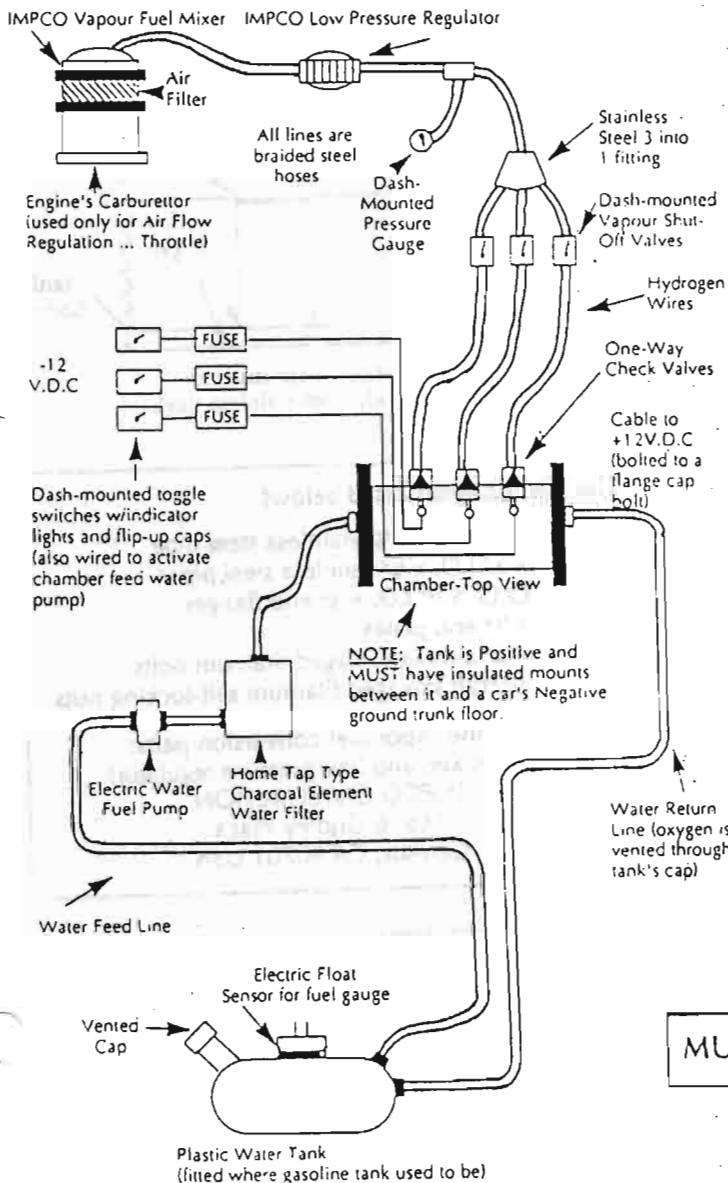
Hydrogen and oxygen gases do not pollute; they help clean out carbon deposits from the engine for better mileage and less engine wear. You'll notice the improved engine performance immediately.

(Source: Carl Cella, PO Box 8101 (4176-X), San Luis Obispo, CA 93409-0001, USA.)

Originally published in *Iron Feather Journal* #13, PO Box 1905, Boulder, CO 80306, USA,

and then in *Psychedelic Illuminations VIII*, Fall/Winter 1995/96, PO Box 3186, Fullerton, CA 92634, USA.)

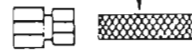
## HYDROGEN GENERATOR INSTALLATION



## GENERAL PARTS:

- Stainless Steel Valves
- Bronze Valve Guides
- Stainless Steel Piston Rings
- Stainless Steel Headers
- Stainless Steel Mufflers
- Stainless Steel Exhaust Tubing

1/4" 'Teflon' Core Braided Steel Hose (Buy a roll - you'll need a lot!)

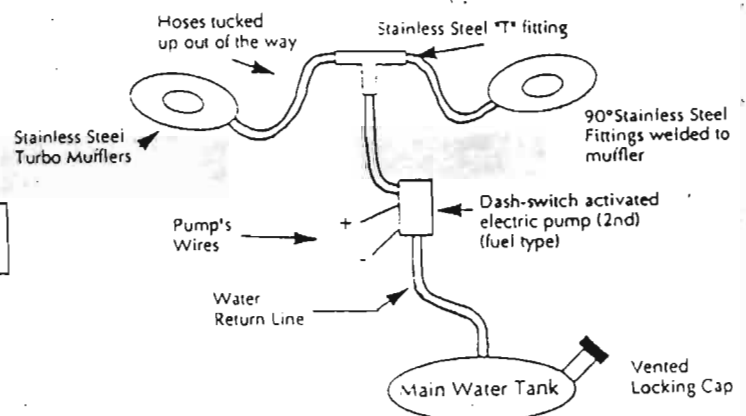


Stainless Steel Swivel Fitting Connectors (Screw Over Hose!)

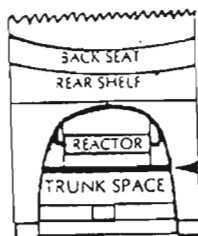
- Stainless Steel Dual Exhaust System (Headers)
- Electric Muffler Drain/Water Recovery Pump fed back into Main Tank ("T"-fitting between both stainless steel turbo mufflers using heat-proof braided steel hose)

NOTE: The combustion of hydrogen results in the reformation of water. The engine's exhaust is water vapour steam. Some of this steam condenses into water, collecting inside the mufflers. This system recovers the water content of these mufflers.

## MUFFLER WATER RECOVERY SYSTEM CONCEPT



## CHAMBER MOUNTING IN CAR'S TRUNK

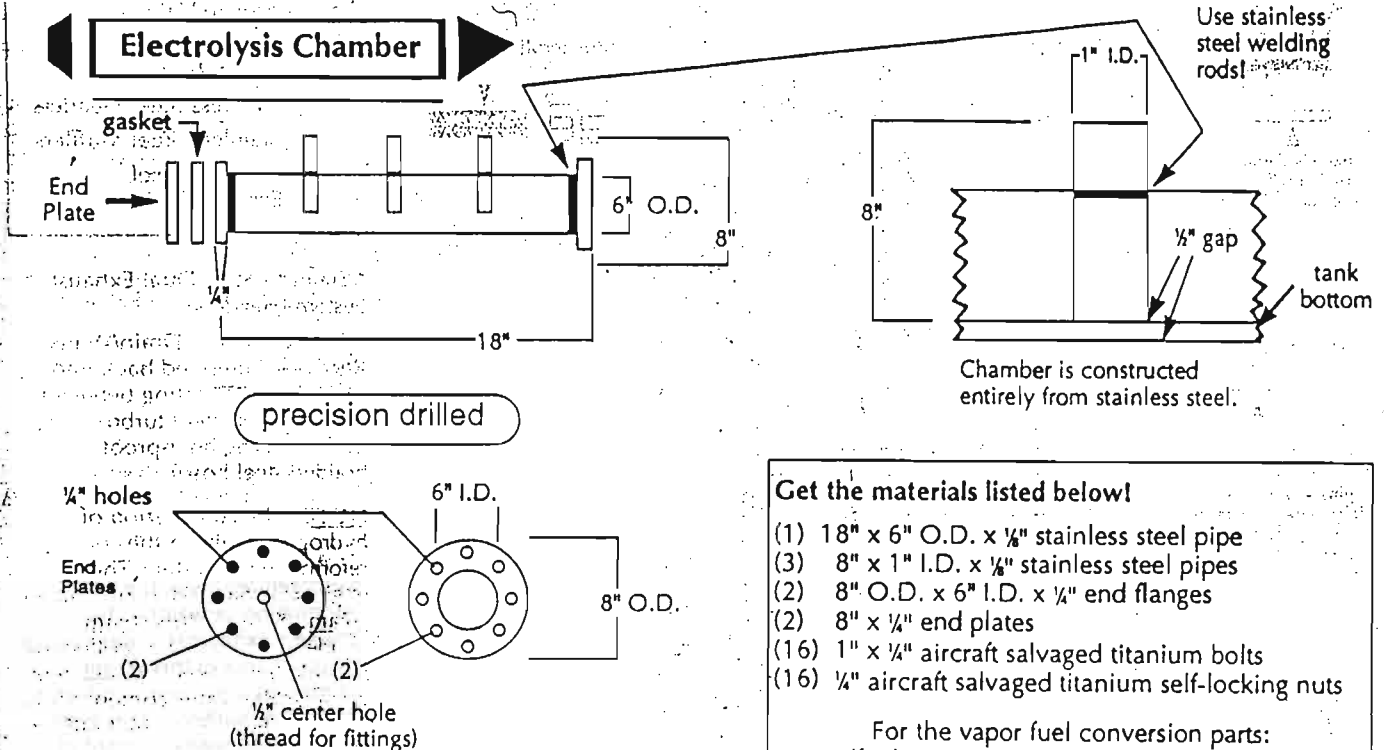


Tank is Positive, and trunk's floor is Negative (Ground), so use Insulated Mounts.

Plywood or Aluminium partition between reactor and remaining available trunk space.

# NEWSCIENCE NEWSCIENCE NEWSCIENCE

## Do-It-Yourself Special Feature: MODIFY YOUR CAR TO "BURN" WATER! - Technical Diagrams (reproduced exactly as we received them)



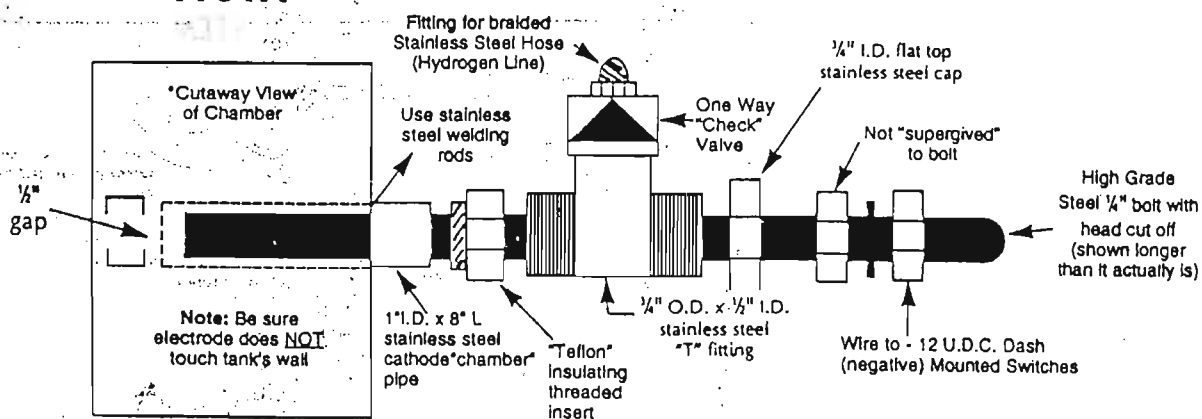
### Get the materials listed below!

- (1) 18" x 6" O.D. x 1/4" stainless steel pipe
- (3) 8" x 1" I.D. x 1/4" stainless steel pipes
- (2) 8" O.D. x 6" I.D. x 1/4" end flanges
- (2) 8" x 1/4" end plates
- (16) 1" x 1/4" aircraft salvaged titanium bolts
- (16) 1/4" aircraft salvaged titanium self-locking nuts

For the vapor fuel conversion parts:  
(fuel mixer, and low pressure regulator)  
IMPCO CARBURETION  
16916 Gridley Plaza  
Cerritos, CA 90701 USA

## HERE'S How:

### Hydrogen Electrode Fabrication (Exploded View)



Hydrogen burns slightly hotter than gasoline

### KEY:

O.D. = Outside Diameter  
I.D. = Inside Diameter  
V.D.C. = Voltage Direct Current

# FROM THE BACKSEAT

## **PRESIDENT/ TREASURER/ LIBRARIAN KEEPER OF THE SPARES.**

Pat Farrell 03 9762 4457  
4 Wayne Avenue Boronia Vic 3155

## **REGALIA OFFICER**

Mike Gilmour 047 31 3887  
Lot 57 Remembrance Drive  
Tahmor NSW 2340

## **DATA REGISTRAR**

Peter Jones  
4 Farandin Court, Worongary QLD 4213

## **PUBLIC OFFICER**

Vacant- applications sought  
about 2 hours per year

## **EDITOR/ SECRETARY**

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

## **A.M.V.C. Sub Committee**

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

## **SOCIAL CONVENORS**

*Brisbane:* Peter Jones as above

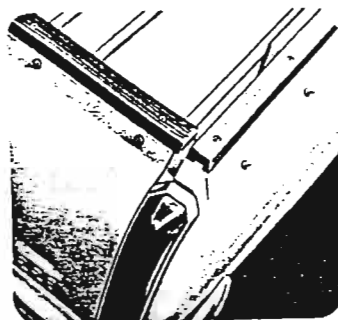
*Melbourne:* Paul Nichols 47 Moores Road Monbulk Vic 3793 03 9752 1489

*Sydney:* Mike Gilmour as above

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.

**Re *Public Officer*- ask not what your club can do for you- but what you can do for your Club !** Ken Patience 03 9337 4661 is happy to help with the transition stage.

Dead line for submissions to the newsletter is the 25<sup>th</sup> of the even month. Posting date aims to be the 25<sup>th</sup> of the odd month.



**Replaceable wooden rub rails**  
The BMC 1800 Utility features wooden rub rails on top of the tray sides and tailgate. They're designed to absorb the majority of body damage which can occur when loading or unloading. To replace: Just unscrew and fit new ones. They also facilitate the removal of the inner steel panels for repairing any external body damage.

# WHO'S WHO

AS AT 29-10-96

A.M.V.C. of Q.L.D.	1376 Old Cleveland Road (07) 3399 1152 Carindale Q.L.D. 4152	
A.M.V.C. of N.S.W.	Box 3943 Parramatta (02) 9651 2394 N.S.W. 2124	
A.M.V.C. of W.A.	Box 1543 Wangara (09) 343 2739 W.A. 6065	
ANDERSON Graeme	3 Buffalo Rd (02) 9816 3389 Gladesville NSW 2111	Kimberley
BARLING Joe	125 The Ridgeway Ching (081) 529 608 London E4 6QU Un.Kingdom	Wolseley 6x3 Wolseley 18/85 Mkl
BARTSCH Michael	Box 45 Kapunda (089) 813 074 S.A. 5373	
BERRY Walter	12 Elkin Ave, (049) 871 680 Raymond Terrace NSW 2324	Mk 1 & Mk 11 Austin 1800 mk I
BOURDAIRE Rudy	436 Maitland Bar Rd (063) 733 633 Mudgee NSW 2850	MkII
BOWEN John	20 Granville Street (07) 3352 5694 Wilston QLD 4051	2 x Kimberleys
BRAND Klaus	Box 121 [056] 647 208 Meeniyah Vic 3955	Mk 11 1800
BRYANT Glen	18 Lochbuy St (06) 251 7813 McQuarie ACT 2614	Tasman Mk 1
BULL Cameron	21 Marcus Road, (03) 9551 1880 Dinglley Vic. 3172	Mk 11 1800
BRENDLE Clifford	133 Old Para Court (03) 9434 2226 Montmorency Vic 3094	Mk 11
BURFOOT Jim	School house Road (059) 647 356 Woori Yallock, Vic 3139	SWB Gipsy LWB Gipsy Morris Gomad MkII 1800 Man.
CARDEN Geoff	36 Constitution Rd (073) 857 2485 Windsor Qld 4030	
CHILDS Neville	Box 471 Mt. Gambier (087) 268 217 S.A. 5290	Mk 11 1800
CHILPIN Gabe	121 Cressy Road [02] 9887 2881 East Ryde NSW 2113	Ute
CODD Peter	Box 2351 Nerang East Q.L.D. 4211	Mkl 1966 MkII 1970
COFFEY Mark	27 Buckland Court (060) 593 185 Wodonga Vic 3690	Mk 1 Ute

COLLINGS John	C/-Taylors of Medinde Box 6 Walkerville SA	(08) 261 5889	MkII Ute
COPELAND Terence	11 Windsor Street Margate QLD 4019	(07) 328 48876	Mk 11 1800 x2
CRUICKSHANK Doug	1/ 2 Pleasant View Cres Wheelers Hill Vic 3162	[03] 9560 5807	Mk 1 1300
DAVEY Michael	MC 6123 South Coast Mail Centre Wollongong NSW 2521	(042)265 110	Ute
DAY Colin	"Cooranga" RSD 233 Cohuna Vic 3568	(054) 568 227	Mk 1 1300
DODGE Geoff	RSD 581 c Sassafras Tas. 7307	(004) 267 338	Ute
DOUGLAS Keith	50-66 Mackelroy Plenty Vic 3090	(03) 9432 2820 B/h 9478 3219	MkII Auto. MkII Man.
EALEY David	19 Hendersonhill Rd Silvan Vic 3795	(03) 9737 9235	MkII Ute Man.
EDMUNDS Belinda	P.O. Box 69 Newtown N.S.W. 2042	[02] 9557 4733	Mk 11
ELLINGTON Tony	R.M.B. 1146 Chiltern Valley Rd Rutherglen Vic 3685	[060] 328 303	2 x Mk 1 Man 2 x Mk 11 Man
ENGLISH Albert	M/S 299 Quarry Rd Bunderberg Qld 4670	(071) 578 191	MkI Sedan MkII Sedan
FARRELL Pat	4 Wayne Ave Soronia Vic 3155	(03) 9762 4457	2xMkII Man. Morris 1300 MkI Kimberley 2xMkII Ute
FENBERG Greg	IronBark Valley Putty NSW 2330	(065) 797 075	Mk 1 & Mk 11 Kim
FLEET Glenn	1/9 Cosy Gumm Rd Carnegie Vic 3163	(03) 95712484	Mk 11 1800
FLOREY Donald	419 Windermere S Ballarat Vic 33503 Litre	(053) 311 051	MkII Tasman Man.
GARDNER Bruce	56 Herbert Street Parkdale Vic 3195	(03) 9530 8130	A 99
GEARY Richard	Box 1786 Tamworth NSW 2340	(067) 662 399	MkI MkI Ute
GILMOUR Michael	53 Remembrance Drive Tahmor N.S.W. 2573	[046] 318 337	2 x Mk 1 Kims Probably others
GOODALL Robert	95 Osborne Ave Mt Waverley Vic 3149	[03] 9543 7361	2 Mk 11 Kims
GREASLEY Paul	18 Palmerston St Kalgoorlie WA 6340	(090) 911 208	MkII Man. MkI
GREENWOOD Russell	84 Jaguar Ave Clayton Vic 3168	(03) 9543 3920	2xMkIIs



GRIFFITHS John	93 Wills Street Kew Vic 3101	(03) 9853 8251	Mk 1 1800
GUINEA Kerry	Box 45 Wulguru QLD 4311	(077) 783 379	Mk 1 1800
HALE Donald	Box 108 Daylesford Vic 3460	(053) 483 035	5 1800s 2 Kimberleys
HOGG Allan	22 Huntingdale Ave Miranda NSW 2228	(02) 9522 8184	Mk1 Kimberley
HOLMES Geoffery	14 Brukner Close Cowrie ACT 2904	(06) 291 7196	Mk1 Sedan
HOPKINS Rick	PO Box 51 Taralga NSW 2580	(048) 406 151	Mk1 Tasman Mk1 Sedan
HOPPER David	8 Evergreen Street Toowoomba QLD 4350	[076] 33 3383	Mk 1 1800
HORTON Graham	64 Hardley Rd Glen Forrest WA 6071	(07) 298 8841	Mk 11 1800
HUCK David	Leyland Park RME 3A March Rd Orange NSW 2800	(063) 658 323	Mk 1 1800
HUDSON William	92 Belmore Street Gulgong NSW 2852	(063) 742 544	Mk 11 1800
HULLEY George	46 McMillan Rd Narooma NSW 2546	(044) 762 144	Mk11 Ute
HUSSEY Neil	18 Channel St Mornington Vic 3931	(059) 755 857	Mk11 Kimberley
JONES Peter	4 Yarandin Court Worongary Qld 4213		Mk11
KENDRICK John	Unit 1/ 62 Glastonbury Dve Highton Vic 3216	(053) 413 616	Mk 11 1800
KENNON Tim	12 Nirissa Gve Oak Park Vic 3046	(03) 9 304 1021	Rally Car SMO 225G
KINDLEYSIDES Lyle	137 Riverside Drive Port MacQuarie NSW 2444	(065) 836 131	Mk 11 Mk 1
KLIBSCHON Kari	2 Shamrock Court Toowoomba QLD 4359	(076) 354 019 0419 672 785	Mk 11 1800
LEDDEN Quin	Box 135 Annandale NSW 2038	(02) 9660 3672	Mk 11 1800
LEIGHTON Adrian	24 Strafford Street Moggill Q.L.D. 4070	(073) 202 6782	Mk 1 1800 Mk11 1800
LENNY Ed	51 Prince St Gouibourn NSW 2580	(048) 212 015	Mk1 Auto.
LESLIE Robert	6 Celia St Glen Iris Vic 3166	(03) 9889 2418	Mk1
LEWIS Chris	18 Lucas Street Caulfield South Vic 3162	(03) 9596 5730	MK 11
LOCKE Richard	31 Sunways Ave 7 Mile Beach Tas 7170	(002) 486 765	Mk 1

LYLE Ken	3/11 Foundry St Mayland Perth WA 6051	(09) 271 3737	Princess 1800 MkII Ute MkII Sedan
LYNCH Raymond	10 Cecelia Drive East Keilor Vic 3870	(03) 331 3870	MkII 1800 Sedan MkII Ute under resto
MACLEOD William	46 Herbert St Morningside Vic 3931	(059) 758 520	MkII Kimberley Auto
MARSHALL Geoff	19 Anne St Blackburn Nth Vic 3130	(03) 9877 1425	1800 Ute A70 Ute
McDONALD Scott	2 Coolalie Ave Camden NSW 2570	(046) 55 8956	Mk 11 1800
McMASTER Geoff & Elaine	6 Mereworth Way Marangaroo WA 6064	(09) 343 2739	Mk 1 & MK 11
McINTYRE Ian	18 Yondell Ave Springwood N.S.W. 2777	(047) 514 338	2 x 1800 Mk 11s
McPHAIL Stephen	19 Joan Street Chester Hill NSW 2162	(02) 9645 2190	Mk 11 1800
MEDLEN Robert	2 Grassdale Rise Woodlea Estate Aberfoyle Park SA 5159	(08) 370 7794	MkI 1800
MELVILLE Neil	Off Cowaramup PO WA 6284	(097) 555 332	2xMkI Sedans 2xMkII Utes
MILLAR Stephen	36 Britannia Street Kalgoorlie W.A. 6430	(090) 911 975	Mk 11 1800
MITCHELL Bill (Morris 1100 Registrar)	Box 128 Beauford 3373 Vic.	(053) 492 720	Many 1100 s
NICHOLS Paul	47 Moores Rd Monbulk Vic 3793	(03) 9752 1489	MkI Rally Car
NICHOLSON Lee	9 Hobart Street Bentleigh Vic 3204	(03) 9557 8172	Mk 11 1800
NOLAN John	217 Badger Creek Road Badger Creek Vic 3777	(059) 620 405	2 x 18/85 s
O MELEY Eric	1 Kylie Street Urunga N.S.W. 2455	(066) 556 573	Mk 1 Kim.
PARER Terry	P.O. Box 5 St. George QLD 4487	(076) 25 3371	Mk 11 1800
PARKER Geoffrey	The Poplars Box 727 Mittagong NSW 2575	(043) 394 240	Mk 11 1800
PATIENCE Ken	149 Brees Rd East Keilor Vic 3033	(03) 9337 4661	2xMkII Sedans Westminster A99
PEARSON William	25 Botanic Court Bundoora Vic 3083	(03) 94819 216	Mk 11 Tasman
PECK Norm	127 Ellam Drive Seven Hills NSW 2147	(02) 9622 0791	2xMkIs

PEDERSON Hans	High Performance Products 3 Thornton Cres, Mitcham Vic 3132	(03) 9874 1800	Mk 11
PEDERSON Herman	14 Vernon St Blackburn Sth Vic 3130	Should have	Mkl
PETERS Robert	32 Price St Torquay Vic 3288	(052) 612 326	Mkl 1800
PHILLIPS Colin	99 Lurline St Katoomba NSW 2580		Mkl 1800 Man.
PHILLIPS Ronald	16 Kingsway Ave Rankin Park NSW 2287	(049) 521 816	Mkl 1800 Man.
PITMAN Eric	19 Church St Yackandandah Vic 3749	(060) 271 209	Mkl Ute 2xMkl Sedans
POAD Doug	3/396 Nepean Hwy Frankston Vic 3199	(03) 9781 1226	Mkl Aus.2200 Man.
POWELL Ian	7 Acacia St Eisternwick Vic 3185	(03)9 523 7097	2xMkl Man.
PRENTICE Brad	50 Northwood Street, West Leederville WA 6007	(09) 381 7760	Mk 1 1800
PRINS Colin	9/11 Digby Crt Springvale Sth Vic 3172	(03) 9 548 3374	Mk 1 1800
RATCLIFF Stuart	212 Castle Hill Road West Pennant Hills NSW 2125	(02) 9899 1690	Rally car
ROANE Christopher	RMB 568 Colac Rd Enfield Vic 3352	(053) 420 081	
ROBERTS Peter	89 Flinders Drive Valley View SA 5093		Mk 1 1800
ROBSON John	2 D Wayne Ave Sandy Bay Tas 7005	[03] 62 254 250	Ute
ROBERTSON Brian	32 Robert St Telopea NSW 2117	(02) 9873 1555	Looking
RUDMAN David	85 Valparaiso Ave Toongabbie NSW 2146	(02) 9631 4854	Mkl Ute Restored Mkl Man. Mkl Tasman
SHIPLEY Michael	637 Browns Plains Rd Crestmead QLD 4132	(07) 3200 6508	Mk 11 1800
SHIPLEY Val	35 May Street Altona North Vic 3025	(03) 9391 5117	Mk 11 Man
SMALLCOMBE Franklin	30 Illawarra Dve Kinora Gladstone Qld 4680	(079) 781 527	2 Utes
SNEDDEN Richard	36 Claremont Ave Malvern Vic 3144	(03) 9509 9110	2 Wolseley 6's
SOLOMON Neil	Box 44 Bendigo Vic 3550	(054) 470 626	Mk I

SPRIGGINS Leonard	5 Lang Cres Tarro NSW 2322	(049) 66 1016	Mk 1 Tasman
STAPLETON Dick	11 Cooba Court Shailer Park 4128 QLD		Mk 1 1800
STEPHENS Daryl	22 Davison Street Mitcham Vic 3132	(03) 9873 3038	2xMkl Mk 11
STIRLING Peter	22 Franciscan Ave Frankston Vic 3199	(03) 9739 6719	Mk 11 ute
STRELNIKOV Basil	256 Walsh Street Mareeba Qld 4880	(070) 921 535	Mkl MkII
SUMMERELL Bruce	Verona Rd Quaama via Bega NSW 2550	(064) 522 938	Mkl Ute
SWILE Rodney	35 Dehlia Street Marsden QLD 4132	320) 062 221	Mk 11
TADMAN Peter	PO Box 524 Nundah Qld 4012	(07) 3266 4537	Mk II
UNSWORTH Peter	RSD Mandurang South Vic 3539	(054) 395 854	Mk 1 Ute Mk 11 Sedan
USCINSKI John	Box 468 Noosa Heads QLD 4567	[074] 475 097	Mk 1 Kim.
WAKE Eric	14 Wyoming Way Happy Valley S.A. 5159	(08) 381 4453	Looking
WATSON John	10 Eastcote Lane, Wellington Kent	[081] 856 3013	Mk 11 Morris
WHEELER Bill	England DA162X RMB 123 Wickerslack Lane Queenbeyan N.S.W. 2620	(06) 297 4936	Mk 1 1800 (U.K.)
WILSHIRE Douglas	Lot 31 Wattle street Mt. Crosby QLD 4306	(07) 3201 1384	Mk 1 1800
WITHERS Margaret	5 Chapman Street Spring Hill NSW 2800	063) 655 004	Mk 1 1800
WOOD Tony	31 All hallows Road Blackpool England FY2 0AS		Wolsley 6
WYNEN David	5/ 94 Millsywn St SouthYarra Vi 3141	(03) 9866 4932	Mk 11

# SPARE A THOUGHT

by Pat Farrell

## stickers

Hot run - electronically tuned	\$3	
Ficats on fluid- external	\$8	Internal \$30
Travelling 1st class - external	\$8	Internal \$30
B.L. Motor sport- Heritage	\$8	
B.L. Motor sport	\$8	
Left and right hand weathershields- clear or tinted		\$50 each
X6 oil cooler adaptor		\$30 each
Suspension Ball joints		\$30 each
Front windscreen rubber, with filler strip		\$55
Oil filter adaptor Z23 to Z9		\$ 8 change over
Constant velocity joint		\$70
Blinker stalks		\$50
B.L. rear mudflaps		\$30 a pair

## POLYUTHERANE

Rear engine mounts	\$25 change over
Front engine mounts	ditto
Bump stops upper and lower	\$20 pair [ 1 side] change over
engine steady bar bushes	\$15 set of 4
lower fulcrum bushes	\$20 a set [ both sides]
Vibration mounts for gearchange, exhaust etc	POA

*Prospective buyers should note well that the Club buys and sells all parts in good faith. Warranty claims should be made through the Clubs original supplier, and/ or Aussie post as applicable*

85 Haley Street  
Diamond Creek N.Z.  
9438 2181

Austin 1800 Mk 1

Brakes -rear set (new)  
Brake caliper hoses -(2)  
Radiators -(2)  
Radiator bracket - top  
Solenoid  
Battery carrier  
Fan  
Thermostat housing -(2)  
Radiator hoses -top -(2)  
Water pumps -(2)  
Petrol filters -(2)  
Inline filter  
Distributor  
Fan belts -(4)  
Engine mounts  
Handbrake cable (new)  
Dipstick  
Cylinder heads -(2)  
Front hubs complete with drive shafts  
Starter motors -(2)  
Clutch. pressure plate. thrust bearing  
Bumper irons (front)  
Indicator lens - 1 front, 2 rear  
Tail light lens -rhs  
Manifolds -(2)  
Relay box  
Hydrolastic bolt (new)  
CV joint (new)  
Oil filter element (new)  
Petrol tank float (new)  
Petrol tank float (complete)  
Ball joint (new)  
Dip switch  
Screenwasher pump  
Wheel trims (6)  
Headlight surrounds  
Headlight protectors  
Gear change cables (2 sets)  
Gear change cable tunnel cover  
Radiators (2)  
Boot lids (2)  
Bonnetts (2)  
Front screens (2 with gaskets)  
Rear screen with gasket  
Bumpers - front with over riders (2)

Bumpers - rear with over riders (2)  
Rims (4)  
Motor - reconditioned (4,000 kms)

Enclosed list of parts as discussed  
regards  
Geoff Hodgson.

\$200 the lot.

# FOR SALE

Mk 11 **Tasman** 1972 Automatic 46,000 miles last driven 1992 stored under cover-deceased estate bone GC No reg of RWC Liz Eager 057 261 543 Chiltern [ Country Victoria- near Rutherglen ] offers

Mk 11 **Manual** 1800 thorough mechanical re build good nik Jim Sydney [02] 3712 1140

Mk 11 1800 complete body on wheels and suspension light blue no engine or drive train no rust Wal Berry [049] 371 680 Newcastle Offers

1968 **Mk 1** manual - fog lights sun visor diamond dot radio white with blue interior registered till March 1997 complete with owners manual and service manual excellent condition **\$2,000** 041 988 3147 or a/h 9704 6532 [ Melbourne ]

Mk 11 1800 Manual- 3 owner vehicle- plenty of reg - **\$1,200** [03] 9300 1900 Essendon Vic

1800 **gasket set and Mk 1 rear tail light assembly** 660 Justin Meli [03] 9596 2093

Mk 11 1800 **Man Blue/ blue** 3 owners 80,000 miles Keith & Monica Eyles [063] I forget to ask where 063 is ! 618 328 \$1,500

**Mustard** auto Mk 11 1800 rusty doors 70,000 miles \$1,000 car in Elsternwick Vic Phone Keith ? Rainey in **Sydney** [047] 393 557 \$1,000 or so

---

Probably a **Mk 11 1800** - either manual or auto **Blue/ white 33,000** miles has been sitting in a garage for the last 15 years gathering dust and cob webs in Sydney so far so good ! The contact is Shirley Belcher at 2 Grey Street, Whangarei **New Zealand** 0011 64 9438 6032

---

1970 **Mk 11 Ute** GC No rust RWC Marie Brady [076] 835 383 **\$1,300**

1970 Mk 11 **Man. one owner** 100,499 miles Reg toll 3/97 \$1,500 CEO Dianne Wilson [060] 25 1612 Albury NSW

**A WOMENS PLACE IS IN THE HOME**

**AND SHE SHOULD GO THERE**

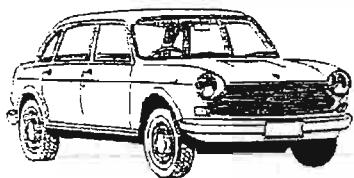
**STRAIGHT AFTER WORK !**

Late inclusion; Club member Peter Stirling[ Frankston Viv] has a collection of **freebies** Including complete power unit auto box with heaps of spares pistins, con rods, camms etc be there or be square !



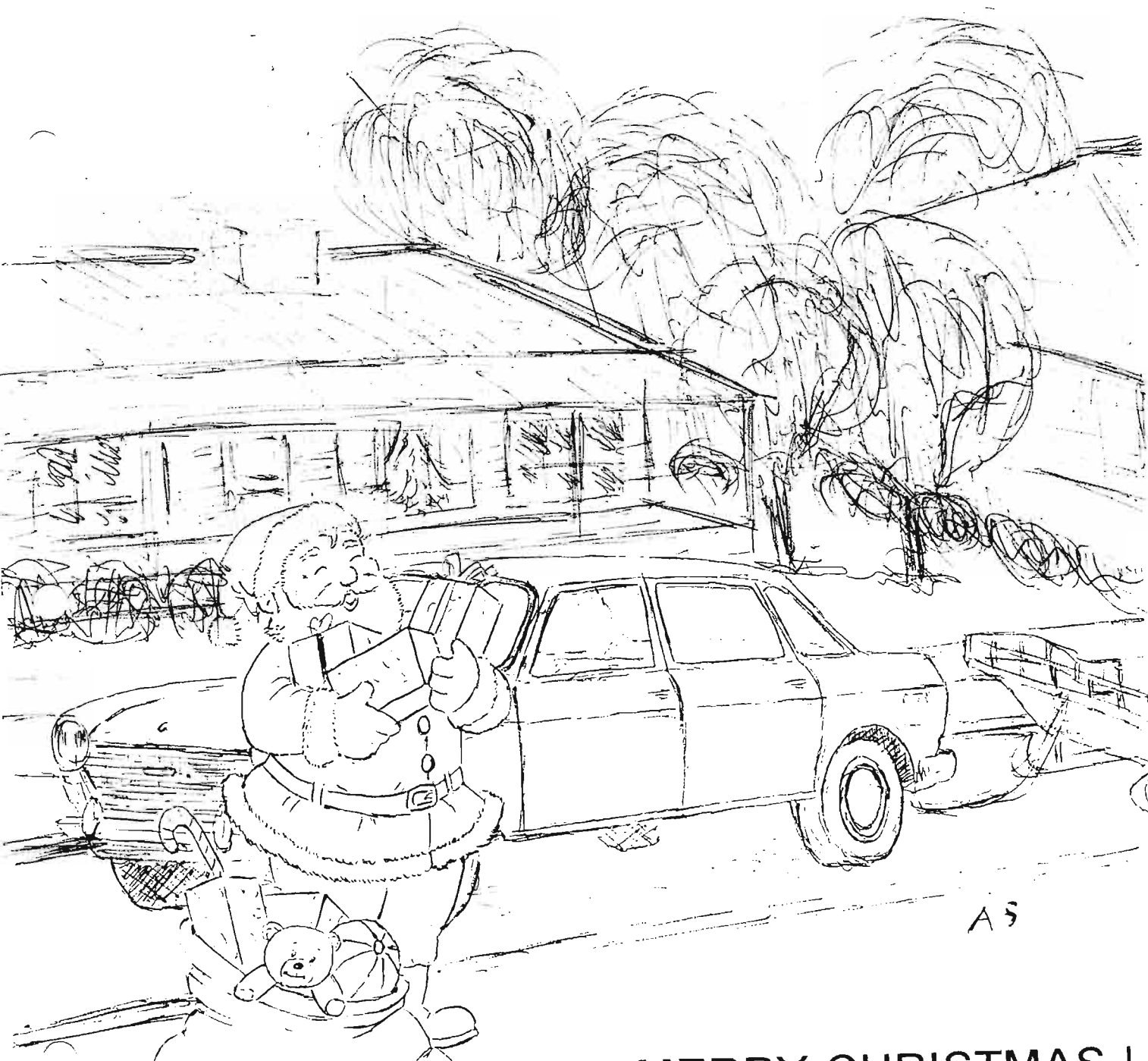


Welcome to newsletter no. 71 for December 1996 and January 1997



# LANDCRAB

CLUB OF AUSTRALASIA INC.



MERRY CHRISTMAS !

# INTRODUCING...

Colin Day	Cooranga RSD 233 Cohuna Vic 3568	[054] 568 227	Mk 1 1800
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Colin's' car has an interesting history. It was first registered by a Dick Nelson when he retired in July 1967. When he died in 1974, the car was sold to a family friend. Eight years later, he sold it to his daughter who owned it for another ten years. Then Dick Nelson's daughter bought it, and it did hard labour in country NSW. Then Dicks' grand daughter{ Aunt of Dicks daughter} purchased it in a mechanically poor state.

The son of Dick, father of owner Sue, did a mechanical restoration of indifferent quality, and now Colin owes it

Peter Stirling	22 Franciscan Ave Frankston Vic 3199	[03] 9789 6719	Mk 11 Ute
----------------	--------------------------------------------	----------------	-----------

Peter's Ute was purchased from Howards Motors Toowoomba QLD by a Patrick Ryan on 23/11/70 for \$2,283-25. In 1981 a Kevin Barnett also of Toowoomba took delivery, and Peter bought it on the first of July this year. It also came with the original " Drivers handbook and Passport to Service"-a pamphlet entitled " Rust is a four letter word" and a fold out pamphlet entitled 1st Class Worker, Austin 1800 MK 11 Utility Mileage is now 68.031.

John Nolan	217 Badger Creek Rd Badger Creek Vic 3777	[059] 623435	2 Wolseley 18/85 s
Neville Childs	Box 471 Mt Gambier S.A. 5290	[087] 268 217	Mk 11 1800
Glenn Fleet	1/ 9 Cosy Gum Road Carnegie Vic 3163	[03] 9571 2484	Mk 11 1800
William Pearson	25 Botanic Court Bundoora Vic 3083	[03] 9481 9216	Mk 11 Tasman

William has the distinction of owning the only Tasman in the club ! { If this is not the case, would the owners of other Tasmans accept an editorial apology )

Peter Unsworth	RSD Mandurang South Vic 3539	[054] 395 854	Mk 1 Ute
Doug Cruickshank	1/ 2 Pleasant View Cres. Wheelers Hill Vic 3150	[03] 9560 5807	Mk 1 1800



Gabe Chiplin                      121 Cressy Road      [02] 9887 2881                      Ute  
East Ryde NSW 2881

'After a 10 year break from owning 1800's. I've finally got my hands on a Landcrab Ute- something I've been trying to do for the last 10 years. I was pleasantly surprised to learn from the previous owner of the existence of the club, and having just got off the phone to Mike Gilmour. I have included my remittance in anticipation of joining the club.

Lee Nicholson                      9 Hobart Street                      [03] 9557 6172                      Mk 11  
Bentleigh Vic 3204

Not your average retiree's car - this one. Mrs Nicholson's car features a **1900 cc** engine. with lotus Cortina pistons. Compression ratio is 10 to 1. The head is fully ported and polished, and a mild cam is fitted. The car has mk 1 suspension and also mk 1 doors All the work was done by Lee's husband, Phil who is gifted mechanically- and who is willing to help out other members.

David Hopper                      8 Evergreen Street      [076] 33 3383                      Mk 1  
Toowoomba QLD 4350

David's vehicle has been in his family for all of its 235,000 miles. A ground up restoration has been commenced. To rebuild the auto, or go manual - David is still deciding

Don Hale                      Box 108 Daylesford      [053] 483 035                      5 1800s  
Victoria 3460                      2 Kimberley

DEAR DARYL

COULD I PLEASE BE READMITTED TO THE CLUB.

I NEED THE FELLOW MEMBERSHIP AS MY FIVE ACRES OF FORREST NO. CONTAINS FIVE EIGHTEEN HUNDREDS, TWO KIMBELLEYS, PLUS A TASMAN BELONGING TO DON FLOREY, AND A FUTILITY IN JOINT OWNERSHIP WITH DON. (NOT THAT SORT OF JOINT).

THE MOST RECENT ARRIVAL IS AN EARLY MK2 AUTO, WHAT A SPACIOUS AND LOVELY CAR TO DRIVE!

THE CURRENT EDITION OF "UNIQUE CARS" CLASSIFIES THE EIGHTEEN HUNDRED IN THE TOP TEN CLASSIC CARS, AND SAYS THERE IS NO BETTER VALUE THAN THE EIGHTEEN HUNDRED.

I WON'T REPEAT WHAT IT SAYS ABOUT THE \*X6\*

HOPING TO HEAR FROM YOU SOON,

Andrew Vincent                      44 Heathcliff Cresnet [02] 9850 8892                      Mk 11 1800  
Balgowlah Heights  
NSW 2093

Unfortunately, I have allowed my membership to lapse. I still have my 1800- in fact I recently had it re ducoed . I would therefore like to renew my membership..

.Annie Konacs

Box 660  
Sanderson  
N.T. 0813

[08] 894 55578

Mk 1 1800

Annie and her husband had arranged to truck the 1800 from Sydney, where they used to live, to Darwin. Anyway, the truck broke down almost in the Sydney suburbs, so they simply drove the 1800 to Darwin ! We now have members in all states and territories again

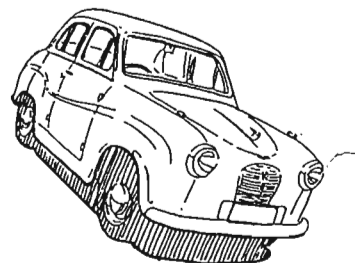
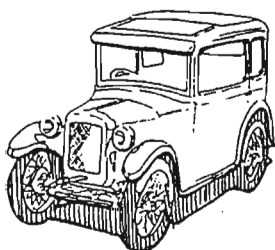
Stuart Glover

36 Maygar Street  
Windsor QLD 4030

[07] 3857 8627

Mk 11 1800

We now have **123 Members** in our club !



## FROM THE BACKSEAT

### **PRESIDENT/ TREASURER/ LIBRARIAN KEEPER OF THE SPARES.**

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

### **REGALIA OFFICER**

Mike Gilmour 047 81 8887  
Lot 57 Remembrance Drive  
Tahmor NSW 2340

### **DATA REGISTRAR**

Peter Jones  
4 Yarandin Court, Worongary QLD 4213

### **PUBLIC OFFICER**

Vacant- applications sought  
about 2 hours per year !

### **EDITOR/ SECRETARY**

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

### **A.M.V.C. Sub Committee**

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

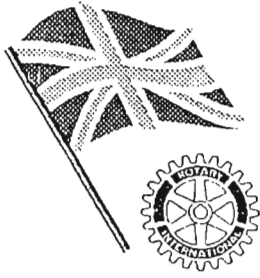
### **SOCIAL CONVENORS**

*Brisbane*; Peter Jones as above  
*Melbourne*; Paul Nichols 47 Moores Road, Monbulk Vic 3793 03 9752 1489  
*Sydney*; Mike Gilmour as above

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

**Re Public Officer- ask not what your club can do for you-  
but what you can do for your Club !** Ken Patience 03 9337 4661 is  
happy to help with the transition stage.

Dead line for submissions to the newsletter is the 25 th of the even month. Posting date  
a i m s t o b e t h e 2 5 t h o f t h e o d d m o n t h



*Invitation to attend*

**CITY OF DUBBO  
2ND ANNUAL**

---

# **ALL BRITISH VEHICLE DISPLAY**

---

**11.00 AM to 5.00 PM**

**SATURDAY 8 MARCH, 1997**

**R.A.A.F. STORES  
PALMER STREET, DUBBO  
Under Cover**

**Participate in  
Street Parade on Registration**

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(068) 842 113 Home

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(068) 827 753 Home

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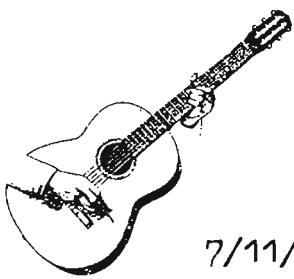
SUPPORTED BY



**Major benefactor - CAMP QUALITY**

**HOSTED BY THE ROTARY CLUB OF DUBBO WEST INC.**

PO Box 526, Dubbo NSW 2830



# RICK & HELENA ENTERPRISES

7/11/96

Hi Daryl,

Wonder would you mind these inclusions into the next Newsletter please.

The death occurred recently of ex member Norman PATTEN of Goulburn, at 83 years old. Norm purchased his Auto MK1 at Lowes BMC Goulburn in 1968 and the old car is still in the family. R.I.P.

FOR SALE : Rear venetian blind (white) to suit 1800 \$60  
Rick Hopkins 048 402309 Taralga.

FOR SALE : Most parts to suit MK1 and MK11 from trim to panels, Bumper bars, mechanicals, all glass, give me a ring anytime,  
Rick Hopkins 048 402309 Taralga.

WANTED: Does any member have a set of 40' oversize pistons at a sensible price? Rick Hopkins 048 402309 Taralga.

Hey, haven't the A.C.T. numbers fell right a /.  
Tricia Jarrett no doubt has not renewed, I have purchased both her cars.

Please make a note of our new phone number 048 402309. My 1800's number five (5). Old DYL-090 MK 1, Another early MK1, MK1 Utility, 2 X MK 11's. A hell of a lot of second hand stock for sale at reasonable prices.

Looking forward to Toowoomba Easter 1997. Pity we only seem to get together bi-annually.

Take care,

Regards RICK.



# HOME HINTS

R & D Motors  
19 Hendersonhill Rd  
Silvan Vic 10/8/96  
9737 9235

Daryl,

As you know, I served my apprenticeship on the front wheel drive B.M.C. cars, and spent several years as service manager at one of the better BMC dealerships. You also know that I still specialise in the BMC cars, both here as a mobile mechanic.

This of course does not mean that I don't work on lesser cars. Club members may be interested to know that the Ecotherm Bennett Bypass system is not a new invention. Fiats used it in the 60's on the 1100, 1300 and 2300. Although thankfully most of those Fiats have been scrapped, they were known to be frugal on the juice, and quite willing performers.

Which is a claim made by John Bennett.

On a different subject, I had an 1800 up hear recently with a temperature gauge problem. { I might add the owner was a bigger problem as he kept trying to help ! } The car had been in at a speedometer specialist who diagnosed a broken wire in the gauge itself. I was requested to swap guages, which for the home mechanic is sometimes difficult. To cut a long story short, the **temperature gauge sender** which is swapped over in 2 minutes was faulty.

The lesson with a suspect faulty gauge is to swap the temperate sender first, except if the fuel gauge is also telling whoopers- the problem is the voltage stabiliser, stuck on the back of the instrument panel.

And to complete this letter, I young buck was hear this morning. I heard him coming a mile away as he peaked the 1800 in 1st, 2nd & probably 3rd- come to think of it- reverse as well { either that or he doesn't like cats ! }

His problem was grabbing brakes. The solution turned out to be **crook front tyres !**

David Ealey

## GIVING ONE THE PIP

A church minister was visiting a local farmer, with a view to enticing him to come to church. He was offered, and accepted a glass of wine made from peaches. The farmer said he was surprised that the wine was consumed. The minister replied that if no body knew, it was OK.

"Well, I said the farmer, " if you will tell your congregation that you drank wine, I will come to Church next Sunday"

"Gulp. Its a deal ! "

Next Sunday, the minister welcomed in some new comers including the farmer.

Then remembering his promise said to the congregation, " Bill over there, ' gesticulating towards the farmer, " gave me some peaches during the week. I want to especially thank him for the spirit in which they were given ! "

# AUSTINS OVER AUSTRALIA (AOA)

If you have never attended any of the three previous Austins Over Australia events you are possibly wondering what we are talking about when the subject of the Easter 1997 Austins Over Australia at Toowoomba is mentioned.

If you join in with us, this is what you can expect:

- approximately 150 Austins ranging from vintage to modern for you to admire;
- approximately 300 Austin enthusiasts for you to talk with and gain information and tips on your model;
- Saturday and Sunday night catered dinners;
- a run to Jondaryan Woolshed with a bush style lunch;
- 2 static displays. One with the cars parked in groups of the Club represented and the other parked in groups of year and model;
- hopefully a run will be arranged to a private collection of cars, trucks and machinery;
- the organisers of the 4th AOA will have regalia for sale such as sloppy joes, polo shirts, grille and cloth badges etc. to commemorate this weekend;
- it is hoped that interstate Clubs will bring their regalia along to sell, which gives you a chance to buy regalia from other states;
- each entrant will receive a rally bag full of goodies and a book listing details of the cars entered and the weekend's programme;
- provision has been made to store tow cars and trailers at a property just out of Toowoomba so it is possible for you to enjoy your weekend and not worry about the safety of your tow vehicle;
- it is up to each entrant to arrange their own accommodation - list of motels is available from AOA Committee.

The first AOA was organised by the AMVCQ and held at Tamworth NSW Easter 1991. The second was jointly organised by the A40 Club NSW and the AMVC NSW and was held at Yass NSW Easter 1993. The third was organised by the A40 Club Victoria and held at Wangaratta Victoria Easter 1995. The fourth AOA again is organised by our Club and Toowoomba is the venue. The organising committee is Kev Airtton, Ross Finlayson, Allan Waller, Nairn Hindhaugh and Michael Wells. They can be contacted through the AMVCQ or write to Austins Over Australia, P.O. Box 324 Archerfield Qld. 4108. If you have mislaid the AOA entry form which was in a recent Austin Times write and ask for another. So far we have received entries from USA, SA, VIC, NSW and QLD. and have had inquiries from NZ, Western Australia and Tasmania. The weekend is a good chance to make new friends with a common interest.

DEAR DARYL,

HOPE ALL IS WELL, ATTACHED IS A VERY ROUGH DRAWING OF A WINDOW WINDER HANDLE TO SUIT AN AUSTIN 1800 M11 , I SPENT MONTHS TRYING TO FIND REPLACEMENT HANDLES FOR THE ONES THAT SNAPPED IN TWO IN MY 1800 ;ALAS NO LUCK. AND THOSE THAT WOULD FIT WERE WORTH AN ARM AND A LEG. SO I DECIDED TO MAKE MY OWN, AND THEY WORK WELL ,AND LOOK GOOD. AND . PRACTICALLY COST ME NOTHING BUT A LITTLE OF MY TIME.

MOST OF THE HARD PARTS CAME OFF THE ORIGINAL WINDER HANDLE, AND WITH THE EXCEPTION OF THE CHROME PLATING, REALLY COST ME NOTHING. PERHAPS OTHER MEMBERS MAY WANT TO MAKE HANDLES THEMSELVES. I WOULD GUARANTEE WHEN THEY MAKE THEM THEY WILL NEVER BREAK. AND WILL NOT COST THEM AN ARM AND A LEG.

W. HUDSON 29.5.96.

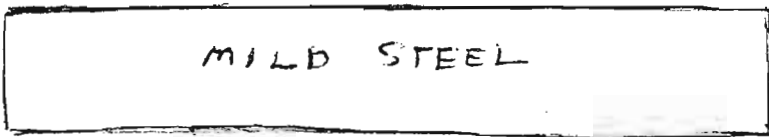
# MKII AUSTIN 1800 WINDOW WINDER HANDLE.

ONE THAT WON'T SHAF, AND WON'T BREAK YOUR BANK.

20mm

100mm

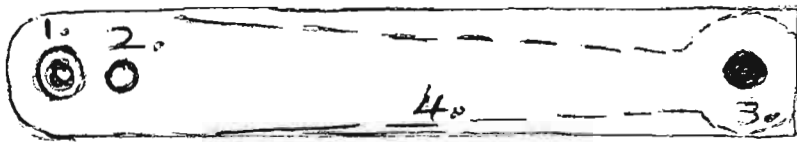
6mm



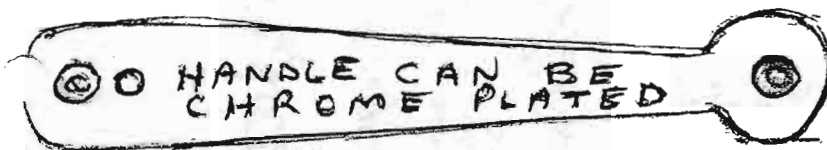
MILD STEEL

ELEVATION.

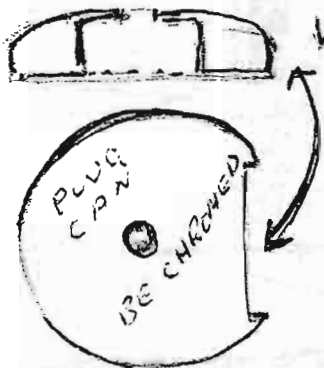
HANDLE IS SHAPED AS SHOWN



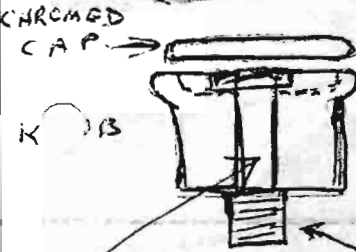
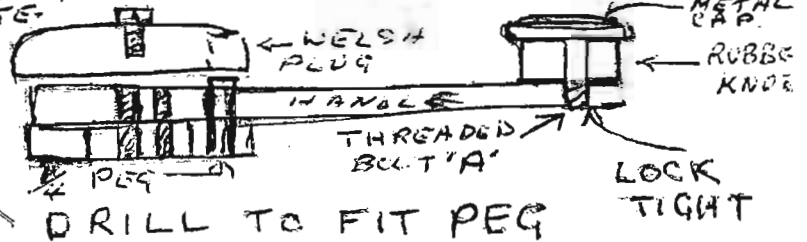
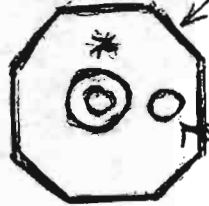
1. DRILL TO FIT OVER EXISTING SHAFT
2. DRILL TO TAKE PEG
3. DRILL TO TAKE  $\frac{5}{16}$  BOLT
4. MARK TO GRIND TO SHAPE



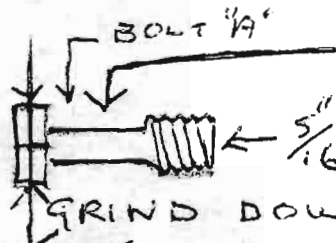
← GRIND TO SHAPE



WELSH PLUG PUT TO FIT, CAN BE CHROMED. DRILL IN CENTRE TO FIT ON EXISTING SHAFT OCTANGLE PLATE.

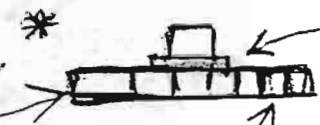


BOLT GRINDS DOWN TO ALLOW RUBBER KNOB TO TURN.



GRIND DOWN THIS SECTION TO ALLOW EXISTING RUBBER KNOB TO BE FITTED AND TURN EASILY

GRIND DOWN HEAD OF  $\frac{5}{16}$  BOLT TO LESS THAN QUARTER SIZE (TO  $\frac{1}{8}$ ) AND FIT METAL CAP BACK INTO RUBBER KNOB.



DIAMETER OF HOLE IN HAND MUST BE ADEQUATE TO FIT OVER CAPTIVE CRIMPING

DESIGNED BY BILL HUDSON GULGONG N.S.W. 03 742544

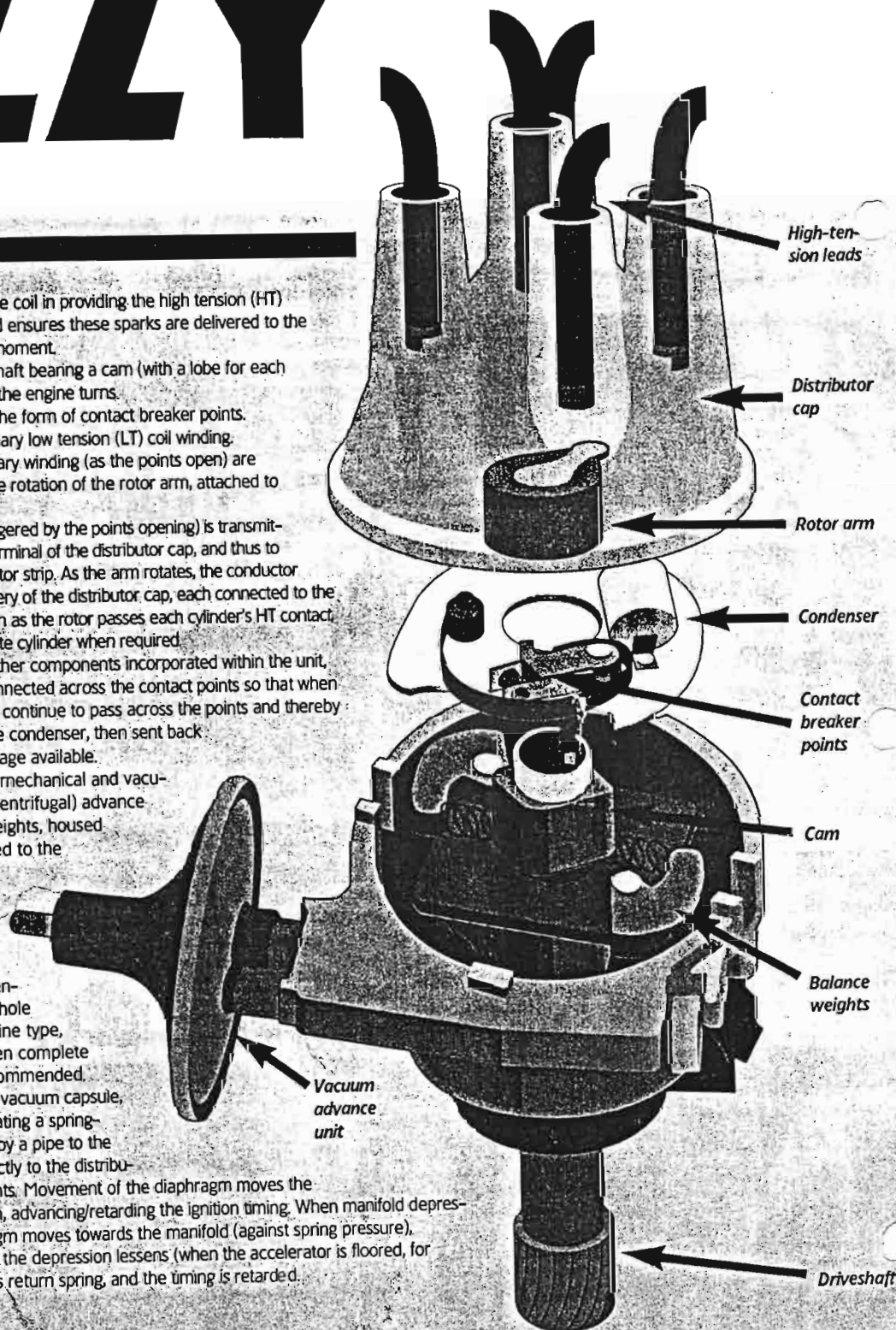
TAKES ABOUT HALF HOUR TO MAKE EACH HANDLE  
TOOLS YOU NEED: ELECTRIC, DRILL, AND ANGLE GRINDER 4" +  $\frac{5}{16}$  TAPER TAP, + DRILLS TO SUIT FOR THREADING

# I'M SO DIZZY

Kim Henson explains how to keep your distributor working at its best to provide peak performance and maximum economy.

## HOW IT WORKS

- THE distributor does two things: It assists the coil in providing the high tension (HT) sparks required to fire the fuel mixture, and ensures these sparks are delivered to the appropriate cylinder at precisely the right moment.
- The distributor is camshaft-driven, with a shaft bearing a cam (with a lobe for each cylinder) at its upper end which rotates as the engine turns.
- The cam operates a mechanical switch in the form of contact breaker points. These open and close to energise the primary low tension (LT) coil winding. The HT sparks created in the coil's secondary winding (as the points open) are delivered to the appropriate cylinder by the rotation of the rotor arm, attached to the top of the distributor shaft.
- The high voltage built up within the coil (triggered by the points opening) is transmitted along the main HT lead to the centre terminal of the distributor cap, and thus to the rotor arm, which incorporates a conductor strip. As the arm rotates, the conductor passes close to contacts around the periphery of the distributor cap, each connected to the relevant spark plug. The contact points open as the rotor passes each cylinder's HT contact, and the HT voltage passes to the appropriate cylinder when required.
- Distributor performance is improved by other components incorporated within the unit, including the condenser. This device is connected across the contact points so that when they open, current which might otherwise continue to pass across the points and thereby cause arcing (burning) is 'absorbed' by the condenser, then sent back to the coil, helping to increase the HT voltage available.
- The distributor usually also incorporates mechanical and vacuum advance systems. The mechanical (centrifugal) advance mechanism consists of spring-loaded weights, housed within the distributor body and connected to the cam. As engine speed increases, the weights move outwards, against spring pressure, and act on the cam to open the contact points earlier, 'advancing' the timing. The maximum advance available, and the tension provided by the springs over the whole advance range, varies according to engine type, so swapping of springs, weights and even complete distributors between engines is not recommended.
- The vacuum advance system employs a vacuum capsule, attached to the distributor and incorporating a spring-loaded diaphragm, with one side linked by a pipe to the inlet manifold, the other connected directly to the distributor's baseplate, housing the contact points. Movement of the diaphragm moves the position of the points relative to the cam, advancing/retarding the ignition timing. When manifold depression (vacuum) is increased, the diaphragm moves towards the manifold (against spring pressure), advancing the ignition; conversely when the depression lessens (when the accelerator is floored, for instance), the diaphragm is moved by its return spring, and the timing is retarded.



## REMOVAL & ASSESSMENT

THERE ARE a number of areas where problems can arise, with wear and neglect taking their toll. In time, performance will deteriorate and fuel consumption increase.

However, a distributor can be checked quite easily, the extent of do-it-yourself rectification depending on the extent of the trouble, and availability of parts.

The first step is to remove the unit from the engine, for a detailed examination to be made. To aid correct repositioning on reassembly (although in any case the ignition timing will need to be re-checked), the position of the rotor arm relative to the distributor body, and the distributor itself relative to the engine block, should be marked with scribed lines or paint. If the unit is mounted in a clamp, leave the clamp fixed to the distributor body and unbolt both as a unit.

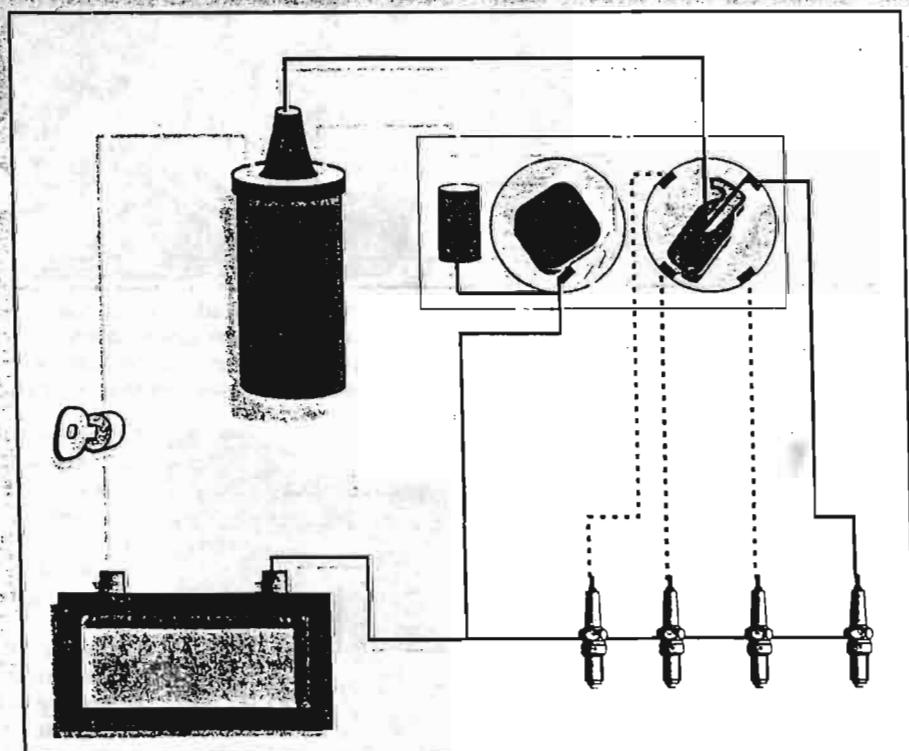
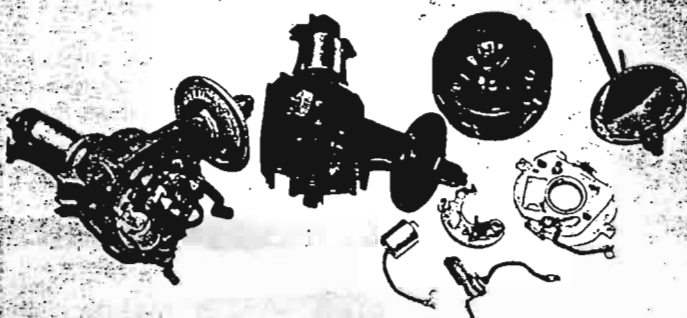
With the distributor out of the car,

attempt to rock the top of the main shaft from side to side (with the unit installed any movement may be limited since the lower end of the distributor shaft is held by the camshaft drive). If the shaft rocks perceptibly, think carefully before proceeding further. If wear is severe in the main bush/bearing in the distributor body (in which the main shaft rotates), the points gap will vary and precise timing of the ignition will be impossible. In such circumstances your best

## TOOLBOX

- Small-ended screwdriver
- Fine blade screwdriver
- Feeler gauge
- Spanners
- Penetrating oil (e.g. WD-40)
- High melting point grease

*And these are all the bits in real life. Hardly a frightening prospect... even to the novice. Simply discover how the thing works from the panel opposite, then follow the step-by-step sequence.*



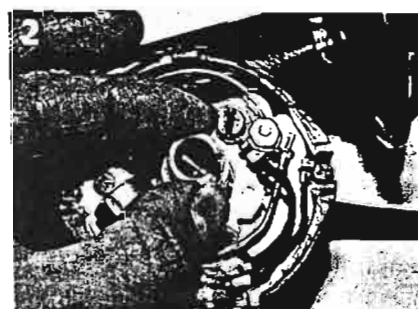
Low-tension (12v) system  
High-tension system

Earth  
Plug leads not receiving current

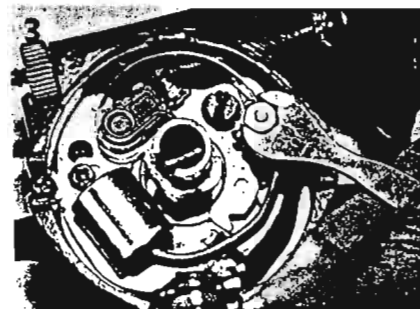
## STRIPDOWN & REBUILD



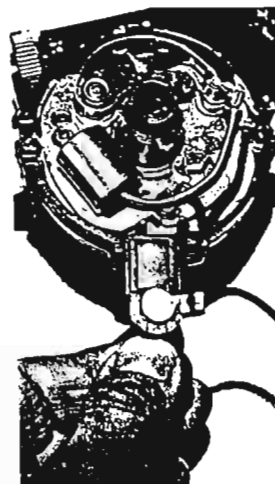
Mark position of the rotor arm relative to distributor body, and distributor position relative to the engine, to aid precise reassembly. Release bolts securing the distributor clamp to the engine.



Now check for side play in the distributor shaft. If movement is appreciable (more than just perceptible), it's best to obtain another unit, or have yours professionally overhauled.



Detach the small nut securing the wiring to the top of the contact points spring, and lift cables clear. On reassembly these must contact the spring, with plastic top hat washer between.



Carefully ease out of its groove in the distributor body the low tension wiring connector block. Treat the cable with care; the wiring is delicate. Test for electrical continuity while gently pulling/pushing the cable.



bet is to obtain a replacement distributor (new or low mileage secondhand!), or to have yours overhauled by specialists. Changing the bush is not an easy task, involving driving the old one out of the distributor body, and the new one in (having pre-soaked it in oil), followed by reaming out to the correct size.

The trouble is, bush availability is limited. Similarly, the springs controlling the centrifugal advance weights can be difficult to obtain, and these must be correct for the application. Most other components, including condensers and vacuum advance units, are relatively easy to obtain, but availability depends very much on the model concerned.

## WHAT YOU CAN DO

BASIC checks, cleaning and lubrication can be carried out at home, in most cases with impressive results. Poor performance in many classics can be traced directly to such troubles as dirty/seized centrifugal advance mechanisms, inoperative vacuum advance capsules, loose baseplates and poor electrical contacts, all of which are comparatively easy to rectify.

Our photographic sequence depicts the dismantling and checking of a typical Lucas DM2/25D4 distributor; other types (including Ford units) differ in detail but the general approach is similar.

Mount the lower part of the body securely but gently in a vice with jaw protectors — don't over-tighten or the unit will be ruined!

An early check — before dismantling the distributor — should be on the state of the vacuum advance unit. In fact, since the diaphragm is contained in what is effectively a sealed unit, if the unit fails there is little one can do on a DIY basis, short of replacement of the unit. However, approximate condition can be checked by sucking on the open (manifold) side of the unit. Some resistance should be felt, and the baseplate should rotate as the operating link is drawn

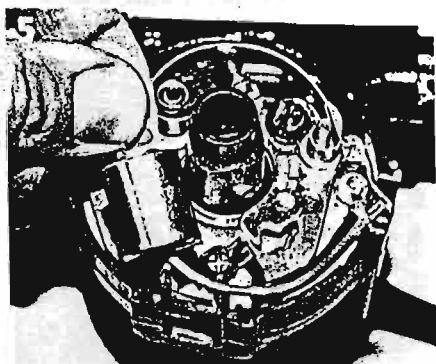
towards the diaphragm, returning to its original position when suction is cut off. If no resistance is felt, the diaphragm has almost certainly failed and a new unit is required. If solid resistance is encountered, and the baseplate does not move, the operating mechanism could be seized, in which case lubrication and gentle encouragement of the pivot points could effect a cure.

The operating link on the diaphragm capsule should move in and out freely. It is not unknown either for the operating arm of the diaphragm unit to become detached from the distributor baseplate.

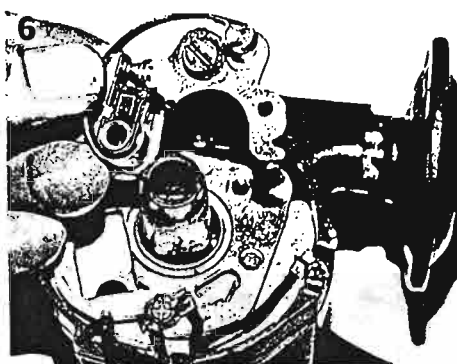
If changing the vacuum advance unit, the code numbers stamped on the replacement should match those on the original. They are vitally important to maintaining correct ignition timing. For the record, on Lucas units the three figures forming the code refer respectively to the depression (in Hg) at which the diaphragm overcomes spring tension, the depression at full travel and the maximum degrees of advance of the baseplate.

We have already mentioned that replacement springs for the centrifugal advance mechanism can be difficult to obtain. As a last resort, if your distributor is a rare unit and the springs have stretched but replace-

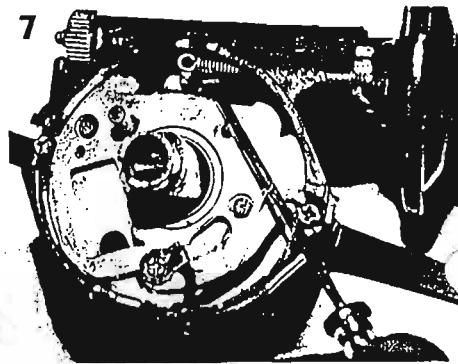
## STRIPDOWN AND REBUILD



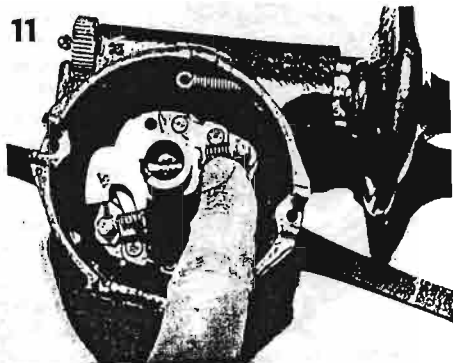
Next, unscrew condenser from baseplate. Unless the condenser has recently been replaced, it is wise to fit a new unit as a matter of course, on reassembly. They are not expensive.



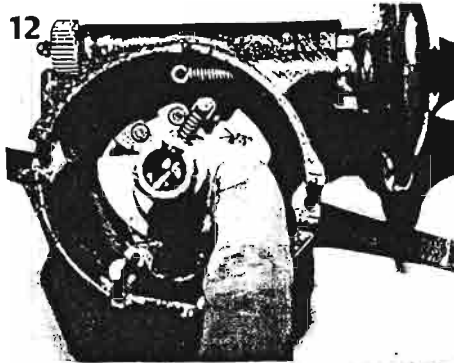
The contact breaker points are unscrewed from the baseplate and lifted clear (don't lose the retaining screw!). Again, points are relatively cheap and it is best to replace them with new on reassembly.



Now detach the vacuum advance unit from the baseplate assembly, in this case by simply unhooking the advance unit's spring from the post on the baseplate, using a small screwdriver.



Ensure that the return springs for the mechanical advance system are in place, and intact. Replacements can sometimes be obtained at autojumbles, or from ignition system specialists.



The centrifugal advance mechanism must be matched to the requirements of your engine. The weights in Lucas units like this are stamped with the relevant number of degrees of advance.



On neglected cars, especially those which have been standing for long periods, the centrifugal advance mechanism can seize up. Apply penetrating oil to the pivot points, and gently prise the weights apart.

ments are unavailable, some tension can be re-introduced by gently bending their mountings posts.

## OTHER ITEMS

THE salient points of the stripdown/examination are depicted in our photo sequence, but there are some additional points to note. It is perhaps obvious, but the condition of rotor arm, distributor cap, spark plugs and both the LT and HT wiring in the ignition system should also come in for close scrutiny at the same time as the distributor itself. In fact, if these components have covered more than a few miles, or their history is unknown, it is wise to renew them as a matter of course. The vacuum advance pipework and joints should also be examined; any leaks will render the system inoperative, or at least reduce its efficiency.

## FINISHING TOUCHES

AFTER refitting the distributor to the car, the dwell angle and ignition timing should be set according to the manufacturers' specifications. If the timing is checked dynamically, correct operation of the centrifugal and vacuum advance systems can be verified. If engine revs are increased gradually, the mechanical (centrifugal) advance system

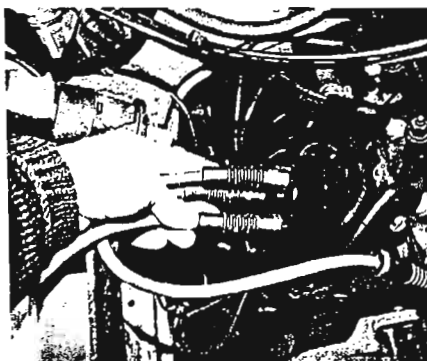
should operate to advance the ignition. Check this with the vacuum advance pipe disconnected. Your workshop manual should give the appropriate figures.

With the vacuum pipe connected and the throttle snapped open, the timing should retard suddenly under the glare of the strobe

light. This confirms basic operation of the vacuum retard mechanism, but again check against manufacturers' figures.

For an afternoon's work and an outlay of just a few pounds, your classic should now run more sweetly, and produce more power while burning less fuel. Wonderful!

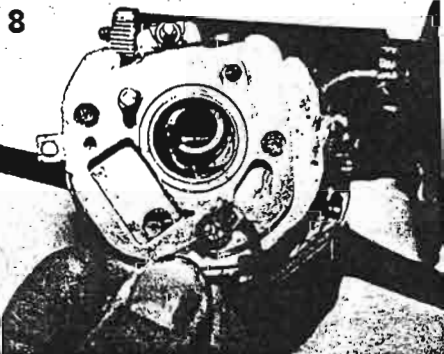
## GENERAL SERVICING TIPS



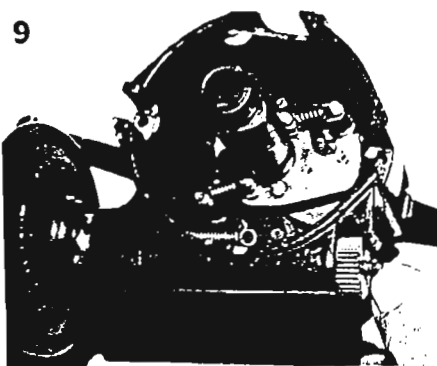
It is a good idea to renew distributor cap, rotor arm and high tension leads, unless they have been replaced recently. This will help ensure optimum performance, mpg and reliability.



Always check ignition timing following work on the distributor. Check static timing to ensure initial running, then do a dynamic (strobe) check, which also tests advance mechanisms.



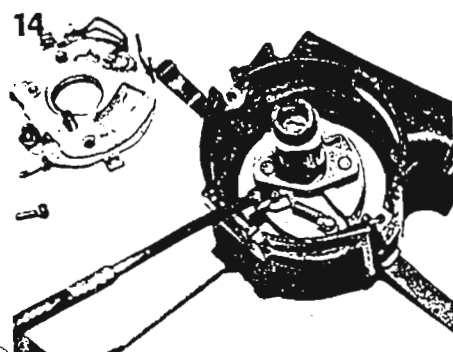
Detach the baseplate from the distributor body. Remove the two securing screws (noting the location of the baseplate's earth wiring, again check its continuity) and lift plate clear.



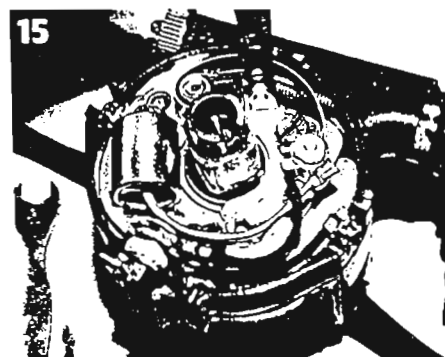
If the vacuum advance unit needs to be replaced (see text), prise off the tiny retaining circlip and then unscrew the knurled wheel. Extract the wheel, spring and advance unit.



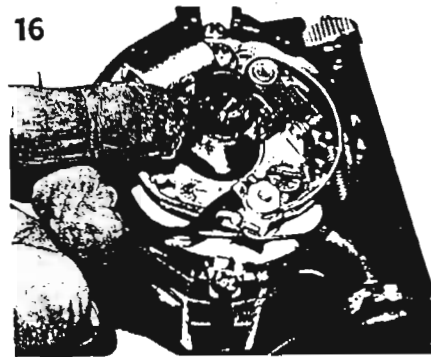
This is one we removed earlier... and cut open! The diaphragm inside the vacuum advance unit can get brittle with age and then fails to operate. Replacement of the diaphragm unit is the only practical option.



The centrifugal advance mechanism should be kept lubricated. Apply a little engine oil to each of the pivots. Similarly, ensure that the two parts of the baseplate unit rotate freely.



Use feeler gauges to set points gap. Once the unit is refitted to the engine, use a dwell meter to confirm that the setting is accurate. Dwell readings are more accurate than gap readings.



Apply a little high melting point grease to the distributor cam, to ease running and to prevent rapid wear on the operating heel of the contact breaker points. Don't overdo the lubrication.



# R.A.C.V. TIPS

Straight from the files of the Royal Automobile Club of  
Victoria

After they fell off the back of a truck right at the front of the home of  
*Ken Patience*

A.8

A.8

## Breather Control Valve - Austin 1800 Closed Circuit Breathing

Fresh air enters the engine through two holes and a filter in the filler cap on the rocker cover. The air then passes to the crankcase via the push-rod drillings.

The crankcase fumes leave the engine through a breather outlet pipe on the front engine side cover. Oil droplets and mist are trapped in an oil separator before the fumes pass through the breather control valve and to the intake manifold, thus providing closed circuit breathing.

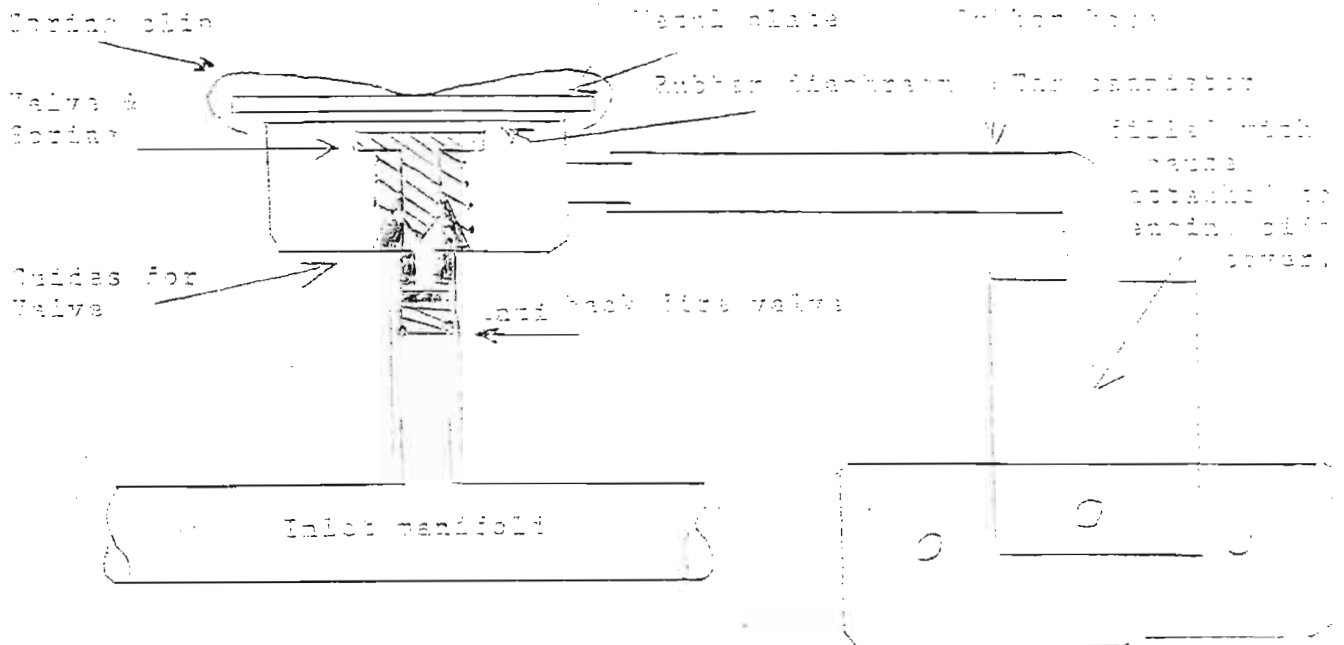
If engine is hard to start - idles roughly or tends to stop with the throttle at idle - breather could be faulty.

Too much oil mist or pure oil entering gauze filled cannister can block it up, or if breather valve clogged with oil, will cause oil fumes to be blown out of oil filler filter cap, blue smoke from exhaust, and heavy film of oil in exhaust pipe.

With motor idling and on removal of oil filler cap, it is considered normal for engine to pick up speed. If unit is suspected to be faulty, check connecting pipes and that dipstick is pushed home. If dipstick is partially out, engine performance will be affected.

It is recommended that breather valve unit be removed completely for inspection. Anti back fire valve is fitted into manifold side of unit and it is recommended that blowing by mouth only and not air pressure, as air pressure will damage anti back fire valve. If operating correctly should be able to suck through from manifold side of valve, but not blow back through unit. Examine diaphragm for cracks. Check that pin valve closes orifice leading to inlet manifold and does not stick. The pin valve orifice may be cleaned with petrol. The diaphragm may only be cleaned with detergent or methylated spirits.

If the piston occasionally draws out the air starts, the effect is a short burst of air. The filter in the oil filler cap on the motor cover may be completely blocked and with the 100% anti-sucking efficiency of a vacuum pump, it caused in the crankcase. Unlike the fuel pump diaphragm and spring down, causing a suction of 2.5-3.0 at the cap. The oil filler cap is normally a three-way unit. It may be reversibly cleaned by blowing and with air pressure.



Towing Instructions:

These vehicles must be towed with the front wheels suspended if a transmission fault is suspected (i.e. excessive or unusual noise).

The vehicle may be towed only with the front wheels in contact with the road if it is quite evident that no damage will occur, and the following precautions are taken:-

1. Select "N" position on the selector lever.
2. Add an extra 3 pints of fluid to the automatic transmission.

NOTE: This oil is to lubricate the box, and if the oil is not available, the front of the vehicle must be lifted.

3. The towing speed of the vehicle must not exceed 30 m.p.h.
4. Towing distance must not exceed 40 miles.

NOTE: The vehicle cannot be "tow started".

Transmission Oil:

Caltex Texamatic Fluid 4571 A (red colour) is used by B.M.C. in new vehicles, but if this type of fluid is not available, any brand Type A. Suffix A. Transmission Oil can be used to top up the transmission.

Austin Tasman:

Newly registered vehicle - cutting out on acceleration.

Piston jammed in S.U. Carburettor.

A dent was found high up in the dash pot barrel, possibly caused when the body and engine was assembled. The patrol was unable to rectify the fault, so on patrol's advice, the member drove slowly for repairs.

Austin Kimberly:

Overheating - Electric fan inoperative.

The fan is controlled by a thermostat in the cooling system. By earthing the wire from the thermostat, the fan will operate at full speed until the ignition is switched off, enabling the vehicle to be driven until repairs can be carried out.

Tasman/Kimberly: Failure of Pulsator Gasket in Fuel Pump

Some models where this defect occurs. In the case of vehicles with manual transmission, the pump is so mounted that the fuel is pumped out on to the road in a relatively harmless fashion. On vehicles fitted with automatic transmission however, the pump is mounted so that the fuel is pumped directly onto the alternator where it can easily be ignited.

If a patrol should observe this fuel leakage while working on these vehicles, the member should be advised of the risk of fire and advise a tow to the dealers for fault to be rectified.

October, 1972.

AUSTIN KIMBERLY & TASMAN

A. 2

Jacking Positions:

It is important that the vehicle be raised and supported only at the locations specified by the manufacturers.

Front - The jack must be placed under the reinforced floor area, immediately to the rear of the front guard valance flange, directly behind the front wheel.

Rear - The jack must be placed under the front end of the rear hydroelastic displacer shield.

NOTE: The Manual states that a suitable pad should be used giving large contact area under the lifting points. Failure to comply with these precautions could result in damage to the vehicle.

Towing - If it is necessary for the vehicle to be towed, it is preferable that the front wheels be suspended. If front suspended towing is not possible, the following must be observed.-

The selector lever must be in the "N" position. Three pints extra of the approved transmission fluid must be added to the automatic transmission. The distance towed must not exceed 40 miles. The towing speed must not exceed 30 m.p.h. at any time.

Failure to observe any of these precautions may result in damage to the automatic transmission. Tow Starting is not possible.

Distributor Drive:

The distributor drive gear is keyed to the crankshaft and held in place by the front pulley stud and lock washer. If the stud loosens, the gear can move along the shaft and this movement will alter the ignition timing, sometimes to the extent that the engine cannot be started.

Electrical Fault:

A number of wires from the instrument panel are earthed under a philips head screw behind the panel near the centre line of the car and adjacent to the heater.

If this screw loosens, electrical accessories will perform erratically and sometimes without apparent relationship between the faulty circuit and the one being used.

Typical of the symptoms are :-

1. When the headlights are switched on, the flashers will not operate.
2. With the parking lights on, the flashers will not function, but the high beam indicator will be on.
3. The brake warning light stays on and will vary in brilliance as various circuits, including the ignition are switched on and off.



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Jammed M40 Starter Removal Automatics:

Isolated cases have been reported where the M40 starter pinion jams in mesh on the Austin 1800 automatics. In some instances, it is not possible to free the starter drive without resorting to removing the engine.

Using the following method, it is possible to dismantle the starter with engine in situ:-

Method:

1. Remove sump guard retaining bolts from the front of the sump guard, to allow the guard to hang down to facilitate removal of starter components.
2. Disconnect solenoid starter cable from the starter; and loosen terminal securing nut.
3. Remove engine oil filter.
4. Remove two through bolts and two brush box bolts from commutator end bracket.
5. Remove commutator end bracket and withdraw yoke.
6. Remove drive end bracket fixing bolts.
7. To release pinion, rotate the armature in a clockwise direction when viewed from commutator end, while preventing engine crankshaft from turning by a spanner on the crankshaft nut. It may be necessary to rotate the armature with multi-grip or similar tool.
8. Withdraw armature complete with drive end bracket.

Joseph Lucas have issued a similar instruction to their agents and the following is an extract from their Bulletin concerning warranty acceptance:

"These instructions are to be issued by the BMC Service organisation, and whilst it is not likely you will be called on to remove a starter by this method, you may be presented with a starter in a stripped condition with the armature damaged.

Such cases are to be accepted under warranty and the circumstances detailed on the claim form".

Locked Out:

Same as standard transmission vehicles.

Keys Locked in Boot:

Remove rear seat, and then remove the trim parcel shelf. This exposes the radio speaker hole, and the lock can then be operated through this hole. NOTE: The trim is glued down across the front and then it is held down with nylon clips; use a wide bladed screwdriver when prising up clips, or damage will result.

NOTE: If the brake servo is marked with "2B" on the end cover the servo unit is a non-repairable type and if faulty must be replaced.

Starter Motor:

A new type of starter motor is fitted. This type does not have a square on the armature shaft and if jammed the starter bolts have to be loosened or removed. It is possible to inspect the starter drive without removing the oil filter.

If the starter motor is not operating, check the main cable and make sure that it has not rubbed through on the automatic transmission dipstick tube.

Automatic Transmission:

The automatic transmission incorporates a fluid torque converter coupled by a chain drive to a Borg-Warner gearbox. Oil used in the transmission is automatic transmission fluid, not engine oil as in 850 and 1100 versions. The oil for top up requirements only, use Automatic Transmission Fluid Type A, Suffix A.

NOTE: After transmission overhaul, dry fill the transmission with Caltex Texmatic Fluid 4571 A (red colour). This is the only oil recommended for a dry fill. If possible use this fluid for top up.

The selector lever is mounted on the facia panel. It is connected to the transmission by cables. The top cable is the park cable. The lower cable operates the selector valve in the valve block. The kick-down is also cable operated.

NOTE: It is possible for the parking pawl to jam on a hill. In this case, apply the hand brake and jack up one of the front wheels, and this will release the parking pawl.

Starter Inhibitor Switch:

The switch is located under the dash on the selector lever bracket. The switch is not adjustable or repairable. In an emergency, the reverse light switch can be used in place of the inhibitor switch. To gain access to the switches, the selector lever assembly must be removed. This is a workshop job. If inhibitor switch is faulty make sure transmission is in NEUTRAL or "P" and operate starter motor direct.

Maintenance:

Oil level checked at running temperature. Check level with selector in "P" after engine has idled for two minutes. One pint difference between high and low marks. No routine maintenance required. No oil changes, as the converter cannot be drained. No routine band or linkage adjustments are required.



# FOR SALE

1975 **Moke** dismantled for restoration, plus 3 Morris 1100 engine /gearbox assemblies[ Ideal Winter project ] Also, **Triumph 2.5 P.I.** fuel injection system- some parts hardly used  
Offers to Russell Greenwood 03 9543 3920

Austin 1800 **Workshop manual** & BMC Austin Morris Scientific Manual both in VGC **\$30 the pair** [07] 3399 7124

Austin 1800 Mk 11 No reg runs well interior good New clutch Hyde after 4 pm [07] 3823 1810

**Freebie** Austin Tasman Mk 1 Phillip [059] 665 165

Mk 11 1800 Auto 1970 No reg or RWC one owner new motor Mustard/ White **Offers**[ only sensible ones] Michael Osborne {Williamstown Vic} 9397 5336 **E.C**

**3 Mk 11 s** 2 registered all manuals a life time of 1800 parts collecting- The lot **\$500**-price includes a brand new unassembled Repco motor Graeme Wayne [03] 9509 6703

**2 x Mk 1 s** suitable for wrecking \$120 & \$80 also Complete manual **Mk 11** not reg.- motor brilliant [ worth buying just for the motor] \$400 Ian Williams [03] 9720 2525 Boronia

Mk 11 Auto **40,000 miles** always garaged one owner Tom Lillywhite [03] 9878 0937 Blackburn **\$3,000**

Mk 1 1966 Unreg White/ red heaps of spares **\$500** Angela Long [03] 9795 5337 Dandenong Vic

**1972 Austin Kimberley** Auto 1 lady owner always garaged new tyres **13,000 miles** condition as new Don Salter secretary NSW Austin club has the complete story Don can be contacted on [02] 9651 2394

Mk 1 Ute Chassis no **503** Rolling shell with motor- all ancillaries off motor, but complete except for exhaust- condition of power unit unknown, but believed to run well. Body in straight mostly rust free condition. **Mark Coffey** [060] 593 185 Wodonga Vic To save from crusher, **any offer considered.**

**RESTORED 1968 MK 1** Malmo Green Manual sedan 99,000 miles **\$6,000 spent** on complete recent mechanical overhaul very good body rustproofed new upholstery 11 months reg new tyres roo & tow bars **\$3,300** Neil Melville Cowaramup W.A. [097] 555 332

Mk 1 1966 Original white paint with green interior, less than 45,000 miles. Very low production number 12 months reg. This car, with the exception of a couple of minor dents is in *fabulist condition*. It has been in storage for most of the time I have owned it. I am the second owner. It was purchased in Sydney new And I have owned it for nearly 3 years[ trucked over to Perth] Please call club members Brad & Becca Prentice with offers of **\$4000 09 381 7760**

# FOR SALE

Mk 11. 1800 Auto 1969 **one owner 66,000 miles** blue/ blue Reg till December Fishing Point [NSW central coast ] \$1950 John Olden [049] 754 148

**Rover V8 Saloon** 1970 Auto [P5B? ] one owner 100,000 miles always garaged, and all that sort of thing Bob Bennett Balwyn Vic [03] 0836 2239 **\$5,000** or similar

Austin A99 **Westminster** Resprayed in the original Mongolian Racing Maroon Probably the only 5 speed [ 3 forwards and o/d on the top 2 ] in Australia. A steal at \$3,500 Ken Patience 03] 9337 4661 Keilor Vic

**2 Owner** Mk 11 1800 manual reg till September 1997 150,000 miles- motor rebuilt at 100,000 miles[ receipts available ] Original tool kit, owners manual and rear venitian blind. **\$2,200** Ron Richings [03] 469 2560 Reservoir Vic

1969 **Mk 11 ute** [9 months loving restoration] \$4,500 9 months registration show condition new paint, new long motor, Craig Parry **Coffs Harbour** [066] 527 074

**1800 ute** V.G.C. Spot lights Tonneau Cover Rick- Belbowrie 015 07055

1972 Austin **kimberley** Mk 11 E.C. Auto Unregistered Greg Lowry [074] 488 821 **\$500**

Austin **truck 2 -3 ton** 13 ft by 7 ft 6 inch tray Motor has done 15,000 miles since reco not driven in 4 years always garaged **\$1,000** John Rowland Maryborough [054] 622285

Austin **A 30 4 door** 80% rebuilt resprayed in pale blue rewired- re chromed- engine rebuilt 2,000 miles ago 2nd A 30 for spares **\$4,000** R J Peters Box 516 Burnie Tas 7320 [03] 643 57446

Austin 1800 mk 11 Manual reg expired last may GC **\$1,200** Winmalee Marion [047] 54 1803

# WANTED

Pat Farrell [03] 9762 4457 wants either a Wolsley 18/ 85 or six. If you have one surplus to requirements, please contact Pat. **All offers considered**

**GET IN SIT DOWN SHUT UP AND HANG ON !**