

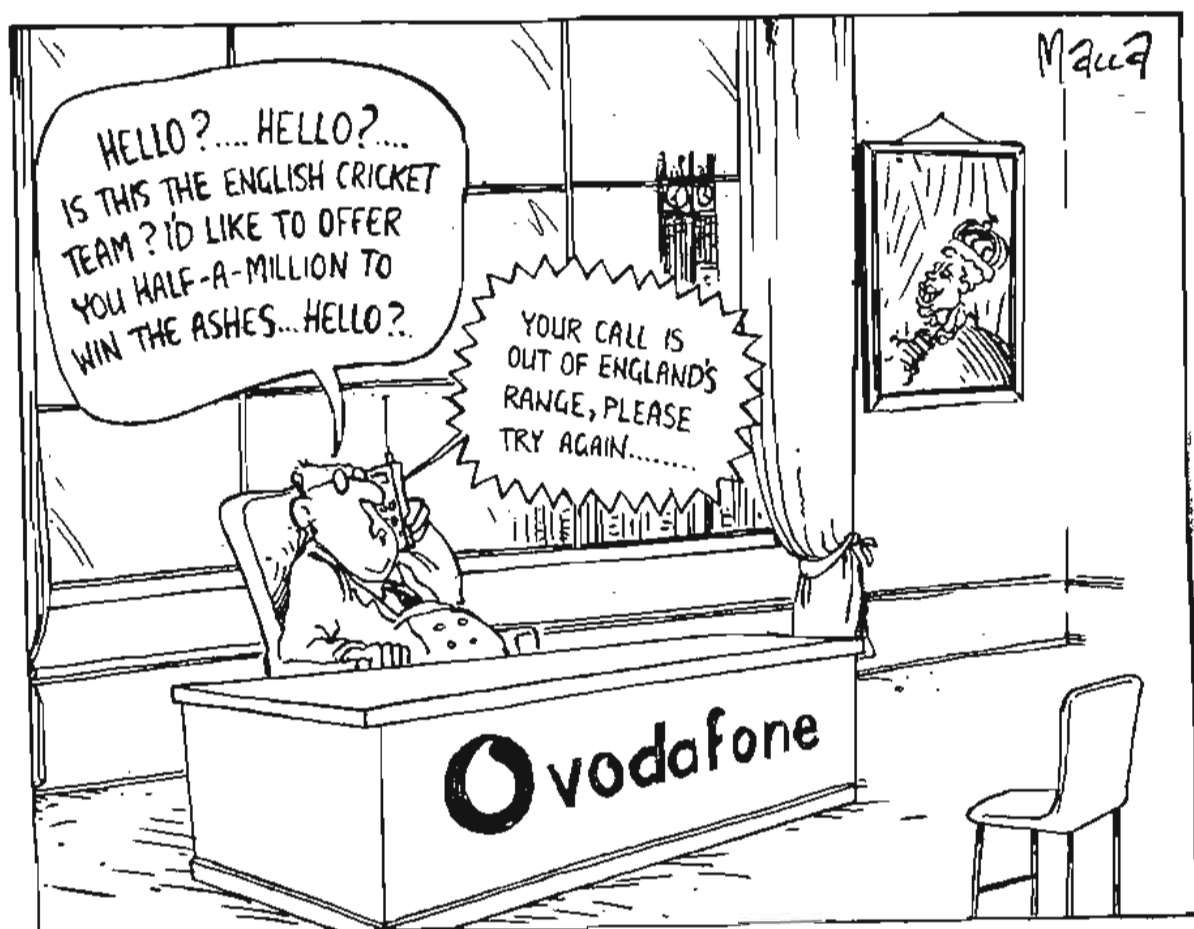


# LANDCRAB

CLUB OF AUSTRALASIA INC.



Welcome to newsletter number 84 for February & March 1999



# INTRODUCING...

Robert Mann                      324 Elizabeth Drive                      [03] 9744 3956                      Mk 1 1800  
Sunbury Vic 3429                      B/h [03] 9464 0733

Robert is the proprietor of **RATS PTY LTD** Automotive Products. He is a specialist in 1800/ X6 **brakes and clutches** ! He recommends fitting the Ford Transit Van 8 1/2 " clutch to the 1800, and has done this to many cars. It should be noted however that this clutch would **not fit into Pat Farrell's very late Mk 11.**

Andrew Macrae                      145 Blyth Street                      [03] 9380 9989                      Mk 11 1800  
East Brunswick Vic 3057

Andrew's car was originally from Queensland. Andrew bought it last year and it is still on QLD plates.

Donald McVea                      8 Rutter Avenue                      [03] 5962 5015                      2 Mk 11 1800 s  
Healesville Vic 3777

Donald used to run the B.M.C. dealership in Healesville, and was proud to sell the 1800's. He has some very interesting stories to tell. For example, after selling a few Morris 1500's in the district, he refused to sell any more because they were such mobile garbage heaps ! Ditto for the Marina's. Initially, he was enthusiastic about the P76 but the build quality was so bad, he decided to retire.

## FROM THE BACK SEAT

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Cut off date for inclusion of articles in the newsletter is the 25 th of the even month. Publication date attempts, often in vain to be 25 th of the odd month

Daryl Stevens,  
Secretary,  
Landcrab Club,  
22 Davison Street,  
Mitcham 3...

Dear Daryl,

In looking back over 1998 the club has had several successes in obtaining essential parts to keep our cars on the road.

The first was the work done by club member Walter Brinkman which gave us the option of obtaining new drive chains for our automatic transmissions. In the past the accepted thinking once the automatic transmission was beyond repair was to convert the car from an automatic to a manual. Thankfully we now have access to the parts necessary to rebuild the automatic transmissions.

The second was the work done by you in having a batch of carbon thrusts manufactured for approximately 20 club members using a high quality carbon which should mean that clutch replacements will be less frequent. The background to this development was the inferior quality of the carbon in the Borg and Beck carbon thrusts such that it was not uncommon for a clutch replacement to last only 15,000 miles.

The third one is a potential break through utilizing a roller bearing assembly to replace the carbon thrust completely. A number of us have tried to develop a roller bearing assembly but none have been successful. Just before Christmas a former club member, Kevin Maas advertised his car for sale. It had a number of interesting innovations which ranged from Commodore SL seats to bosch alternator, electronic ignition and a roller bearing assembly to replace the traditional carbon thrust. Kevin advised that he had designed and built this about 8 years ago and it had functioned successfully in the car ever since. Kevin believes that he still has the drawings for the roller bearing assembly and he will forward these on if he can locate them. If these can be batch manufactured then clutch replacements will be substantially reduced.

I look forward to catching up with you on your return from holidays.

Keith G. Douglas

# Ten steps to slash the stress

**1.** THOU shalt not be perfect or even try to be. We sometimes impose unrealistic expectations on ourselves. We think we should never be tired, grumpy, make mistakes.

**2.** THOU shalt not try to be all things to all people. Save some time for yourself. We all need a little "space" to just breathe, be, stop and take stock.

**3.** THOU shalt always leave things undone that ought to be done. Sometimes it's really smart to stop, take a break, relax, regroup and refresh before you go to finish "what ought to be done."

**4.** THOU shalt not spread thyself too thin. Taking on too much, working too long, volunteering for extra work or activities, parenting, studying and working, travelling — all the things that make up life in the laser track (or today's society), mean that we are all just doing too much to be well. Pace yourself and ...



## WELLNESS

Amanda Gore

**7.** THOU shalt switch off and do nothing regularly. I know, I know, you don't have time to sit and do nothing. So you must plan time later to be sick.

If you make time to sit and do nothing sometimes, you rest your spirit and soul. Most of us are so busy we have not nurtured our spirit — the essence that gives energy, zest for life and makes life fun — for years.

**8.** THOU shalt be boring, untidy, inelegant and unattractive at times.

Who cares what other people think? Of course there are times when we must be aware of appropriate behavior. But it's important to give yourself permission to be you.

**5.** THOU shalt learn to say "No." You can do this very gently and respectfully.

It is respectful to yourself when you recognise your need for "time out" and give it to yourself. It may feel uncomfortable initially, especially if you have created an image where others think "we can always rely on good old ..." to help out.

For your sanity and energy and vitality, learn to say "No," even if you start by saying "No, not yet".

**6.** THOU shalt schedule time for thyself and for thy supportive network.

Social support — family and friends — is critical for a strong immune system. People who are isolated from family and friends or who feel alone become ill more often than those with even one or two friends around them.

If you are someone who has no friends or family near you, join community or church or volunteer groups.

**9.** THOU shalt not even feel guilty. This is a humdinger commandment.

We "should" or "shouldn't" ourselves too much.

We berate and blame ourselves and feel bad or guilty for no good reason other than we should have known (being a mind reader) or we shouldn't have been tired and crabby.

The next time you are feeling guilty, stop and ask yourself, "what have I done?" and "who said I shouldn't have done it?"

If you didn't consciously set out to hurt someone else, then forgive yourself for making a mistake.

**10.** ESPECIALLY thou shalt not be thine own worst enemy, but be thy best friend.

If you aren't your own best friend who is? Who criticises you more than anyone else?

Your self-esteem is related to what you say to yourself about yourself, as well as what others say and think.

# FITTING AN OIL COOLER TO THE AUTO TRANSMISSION ON A 1972 TASMAN

By John Bland

Graham Anderson- well known Kimberely nut- advised that I should fit an oil cooler to the automatic Tasman as they are noted for burning out the automatics at low mileage. With help from Graham and Richard Locke, I have now fitted an oil cooler.

I decided to use an oil cooler element from a 2500 Triumph which uses the same Borg Warner 35 box so it should be big enough. I got 2 of them as I wanted to fit and engine oil cooler at the same time. If you use these coolers you will have to straighten the inlet and outlet pipes so that they allow the hoses to pass through the unused vacant headlight hole on the passenger side. You have to cut the existing brackets off and make up new sheet metal brackets which I pop revetted to the cooler and to the inner webs that are behind the grille and in front of the radiator. [ see sketch ]

Get yourself a spare extension housing off the end of the gearbox which houses the speedo drive, remove the speedo drive and also remove the steel bush 5 which holds the O ring and also the O ring. To remove the bush, use an easy way out and may be some heat as these are a press fit. [ L 61 ]

You will have to find a machine shop that also does aluminium welding as two new bosses have to be welded onto the casting. Into the bosses will have to be machined a threaded hole to take a 3/8 " hose tail. [ The Triumph cooler has a 3/8" pipe. If you have a different cooler, you will have to make up the boss to suit it. ] The machine shop will also have to plug weld the passage way between the two bosses. [ See sketch ]

Now is the time to assemble it. Replace the O ring with a new one and install it in the steel bush, and replace it back up in the original position. I used 90 o hose tails and one extension piece as you cannot screw the two 90 o hose tails in together as they will hit. Don't tighten them until you replace the casting back on the box as you have to line them up to your hose. [ Drain the auto oil ] Replace casting base on box but be importantly be careful not to get any dirt in the box when you do this. Mount the cooler or coolers as the case may be in front of the radiator. If you are using 2 Triumph oil coolers you will have to shorten the bonnet safety catch by about 1 " as it will hit on the top cooler. Now connect the 3/8 " oil hose to the cooler and out through the spare headlight hole on the passenger side and round the inner guard and down to the extension housing. I put one hose on either side of the speedo drive. I bought 2 double hose clamps to hold the hoses to the inner guard and made up an extra bracket to hold the hoses to the bulkhead. Replace oil in gearbox and test for leaks. If you are in doubt if this will work, refer to auto flow charts in the workshop manual and you will see that oil passes through the governor press feed tube [ No. 6 Fig L 61 ] all the time while driving but does not when in neutral.

Special thanks goes to graham Anderson for insisting I fit this- also to Richard Locke for the technical information I do not take any credit for the modification as I only did what I was told.

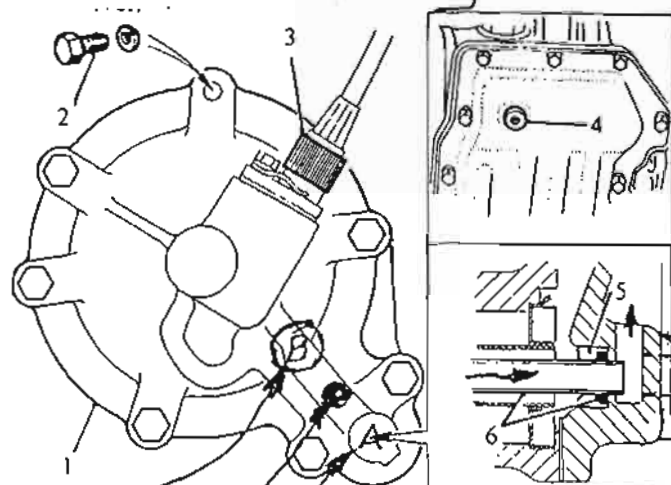
The gearbox modification is the same for the 1800- perhaps the cooler could be mounted ahead of the battery, if the horns were put in the mudguard.

Total cost with 1 oil cooler approx \$90-00.

P S If you did the Nissan fan conversion and altered the fanstat you will find you have to alter the fanstat again to approximately 94c if you run the 2 oil coolers that I fitted. The normal base temperature has now risen due to the 2 extra coolers.

If you have any problems please ring me on 02 9871 5674

# Remove 5 Plus 'O' Ring Before Welding



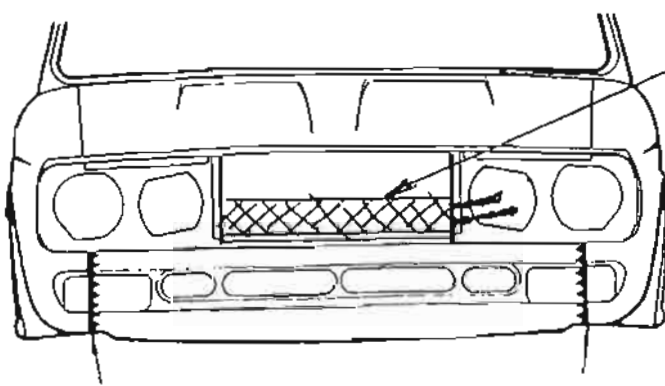
- Fig. L-61
- 1. Extension housing.
  - 2. Extension housing screw.
  - 3. Speedometer cable nut.
  - 4. Transmission drain plug.
  - 5. Collar.
  - 6. Governor pressure feed tube and "O" ring.

Machine 3/8"  
Screwed hole  
to take hose  
'A' and 'B'

new boss 'B'

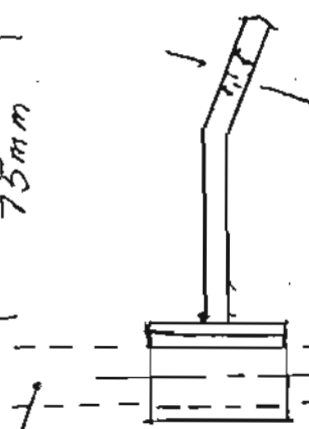
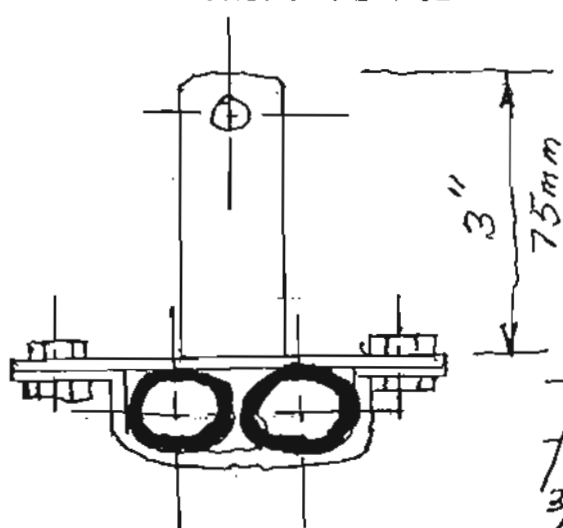
new boss 'A'

Plug weld passage from inside casting



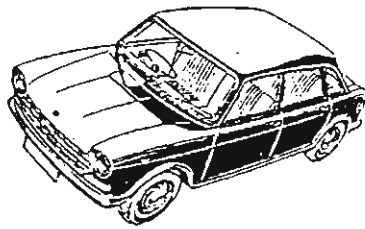
Fit oil Cooler Here  
Run pipes through  
Inner headlight  
hole

Fig. S-10  
FRONT VALANCE



Material  
1" x 1/8"

3/8" ID hose



o prevent

# FAREWELL 1998

By Daryl Stephens

The busy year began when we returned from our annual caravanning holiday. The 1800 was struggling up some hills it would have once laughed at. Early March, and I ripped out the motor in preparation for a total rebuild. At the same time I borrowed the spare automatic from my olds. So far so good. With the motor being re bored, the automatic blew up! Then a couple of days later, sons Mk 11 dropped out its clutch. Drama after drama occurred. I barely managed to knock up 1,000 miles on the new motor before hitching on the van for our Easter holiday

*The saga of the generator.*

Last year, when the original generator died, **East Side Electrics** here in Mitcham fitted a change over. Two warranty claims later, I gave up with him. Club printer **Keith Douglas** and I had wrecked a Mk 1, which was at his place. Decided to use the generator off that. It rapidly transpired that Keith is much faster with spanners than i. He therefore fitted it, while I shifted 57 wheel barrows full of dirt for him. I am not of course suggesting that he stalled the installation to get more wheel barrow loads out of me!

That generator lasted a week. The RACV rescued me and recommended Change over auto electrics in Lillydale. They said I needed a new regulator and generator, to the tune of \$265-00. Two weeks later, the generator was making horrible noises, so they put in another one. Trouble was, the boss and two big mechanics insisted I give them \$50 for fitting it! Three on to one is not good odds, so I stalled by claiming I had to go to the ATM. When I got back, the car was fixed, the keys were in it and I bolted!

This generator is on notice- it does 80,000 miles without drama, or I will forget originality and fit an alternator.

*The saga of the wheels*

I usually patronise **Wide wheels** in Ferntree Gully for tyres. This time I tried **Mansons** in Bayswater. I arranged to take the car in, they strip off all wheels, and peel the tyres off. I would then take the rims to **Lees metal polishing** in Bayswater where Lee would re polish the Rally Masters while I waited. Mansons would then fit 2 new tyres and refill the best couple of old ones. Then they would check the front end for wear and do a front end alignment. My vehicle has an adjusting front end so castor, camber and toe in need to be set.

Coming home I was most dissatisfied with the steering and rang them. Unfortunately, I had paid by Visa. Had it been an old fashioned cheque which I would have stopped, the story might have been different. In basic terms they said, "Get Lost!"

An investigation revealed 3 ball joints badly in need of adjustment. How they missed buckled wheels when balancing the wheels, I know not.

The steering wheel was shaking badly at freeway speeds, so I had the front wheels checked for buckles at **Eastern wheel works**. They both were buckled and only one could be fixed. While I was there, a courier recommended **Allied wheels** in Moorabbin. I had the good one fixed and took both to Allied wheels, who then straightened both! The bottom line is a rock steady wheel at high speeds.

### *The saga of the clutches*

In March when I rebuilt the motor, I was horrified to see how badly worn a carbon thrust had worn in 10,00 miles. This developed into the re-manufactured ones which many people in the Club purchased.

The fellow who initially did the deal with was both knowledgeable and helpful. He went on holidays, and the trouble commenced. The replacement was like Humphrey in "Yes Minister I". First, they need a sales tax exception form. Then they needed a sample to copy off. Then they wanted me to draw it up, and said that was not included in the price. I refused to draw it up. They then drew it up, and faxed me a copy of the plan, and asked me to authorise that it was completely accurate in every way. I faxed back that I am in the cleaning business, not the drafting business and have no idea whether the drawing was accurate or not! And so it went on. I was about to cancel the deal when the original fellow returned from leave- and the rest is history.

Now it is mid December and one or both clutch oil seals are leaking badly. Early in the new year, the 1800 is pulling the van to Coffs Harbour- some 1600 k's north of Melbourne- so it was decided to fix the seals before hand. I planned to remove the engine after lunch last Friday. However, the fuel pump diaphragm collapsed- I have never seen such volumes of oil go down an exhaust pipe- and this delayed the starting.

Melbourne's weather can fluctuate a little and last Friday was 42 o. It finally came out just after midnight. The easy way for me is to pop both top ball joints to allow much more room around the universal joints.

As well as replacing both seals, I installed the aforementioned carbon thrust. Together with an 8 1/2 " MG clutch plate. [The clutch lining in original form was too thick and it had to be replaced with thinner material] And a re-manufactured pressure plate. Many thanks to **BGT** clutches in Hawthorn. On Saturday, it was cooler- only 39o- and of course on Sunday with me working in the open- it rained all day! I guess, had we lived in Sydney, it would have rained on all 3 days!

Now somebody has popped out of the woodwork with a claim that he designed a roller bearing clutch thrust, and it has done 10 years work without. If I can squeeze plans out of him, they will appear next newsletter.

### *The saga of the birthdays*

Daughter Naomi turned 18 this year, and we gave her a surprise party. While the home was being set up, I took her to the movies. At one stage I ducked into the mens room, and rang home to see if everything was under control. Some guy worked past and said "Nudge nudge, wink wink!" Have never seen her speechless before.

Then Janice- first wife- had a birthday of some importance- which necessitated airports and different climates.

Then Son Adam had his 21 st, which worked out at \$40-00 per head. With the money spent on birthdays this year, I could have super charged the 1800! And now has just announced his engagement.

If 1999 is like 1998, I may not live to 2000!

# SPRINGS AND NEEDLES

By Daryl Stephens

Many years ago, I had the experience of driving Melbourne to Canberra just after swapping the Zenith carbie on the A 90 for twin S. U. s. We could not work out why the exhaust was yellow instead of light grey till it was too late ! [ I was also pinged for excessive noise on the trip, but that's another story ] Since then, I have been interested in what needles are in S.U. s.- which is how this article came to pass.[ The yellow exhaust was of course the valves and pistons disintegrating due to an overly lean mixture]

Model	Australian specs Needles & Springs Weak Std Rich	English specs Needles and springs Weak Std Rich
Mk 1 1800 HS6 Su @ 30°	CIW TW SW Yellow	CIW TW SW Yellow later Mk 1 SA ZH SW
Mk 11 1800 HS6 Su @ 20°	SL Yellow	CIW ZH TW Yellow
Mk 111 1800 HS6 Su @ 20		BBF Yellow

Twin carburettor models Called 1800 S not available in Australia

Twin HS6 Su @ 30	CIW TZ CI	red springs	[WORKSHOP MANUAL]
" " "	CIW TW SW	yellow springs	[SPECIAL TUNING]
X 6 Single @ 20	TP	Red	
X 6 Twin HS6	RV	Red	
2200 [ English ] Twin HiF6	8BN	Red	





## Introduction

The SU carburettor has been with us for many decades, in fact since the First World War era. Since its introduction it has undergone many subtle changes in design which have brought it to its present day standard of high efficiency and reliability, coupled with basic simplicity and versatility.

Although it has been subjected to continuous development over the years, the operation of the SU has remained basically unchanged for virtually half a century. Such was the soundness of the basic design. Over the years, the SU has been in service in virtually every type of engine from agricultural engines to racing engines; from buses to limousines. Because of its simplicity, versatility and effectiveness, the SU has found widespread use, not the least important of these is its application to high performance engines, both for road and competition use. For road use, the SU is expected to give both good power and good economy. This it can do when correctly tuned. On the track it is expected to give the sort of power necessary for winning performances. This, the SU also achieves, and in a manner which is surpassed only by the most sophisticated and expensive types of carburettors or even fuel injection.

One in a while, one hears of carburettor troubles manifesting themselves. Such maladies as rich mixtures, flat spots, mistfiring, etc., are often lumped together under one heading of 'going out of tune'. The SU carburettor, simple though it may be, is often blamed for faults which are, in fact, none of its doing. This is not to say that it is faultless, but it can be said that many carburation troubles stem from a lack of understanding of the carburettor concerned. The SU, like any other carburettor, has to perform a delicate function, that of mixing the correct amount of petrol with the air passing through it. To do so, it must be in proper working order, and correctly set within relatively fine limits. To achieve this, one must understand the working of this carburettor. Then, and only then can its true potential in any given situation be fully realized. Both from the performance and economy aspect, the correct setting up and use of an SU carburettor cannot be over-emphasized. With the aid of this book, it is hoped that all those using SU carburettors will benefit, whether it be from the aspect of economy or power.

## Description of the Carburettor

The SU carburettor falls into a class of instrument commonly known as a constant depression or variable choke. The reason for so doing stems from the fact that the depression, vacuum or suction, call it what you will, over the jet orifice, remains relatively constant, throughout the range of airflow requirements of an engine. To see how this is achieved, let us look at the basic principles of operation of the SU carburettor.

Take a look at Fig. 1. Here we have the basic layout of the SU carburettor. The engine is situated to the left of the butterfly. When the engine is running, there will be a large depression existing on the left hand side of the butterfly simply because the butterfly is restricting the flow of air to the engine as it would do under idling conditions. Because the butterfly is slightly open (it will have to be to supply the engine with air to idle) part of this depression is connected to the right hand side of the butterfly. From the drawing, it can also be seen that a hole in the suction chamber (3) connects the right hand side of the butterfly with the suction chamber above the body of the carburettor. The underside of the large diameter of the piston (2) is connected to normal atmospheric pressure by a hole 5. Now, when we open the throttle slightly (4), the depression on the left hand side of the butterfly, will be allowed to communicate to a greater degree with the slight vacuum existing on the right hand side of it. This, in turn, will draw air out of the bell chamber from above the piston. We now have an unequal pressure existing across the piston. Underneath the large piston diameter is normal air pressure, whilst above it, it is lower than normal air pressure. Hence this pressure differential will cause the piston to rise. In so doing, it will pull the tapered needle (6) out of the jet, thus allowing more air and more petrol to pass into the carburettor and thus to the engine. If we open the throttle still further and, via (3) suck even more air out of the bell chamber, then the piston will rise even further. This will allow more air into the engine and also, since the needle comes out of the jet further, allow more petrol, thus keeping the mixture ratio in correct proportion. If the throttle is opened fully while the engine is at low rpm, the suction will not be particularly large, due to the fact that the engine's air requirement will be low while it is at low rpm. This means that the piston will only open far enough to satisfy the engine's demand for air and no more. As revs rise, so the piston will rise. By this system, it can be seen that not only does the carburettor adjust itself for throttle demand, i.e. how much rpm a driver requires at the particular instant, but also, it adjusts itself to engine load condition. To look at it another way, we could say that whatever the throttle butterfly does, the piston in the carburettor lifts only sufficiently to supply the air required by the engine for its particular needs of the moment.

This, then, is the basic mode of operation of the SU carburettor. We can say that as there is a constant depression or suction over the jet, then the mixture is

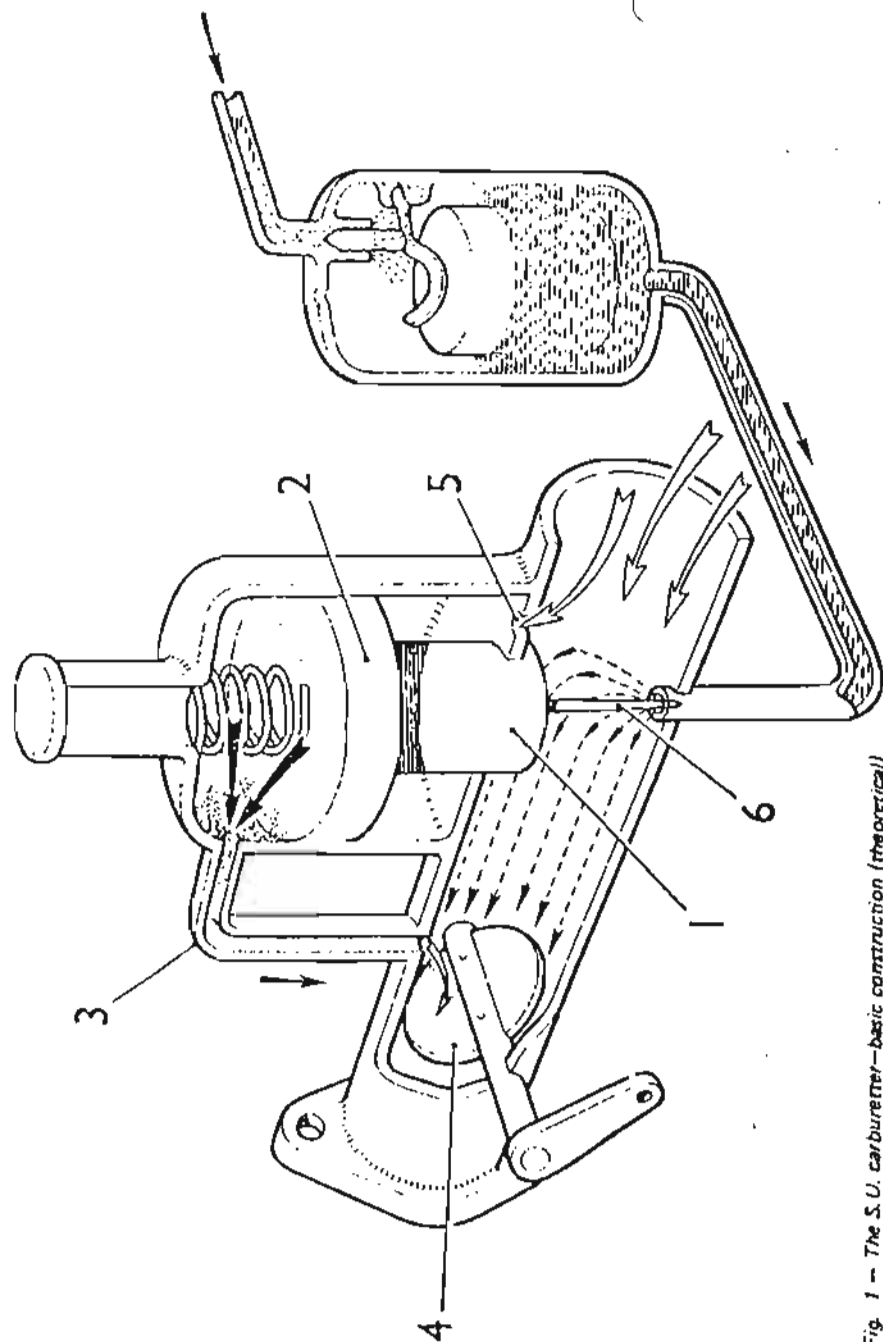


Fig. 1 - The S.U. carburettor—basic construction (theoretical)

governed by the taper of the needle and this is why this component is all important.

#### Fuel Levels and Float Chambers

Again, looking at Fig. 1, we can see that the further the needle comes out of the jet, the greater the area that is available for fuel to pass. Now, although this is the means of governing the rate of fuel introduced into the air, it does depend on one other factor, this being the initial level of the fuel in the jet. If the fuel is a long way down the jet before we start the engine, we can see that quite a bit of suction will be needed just to draw the fuel up to the top of the jet before it starts being emitted into the air. On the other hand, if the fuel is only just below the jet before the engine is started, then when it is started, only a small amount of suction will cause fuel to flow out of the jet. From this, then, we can see that at least in the initial stages, the level of the fuel in the jet is important, as it will effect the mixture ratio that the carburettor delivers. In practice the fuel in a carburettor main jet is set such that it is between an eighth and a quarter of an inch below it's point of discharge. The pressure drop needed to draw the fuel up to the lip of the jet under these circumstances will be between two-thirds and one and a third ounces per square inch.

From the straightforward carburation point of view, the fuel level is best set dead level with the top of the jet. However, under these conditions, braking, accelerating and cornering forces would cause the fuel to spill out of the jet, thus grossly enriching the mixture. It is for this reason that the fuel level needs to be set some distance below the top of the jet so that the mixture is not too badly effected by various accelerations that the car is subjected to. Now that we can see why the fuel level must be set a certain distance below the edge of the jet, we can consider the means for setting this level. The fuel supplied to the jet is drawn from the float chamber. The float chamber has two principle functions, the first of these being to set the fuel level. This is achieved by allowing so much fuel into the chamber before the float rises, operates a valve, and prevents further fuel entering the float chamber. The float should cut off the supply of fuel into the float chamber such that it leaves a fuel level in the jet in it's correct position.

The second function of the float chamber (which is related in part to the first) is to regulate the supply of fuel to the engine. The amount of petrol supplied by the fuel pump is always more than the engine needs. If some form of regulation were not present, then the fuel pump would flood the engine with petrol. The float chamber then, apart from setting the fuel level, regulates the flow such that the main jet has a steady source from which to draw it's supply or needs.

#### Choke and Mixture Control

When an engine is cold, it needs a richer mixture than when it is warm. This stems from the fact that at low temperatures the petrol does not vapourise so easily to form a combustible mixture. Hence we have to use a lot more petrol to get a sufficiently vapourized amount of gas within the cylinder to ignite

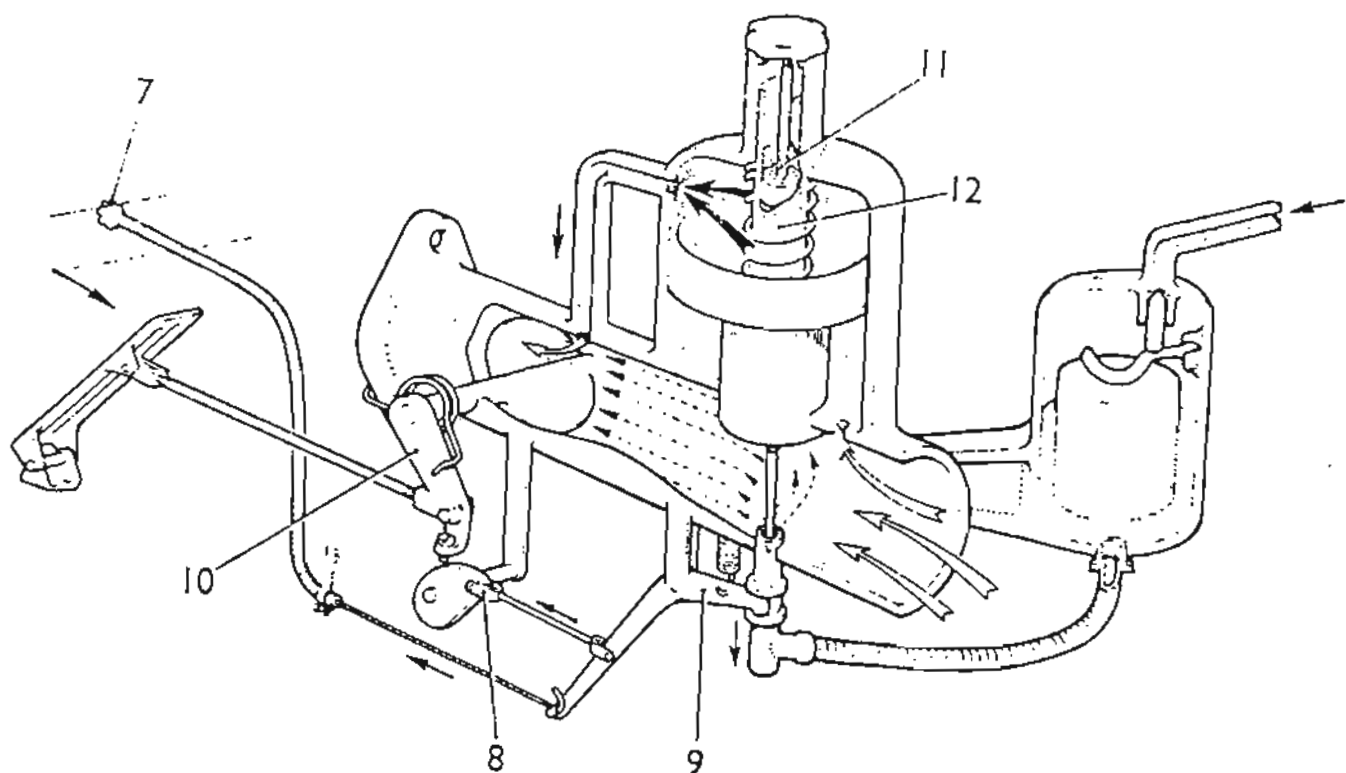
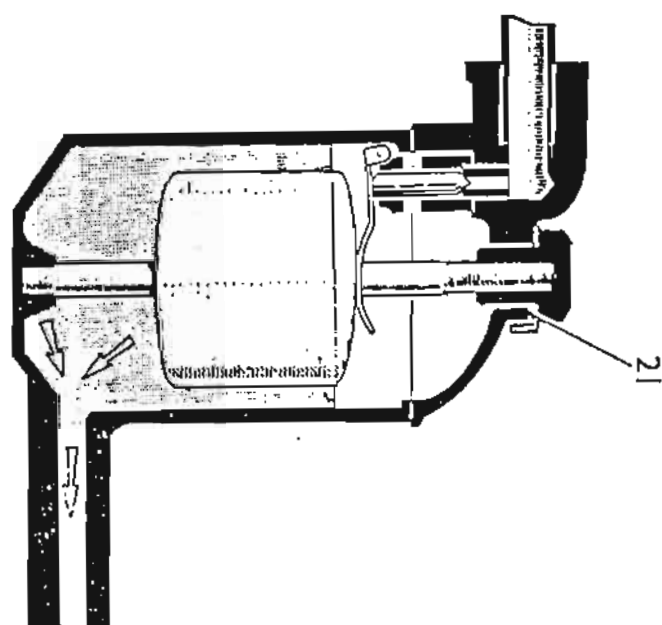


Fig. 2 - Addition to the basic design (theoretical)



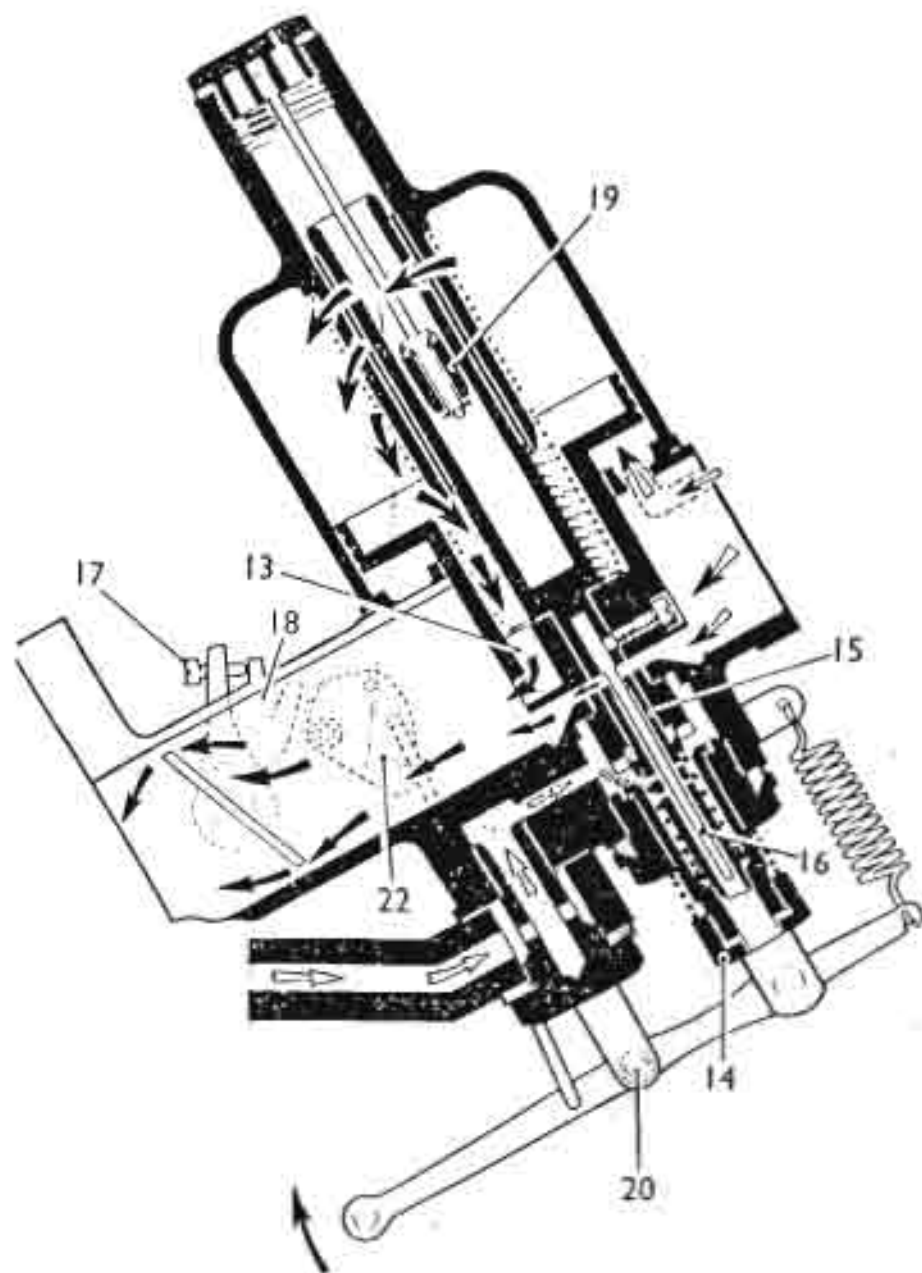


Fig. 3 -

properly. The rich starting mixture is obtained on the H, HD and HS types, but not on the HIF type, by simply lowering the jet, Fig. 2 (9). Inspection of relevant drawings will show that the jet is in a carrier within which it can slide Fig. 3 (15). By bringing this jet down, the needle fills less of the bore of the jet, thus allowing more petrol to flow through it. As soon as the engine has reached normal operating temperature, the jet can be returned to its normal position.

Mixture control (assuming one has the correct needle fitted) is accomplished in a similar manner, a nut on the jet carrier Fig. 3 (14), allows the jet to be adjusted up and down in fine increments until the mixture is correctly set. Such adjustment, of course, will set the mixture only at tickover, and if it is correct at this point the carburettor relies on the needle profile alone to give the correct mixture throughout the rest of the rev range. The adjustment nut, then, in all essence can be termed an idling mixture adjustment nut.

### The Suction Chamber Assembly

We have already looked at the basic function of the dashpot, and that is its ability to lift the piston to a required amount for a given pressure differential across the upper and lower face of the large piston diameter. Raising the piston to admit more air into the carburettor body, however, is not its sole function. It has many secondary functions which together are of significant importance. Let us consider, first of all, the spring within the suction chamber assembly, Fig. 2 (13). This spring loads the piston in a downward direction, i.e. into a closed position. The tension of this spring is selected such that the piston only just reaches the fully open position when the engine has its maximum air demand (i.e. its peak bhp output). If the spring is too weak, the dashpot will reach its full lift before the engine reaches its peak bhp rpm. This means that the metering of the fuel will not be as it should be, because the needle is fully out of the jet and there is no more movement left for metering purposes. If the spring is too strong, then the dashpot will not lift fully even when the engine is demanding the maximum throughput of air. In this situation the carburettor would be starving the engine of air. Apart from the spring, the dashpot assembly also contains the guide rod and a piston damper Fig. 2 (11 & 12). The function of the guide rod is virtually self explanatory - it guides the piston accurately within the bore of the suction chamber. During its up and down motion within the chamber, the outer edges of the dashpot piston should not contact the inner diameter of the suction chamber.

The damper piston which is housed within the bore of the guide rod works within a well of oil. The function of the damper is twofold. Firstly it prevents the piston from following the fluctuations of the air flow at low rpm, thus keeping the piston steady and secondly, when the throttle is opened quickly, it prevents the piston from rising in unison with the opening of the throttle. The reason for this is that air has less inertia than petrol, so when the throttle is opened rapidly, extra air will rush in but the petrol will take a little longer before it's flow catches up with the new air flow rate. When this happens, the mixture

becomes weak. By damping the piston such that it cannot move too rapidly we get in effect, an accelerator pump action, that is, when the throttle is opened rapidly, the piston is retarded, sufficient, in fact, to cause a momentary enrichment of the mixture to give a sharp pickup. This is due to the increased suction over the jet during the time the piston lags behind when the throttle is opened.

This, then, is the basic function of the elementary parts of the SU carburettor. A good understanding of the working of this type of carburettor will greatly simplify its use and setting up. It will also have the effect of bringing sharply into focus some of those more obscure adjustments which often baffle the uninitiated.

## Maintenance, Overhauling and Fault Finding

Before we can expect a carburettor to deliver the correct fuel/air ratio, we must make sure that it is in proper working order. To determine whether or not the carburettor is fit for service, one should remove it from the car and thoroughly clean it. Petrol makes a reasonable solvent for cleaning carburettors, or if it is obvious that the carburettor is going to have to be stripped completely, then one can wash the carburettor in neat washing up liquid and then rinse it off with hot water.

Immediately after this it should be dipped in petrol to prevent any corrosion. If the carburettor is really being cleaned to check for suspect wear, then the best carburettor cleaner to use is one of the proprietary carburettor cleaning fluids, as these will remove carbon and petrol stains, and leave the carburettor looking like new.

Once the carburettor has been thoroughly cleaned, we can check for various points where wear may occur. First of all, wear of the throttle spindle can easily be detected by a sloppy fit of the spindle in the throttle body. When this spindle wears, it admits air into the carburettor, thus weakening the mixture. If it is badly worn at this point, it may be found impossible to get the engine to idle smoothly. Wear of the butterfly spindle affects the initial setting and this can in turn effect the top end performance.

The next step is to remove the bell chamber and piston assembly and check the needle for wear. If there are any apparent signs of scratching or wear on the needle, then this indicates that the jet is out of centre. This should be remedied as detailed in the relevant section, later on in this book.

Next, thoroughly clean out the piston and inside of the suction chamber, using petrol. Check that the piston rod slides freely in the suction chamber and that there is no oil on the stem. With the damper in place, relocate the piston into the suction chamber, and push it in to the limits of its travel. Then seal off the transfer holes (this can sometimes be done with a thumb on carburettors having only one transfer hole), with plasticine or something similar. The transfer hole, by the way, is the aperture which communicates the engine vacuum with the space above the piston. To make things clearer, the hole which is to be blocked is shown in Fig. 25. With the suction chamber inverted, allow it to drop off of the piston. The time taken for it to fall should be between three and five seconds on carburettors up to 1½ inches and five to seven seconds for larger carburettors. If it takes longer than this, then try to establish why. It could be that there is still some dirt left on the inside of the suction chamber or on the periphery of the piston. If the carburettor has been

maintained at any time it could be that the suction chamber is distorted. Whatever the cause, it should be remedied such that the drop time of the suction chamber falls within the period quoted.

Now let us come back to this business of the jet and jet centering. If the needle showed any signs of wear then it has obviously been touching the sides of the jet, in which case one should replace not only the needle but also the jet, for obviously the jet would be worn also. When fitting a new jet it should be centered up as shown in Fig.26. On some carburetters, sealing the main jet is done by glands. If these appear at all in bad order, they should be replaced, otherwise leakage will occur. The relevant overhaul kit for the carburetter will contain all the parts needed for this aspect of maintaining the carburetter.

### Float Chamber

Since the float chamber also plays a critical part in the metering accuracy of the carburetter, then we must also make sure that this is functioning correctly.

First of all, remove the top of the float chamber, and check that the needle valve is, in fact, sealing. By sucking through the petrol input pipe, one should be able to seal the valve with very little pressure. Even small leak of the needle valve will be quite apparent when sucking through it in this manner. If the needle valve shows any sign of leaking it must be replaced, as a leaking valve can be a great source of trouble if it is not functioning correctly. Since the needle valve is operated by a float of which a certain amount of buoyancy is required, we should check the float to see that it is not leaking or has not been punctured, otherwise the float will not operate the needle valve properly. Needless to say if the float is punctured it must be replaced.

Lastly, the fuel level should be correctly set as shown in Fig.28. If you are completely stripping the carburetter then of course it can be done exactly as detailed in section two, referring to stripping and rebuilding.

Since even a well maintained carburetter can from time to time develop faults, the chart shown on page 18 has been made up to make fault tracing and curing a little easier.

SYMPTOM OR FAULT	'CAUSE'																			
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Bad tickover	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Stalling at idling when cold	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Stalling at idling when hot	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Bad starting when cold	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Bad starting when hot	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lack of power throughout rev range	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lack of power at certain revs	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Hesitation when throttle opened quickly	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lack of power at low revs	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lack of power at high revs	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flooding	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Fuel leaking from underside of jet	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Fuel leaking from float chamber	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
High fuel consumption	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Rich mixture	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Weak mixture	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Key to 'cause' section.	
A. Rich mixture	Sticking choke control (in down position)
B. Weak mixture	Tickover screw needs resetting
C. Dashpot oil too thin	Choke controlled fast tickover needs adjustment
D. Dashpot oil level too low	Air cleaner clogged needs replacing
E. Sticking piston (won't drop properly)	Fuel pump giving inadequate supply
F. Sticking piston (won't rise properly)	Air cleaner removal weakening mixture
G. Sticking piston (won't go up or down)	Incorrect needle fitted
H. Jet out of centre	Air leaks, i.e. throttle spindle, manifold gasket etc.
I. Bent needle	Leaking jet or petrol pipe seals
J. Dirty piston and suction chamber	In case of twin carburetter balance is incorrect in terms of mixture or air flow
K. Leaking float needle valve	
L. Punctured float	
M. Incorrect fuel level	
N. Incorrect setting of mixture nut	

# Mixture Requirements

The whole point of a carburettor is to deliver and mix the correct amount of fuel with the air going into the engine. The proportions of air and fuel going into an engine is known as the air/fuel ratio. For the burning of petrol (the fuel) in air, the mixture of air and petrol must fall within certain limits. These limits are called the limits of inflammability and, for a fuel like petrol they fall within 20/1 to 7½/1. What this means is that 20 lbs. of air mixed with 1 lb. of petrol will just burn. Such a mixture is a weak mixture for the simple reason that there is very little petrol for a large amount of air. At the other end of the scale we find that if 1 lb. of petrol is mixed with 7½ lbs. of air, the mixture will again only just burn because there is an excess of petrol, i.e. it is a rich mixture. In the first instance, the weak mixture, we find that when the petrol is burnt there is a great deal of oxygen left over after combustion. In the second instance, the rich mixture, when the mixture is burnt all the oxygen is consumed and there is petrol left over which is still unburnt. Falling between these two extremes is the chemically correct mixture. For a fuel such as petrol, the chemically correct mixture is about 14.8/1 i.e. 14.8 lbs. of air for 1 lb. of petrol. When a mixture such as this is burnt all the petrol and all the oxygen are used up in combustion.

At first thought, one would assume that the best performance would be given when the air/fuel ratio was that of the chemically correct mixture. Although a car would perform well on such a mixture, it is not quite the ultimate for either power or economy, although it must be said that it does represent a good compromise. Experiments with engines have shown that the best economy is achieved when the mixture is set slightly weak, i.e. with mixtures in the order of 16/1. There are, however, problems which can arise from setting an engine this weak. Firstly, unless the distribution between cylinders is good, one can get some cylinders running weaker than others and hence misfiring can result. Secondly, without making alterations to the distributor, one can find that such weak mixtures cause higher exhaust valve temperatures which can lead to a failure in this quarter. For maximum power, the mixture requirement is again different. Most engines give their maximum power when the air/fuel ratio is about 12:1. This, it will be noticed, is quite appreciably on the rich side of a chemically correct mixture. The reason that such a rich mixture gives best power is that the excess petrol in the air cools the incoming charge, therefore allowing a denser charge to enter the cylinders, the result of which is more power. Also an excess of fuel ensures that all air is burnt.

A well designed carburettor is able to vary the mixture it delivers to the engine so that it is able to cater for varying requirements. For instance, if you are cruising along at a speed reasonable below the top speed of the car there is no need for the carburettor to deliver a rich mixture for maximum power. Under

these conditions it should be delivering a slightly weak mixture for maximum economy. However, when the throttle is opened fully, it is obvious that the driver will be wanting maximum power and under these conditions, the carburettor should deliver a slightly rich mixture so as to give the best performance. This change in mixture ratio for varying conditions, is known as mixture spread. The SU carburettor, by virtue of its design, automatically spreads the mixture between the ratios required for cruising, and economy, and the ratio required for maximum power. The mixture spread of the SU, however, is not so great that it goes to the extreme of each requirement, for as stated before, unless distribution is good, running at the most economical mixture may lead to misfiring. At the other end of the scale, running at the very richest mixture for the rich mixture for maximum power, fuel consumption is quite excessive. What the SU does it to strike a reasonable compromise between these two extremes, and in so doing, gives a very acceptable performance.

Before we leave the rather more theoretical side of things, one more point may be well worth noting. The mixture ratios just quoted for economy and power are those required when the throttle is reasonably well open. When throttle openings are very small, we find that under a given set of circumstances, the mixture required is richer. The reason for this is that as the throttle is closed, so the amount of air going into the engine is less. This means that as the fresh charge enters the cylinder, it undergoes greater dilution with the residual gas from the last combustion phase. When it comes to the time to ignite this new charge, then because of its dilution with exhaust gases, the chances of an ignitable mixture being close to the spark plug is reduced. To overcome this, more fuel must be introduced into the incoming air to ensure an ignitable charge at the plug. For this reason we find that at tickover, the mixture ratio required is a lot richer than one would expect, and it is because the engine is running at virtually no load and the amount of air drawn is very small, that the dilution with burnt gases is very large. With SU carburettors, a smooth tickover is usually achieved when the mixture is about 13.2:1, but this varies considerably from engine to engine.

Before turning to more practical things, we will consider one further aspect of mixture. When mixtures are set rich, they always produce carbon monoxide pollution. It may be well worth considering this when setting your SU carburettor. If you can set it to run nearer to the chemically correct mixture, then the less carbon monoxide pollution the exhaust will emit.

As we have seen in the previous paragraph, the mixture strength greatly effects power and the amount it effects power can be seen by the graph Fig. 4. From this graph it can be seen that the power very rapidly drops off as the mixture becomes weaker, but that there is not such a rapid drop off in power on the rich side. In setting our carburettor, we should aim to get the mixture under normal driving conditions, somewhere between the chemically correct mixture and the maximum power mixture.

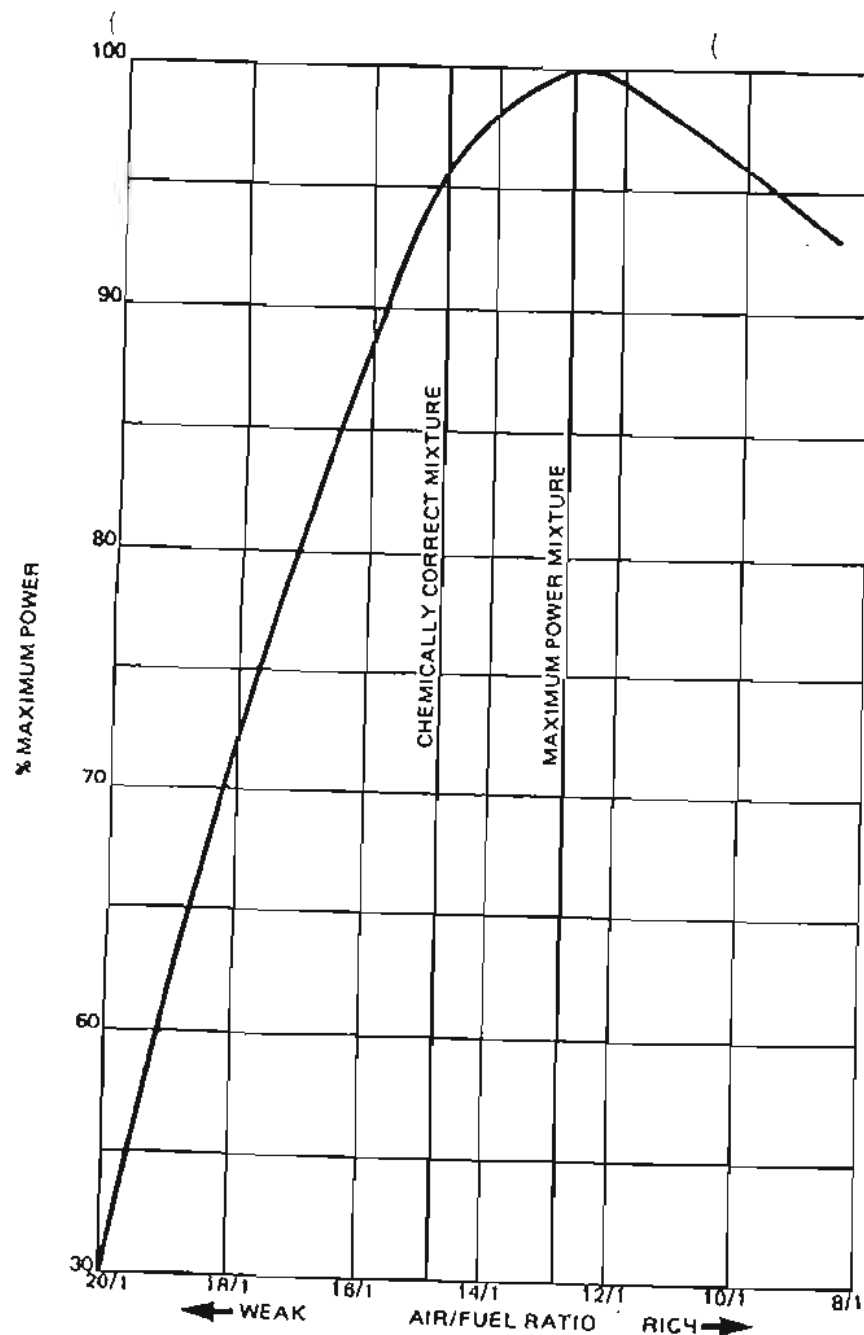


Fig. 4 -

### Standard Engine, Sir Carburettor Setting Up.

Having considered what the engine needs in the way of mixture requirements, we can think about setting the carburettor up to deliver such a mixture. We will deal first of all with single carburettors on an engine which is in every way standard, i.e. completely unmodified. Assuming that the carburettor is in perfect condition, then we set up the carburettor as follows:

1. (a) Warm up the engine to its normal working temperature.
- (b) Switch it off.
- (c) Unscrew the throttle adjusting screw until it is clear of its stop and the throttle is fully closed.
- (d) Set the throttle adjusting screw  $1\frac{1}{2}$  turns open.

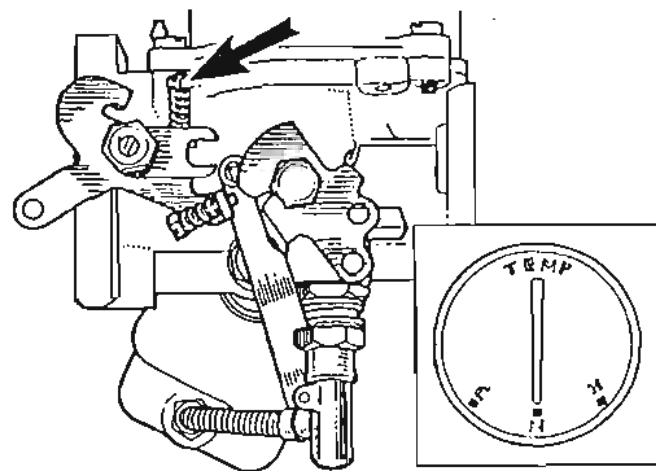


Fig. 5 -

2. (a) Mark for reassembly and remove the piston/suction chamber unit.
- (b) Disconnect the mixture control wire, i.e. the choke cable.
- (c) Screw the jet adjusting nut (1) until the jet is flush with the bridge of the carburettor, or fully up if this position cannot be obtained.



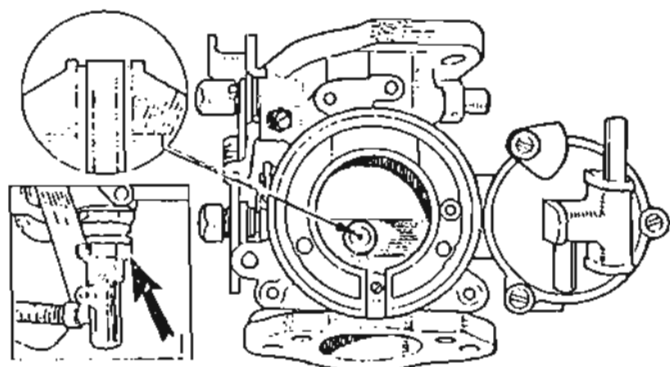


Fig. 6 -

3. Replace the piston/suction chamber unit as marked. Check that the piston falls freely onto the bridge when the lifting pin (6) is released. If it does not do this, then the jet needs centering, so turn to the relevant page on centering. Then turn down the jet adjusting nut (1) by two complete turns.

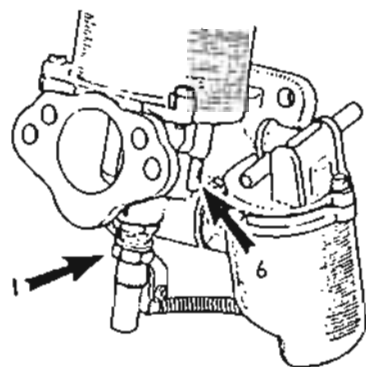


Fig. 7 -

4. (a) Restart the engine and adjust the throttle adjusting screw (5) to give the desired idling as indicated by the rev counter or by the ignition warning glow.
- (b) Turn the jet adjusting nut (1) up to weaken or down to richen until the fastest idling speed consistent with even running is obtained.
- (c) Readjust the throttle adjusting screw (5) to give the correct idling if necessary.

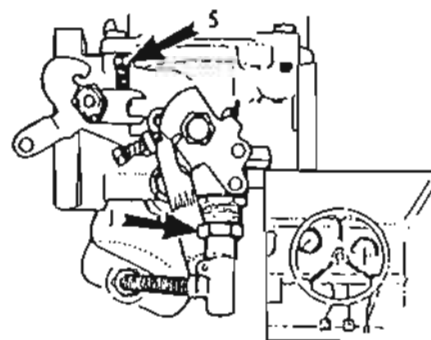


Fig. 8 -

5. (a) Check for correct mixture by gently pushing the lifting pin up about  $\frac{1}{32}$  inches after the free movement has been taken up.
- (b) The graph <sup>below</sup> illustrates the effect on engine rpm when the lifting pin raises the piston, indicating the mixture strength. If the mixture is excessively rich, the rpm increases considerably. With the correct mixture, the rpm increases very slightly, and with a weak mixture, the rpm will drop and the engine will stall.
- (c) Readjust the mixture strength as necessary.
- (d) Reconnect the mixture control wire with about  $\frac{1}{16}$  in (1.6 mm) free movement before it starts to pull on the jet lever.

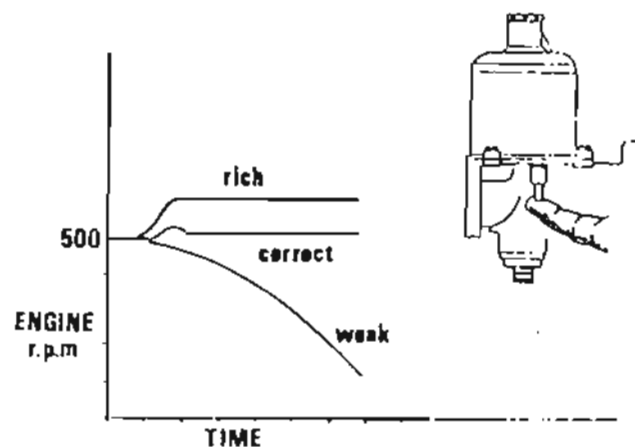


Fig. 9 -

( ) Pull the mixture control knob until the linkage ( ) about to move the carburettor jet and adjust the fast-idle screw to give an engine speed of about 1,000 r.p.m. when hot.

(f) Finally top up the piston damper with the recommended engine oil until the level is  $\frac{1}{2}$  in (13 mm) above the top of the hollow piston rod.

### Tuning Multi-Carburettor Set Ups

Remove the air cleaners and carry out Item 1 as for single on all carburetters then:

2. (a) Slacken both the clamping bolts (7) on the throttle spindle interconnections.
- (b) Disconnect the jet control interconnection by slackening the clamping bolts (8).
- (c) Carry out items 2 and 3 as for single carburetters, then additionally:

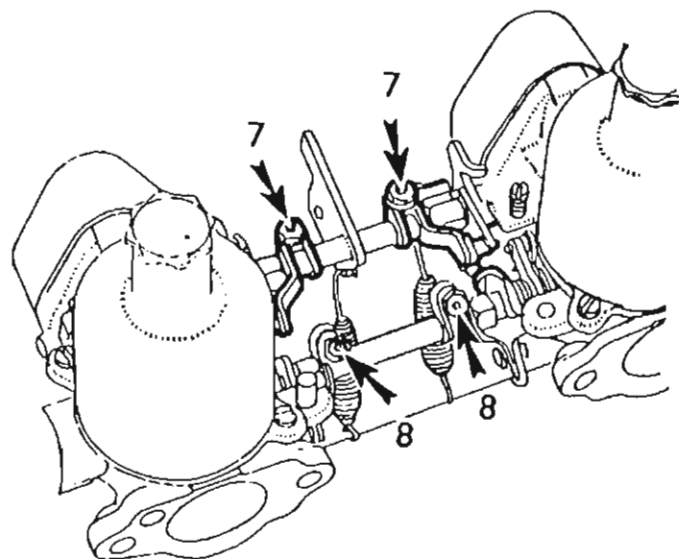


Fig.10 -

3. (a) Restart the engine and adjust the throttle adjusting screws on each carburettor to give the desired idling speed as indicated by the rev counter or the ignition warning glow.

- (b) Compare ( ) intensity of the intake 'hiss' on all carburetters and alter the throttle adjusting screws until the 'hiss' is the same.

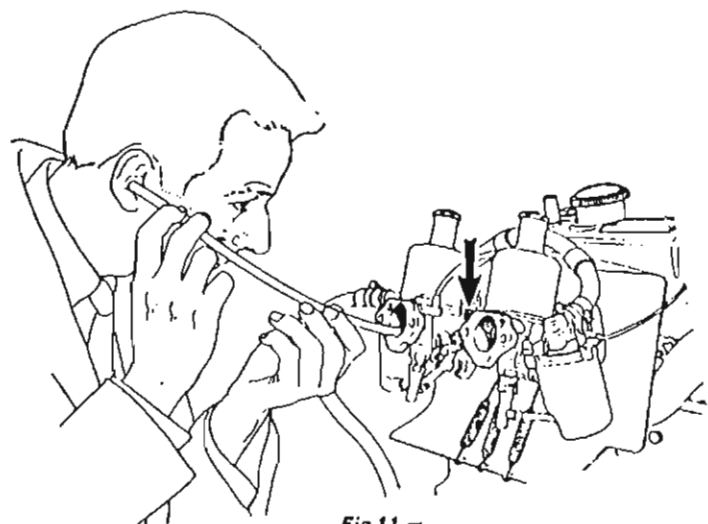


Fig.11 -

4. (a) Turn the jet adjusting nuts (1) on all carburetters up to weaken or down to richen the same amount until the fastest idling speed consistent with even running is obtained.
- (b) Readjust the throttle adjusting screws (5) to give correct idling if necessary.

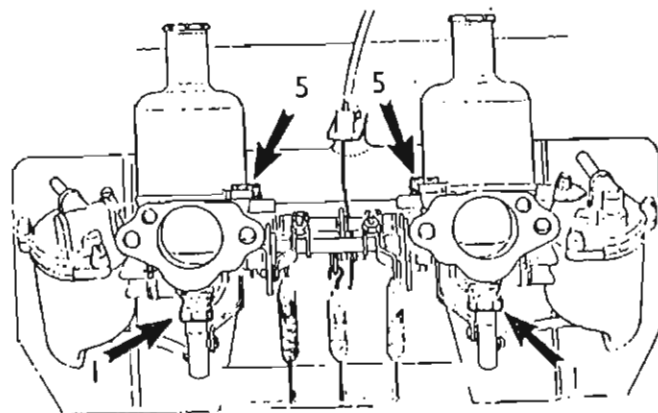


Fig.12 -

5. (a) Check for correct mixture by gently pushing the lifting pin of the front carburettor (right hand in the case of transverse engines) up by 1/32 inches after free movement has been taken up. The graph illustrates the possible effect on engine rpm. Readjust the mixture strength as necessary.
- (b) Repeat the operation on the other carburettor or carburetters and after adjustment, re-check since they are all interdependant.

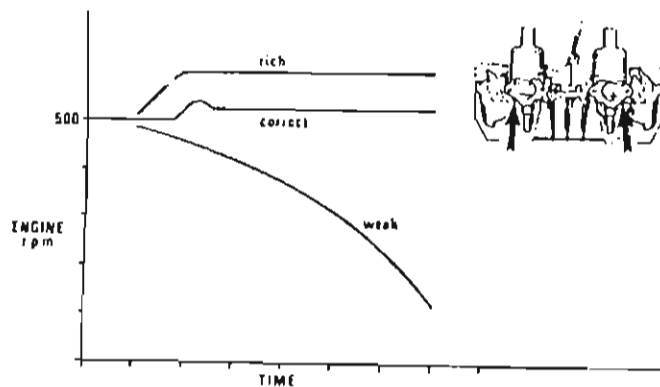


Fig. 13 -

6. (a) Set the throttle interconnection clamping levers (7) (if applicable) so that the link pin is 0.006 inches away from the lower edge of the fork (see inset). Tighten the clamp bolts.
- (b) With both jet levers at their lowest position, set the jet interconnection lever clamp bolts (8) so that both jets commence to move simultaneously.

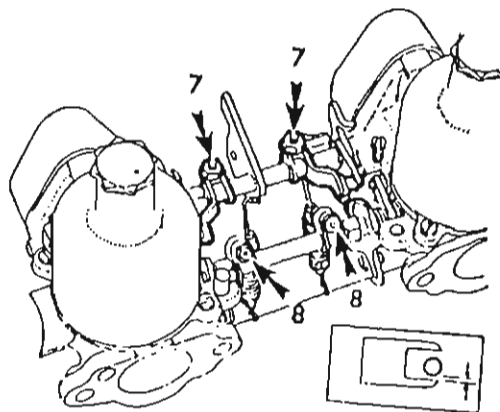


Fig. 14 -

7. (a) Reconnect the mixture control wire with about 1/16 inches free movement before it starts to pull on the jet levers.
- (b) Pull the mixture control knob until the linkage is about to move the carburettor jets, and adjust the fast idle screws, comparing the intensity of the air intake 'hiss' to give an engine speed of about 1,000 rpm when hot.
- (c) Refit the air cleaners after checking that they are clean and unclogged. Recheck the mixture strength as described in item 5, as the air cleaner can cause a slight enrichment of the mixture.

#### Variations on Basic Setting Up

Although the foregoing paragraphs have described the setting of single and twin H.S. SU's they do, in essence, apply to other types of SU's. When setting up other types of SU's a few differences will be noted. For instance, the H type SU's did not have the fork linkage when used in pairs. A simple wave spring coupling was used between each throttle spindle and the connection between the throttle spindles was made with an intermediate spindle which carried the operating lever. However, most of the differences encountered between these carburetters will become self evident with a little thought. Setting the carburetters as just described requires very little equipment other than a screwdriver a piece of tube and a spanner.

To get the best by setting the carburetter in the foregoing manner one does, strictly speaking, need a little experience, but even then it is possible, still to achieve less than the ultimate. There are, however, numerous other ways of varying degrees of sophistication which can make the setting of these carburetters simpler.

Let us first consider adjusting the mixture. Basically, when adjusting the tickover mixture, we must consider that the manufacturer has selected the optimum needle for the job and by adjusting our tickover mixture we are hoping to achieve the right mixture throughout the rev range of the engine.

Adjusting the mixture as has just been described is going to depend a little on how you interpret the instructions. However, if one can use a piece of equipment which will measure the mixture strength, then this considerably reduces the room for error. One way of getting the tickover mixture correct is to have the engine exhaust analysed on an electronic engine tuner. A typical example of such an engine tuner is the Sun and Crypton engine tuner machines. Virtually all large garages are equipped with an electronic engine tuner, so there should be no problem in locating a garage to set your tickover mixture. Just out of interest, these electronic engine tuners measure the air/fuel ratio by taking a sample of the exhaust, passing it through the meter, and then the air/fuel ratio is shown on a dial as 12/1, 13/1, 14/1 or whatever it may be. When set up on one

of these machines, the tickover mixture should be as has been said before, about 13.0:1. It can't be stressed too often at this stage that setting the mixture as described while the engine is idling only sets the mixture at tickover, and we are relying on the fact that the manufacturer has selected the correct needle to give us the correct mixture throughout the rest of the rev range, however, any error in setting the tickover mixture will cause a corresponding error throughout the rev range.

As an alternative to getting a garage to set up your mixture on an engine tuner, you can use a little device known as a Colortune. This device is essentially a spark plug with a transparent end to it which enables one to see into the cylinder and thus see the colour of the combustion flame. During combustion, the mixture strengths either side of the chemically correct one, burn at different colours. For instance, a mixture with an excess of petrol (rich) will burn with a bright orange colour, whereas a mixture which is just chemically correct or slightly weak will burn with a blue flame. Excessively weak mixtures burn with a bluish white flame. The Colortune makes use of the fact that different mixtures burn at different colours, and by seeing into the cylinder, we can set the mixture pretty accurately.

Setting up the mixture on twin carburettors is just a little more difficult than setting up a single, and it is at times like this that using a Colortune really pays dividends for it allows the carburettors to be set very accurately indeed especially as far as mixture balance is concerned.

Balancing the tickover airflow of twin carburettors is another job which can prove to be a good patience trial unless one has had a little experience. In the procedure just described on setting up twin carburettors, the method of using the pipe and listening to the intake hiss is quite satisfactory once you get the hang of it. However, in many cases a superior job can be done by using a carburettor balancing tool. There are many carburettor balancing tools on the market, and one need only pay a visit to the local accessory shop to acquire such an item. There is often a mistaken belief that balancing the carburettor at tickover will give more power. In fact, all that balancing the carburettors at tickover will do is give a smoother tickover. The difference that is likely to make in top speed and power output is so small as to be almost unmeasurable. Of the two adjustments available on an SU carburettor, the tickover air flow balance and the mixture adjustment, the most important is definitely the mixture. Having the mixture out at tickover will cause the mixture to be in error by varying degrees throughout the rev range. If the mixture is set rich at tickover, then it can be richer all the way up the rev range, and likewise if it is weak at tickover, it can be weaker all the way up the rev range.

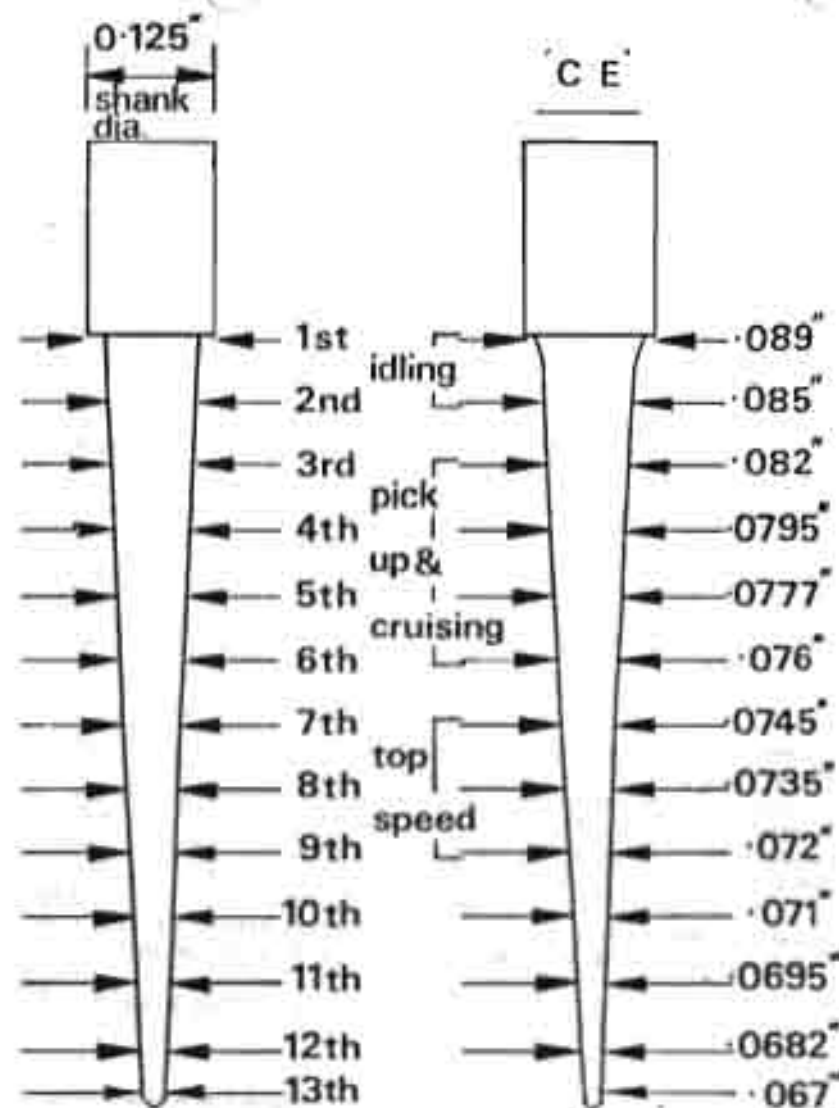


Fig. 15 — Illustrates how SU needles are dimensioned. The above bracketing applies for 1 1/4" (H2 or H52) carburettors.

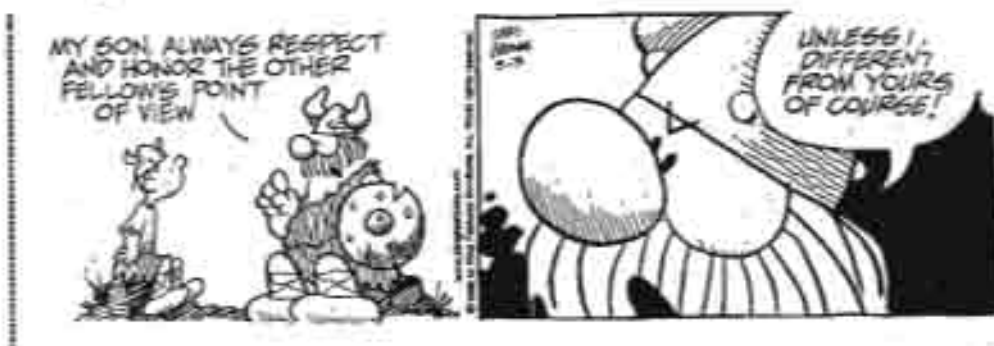


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Cut off date for inclusion of articles in the newsletter is the 25 th of the even month. Publication date attempts, often in vain to be 25 th of the odd month

## **FOR ALL THOSE BORN BEFORE 1950; WE ARE THE SURVIVORS!**

We were born before television, before penicillin, before polio shots, frozen foods, photocopiers, plastic contact lenses, frisbees, and the Pill. We were before radar, credit cards, split atoms, lined booms, supermarkets and ball-point pens. Before pantihose, clothes dryers, electric blankets, air-conditioners, drip-dry clothes, the 'boat-people', the Third World (there wasn't even a Second World!) and before man walked on the moon. We got married first and then lived together. How quaint can you be? In our time, closets were for clothes, not for 'coming out' and if we were 'gay' we were merely happy.

Designat jeans were scheming girls called Jean, and having a meaningful relationship meant getting along with our cousins. We thought fast food was what you ate during Lent, and outer space was the back of the Odion Theatre. We were before house husbands, gay rights, computer dating, dual careers and computer marriages. We were before day care centres, group therapy and nursing homes. We never heard of FM radio, tape decks, electronic typewriters, artificial hearts, word processors, yoghurt and guys wearing ear-rings. For us, time sharing meant togetherness—not computers or condominiums. A chip meant a piece of wood, hardware meant hardware and software wasn't even a word.

Back then, 'Made in Japan' meant JUNK and the term 'making out' referred to how you did in your exam. Pizzas, MacDonalds and instant coffees were unheard of. We hit the scene where you bought things for sixpence and a shilling. Peters ice-cream cones were 6d or you could take a tram, make a phone call, buy a lemonade or a stamp to post a letter and two post-cards. You could buy a new Austin A40 for £400, but who could afford one? Petrol came in gallons not litres and cost 3/- a gallon.

In our day, gram was money, Coke was a cold drink, and pot was something you cooked in. Rock music was Grandma's lullaby and AIDS were helpers in the principle's office. We were certainly not before the difference between sexes were discovered, but we were certainly before the sex change!

We made do with what we had. And we were the last generation that was so dumb to think you need a husband to have a baby! No wonder we are so confused and there is such a generation gap today. But we have survived!



# ***INTRODUCING...***

Ian Waldock

Box 287 Theodore Mk 11 1800  
Q.L.D. 4719

"I am absolutely thrilled that I have found the Landcrab Owners Club. I own a 1969 1800 mk 11 and my son and I over the last 16 months rebuilt her to a stage where I can now drive her. It has been a long haul, being constantly driven by my love for my beautiful Amber. She had been sitting in a paddock for 10 years, having broken something in the back and everything collapsed. As you see, my technical knowledge was limited and my resources even more so. Then my son, who has a natural talent for fixing things up, grew up and decided to restore the car for me. She had been stripped electrically, but structurally she was still as sound as when I bought her way back in 1984. She was already 15 then and this August, she is 30. Her number is 2026 and she was made right here in Australia.

In the process of rebuilding, we found that parts were very scarce and began substituting other parts for originals, though always trying to keep her as pure as possible.

We put Landcruiser front shackle rubbers in the front suspension arms- we shortened them 10 mm and in they went like they belonged. I just thought I would mention that as parts can be hard to come by.

Before closing, I wish to extend my heart felt thanks to **Frank Smalcombe of Gladstone**. He took the time to tell my son about this club and gave him the recipe for my suspension fluid, plus other wonderful bits of info. If all club members are like Frank, what a great network you must share!



## **NOT THE HOLIDAY FROM HEAVEN THE LORD MOVES IN MYSTERIOUS WAYS ARE WE HAVING FUN, YET ? BY DARYL STEPHENS**

The second day of this year saw me busy packing the caravan for a much needed holiday pulled by the trusty mk 1 1800. Rather cleverly, I had squeezed all the necessary items such as bread maker, wheat grinder, bucket of wheat etc in. Then She Who Changes Her Mind announced she wanted the portable washing machine, car fridge and toaster oven in to supplement the existing. Easy, just re pack!

Then son Adam and his fiancée Jody, who were going to Surfers Paradise in the mk 11 1800 decided to freeload on Janice & I at Coffs Harbour. Worse, Jody had three suit cases of essentials "Dad, we don't have enough space- can you just squeeze in the boogie boards, picnic table and chairs, car fridge and gas stove?"

On the way, we had a barbecue lunch with the country relies. You guessed it, a branch fell off a tree and landed on the bonnet of the 1800 I *Was better than Titanic- the way he yelled, screamed and jumped up down and sideways !*

Coming into Albury on the Victoria/ New south Wales border later that night, the thing suddenly boiled ! An investigation revealed a worm drive clip on a heater hose had let go ! We started refilling slowly with warm water, when She Who Asks Annoying Questions wanted to know why water was pouring out the exhaust pipe !

Up early and had the head off by 7 am. That was the easy part ! Buying the new gasket - bearing in mind that it was a Sunday proved not possible. Worse, nobody could guarantee delivery before next Wednesday. Not a problem- I rang club members **Eric Pitman** and **Meg Ellingworth** without success. **Herb Simpender** had the audacity to be out when I kept on ringing. Number 2 cylinder had blown into the water jacket. Curiously, the head was black between all cylinders, perhaps indicating the gasket had been leaking for a while. I have crossed Mono Torque head gaskets off my Christmas card list !

By mid afternoon, with the mercury in the high forties, tempers were getting short. Then wonderful **Ken Patience** came to our rescue. He organised **Gwen Patience** who according to **Ken** was as usual sitting around doing nothing to take the head gasket to the airport, and hand it to Reg Ansett.

Eight o'clock that night and I started the reassembly process. Many will scoff that I did not finish till 1 am. However, the twin jugs and extractors which had to come off slowed me down. Also, the roller rockers had to be removed to access the inner head studs. A quick swim - the pool was nearer that the showers- and off to bed !

*I thought I was having a night mare. Come to think of it, Mother said that on our wedding day. 4 -30 am and I was pushed out of bed, and told to get into the car. Slight hiccup- he had forgotten to re connect the accelerator linkage Then I had a thought. " You did the test run this morning very quietly ? " " This is the test run "!*

*I woke up 500 ks later in Sydney at midday. Three hours to cross the place. Sydney needs a new football team, and a ring road like Melbourne ! It was a baptism of fire for the re manufactured carbon thrust. And the 8 1/2" clutch plate. Sydney is very hilly and starting on the aforementioned hills, with 1000 kg behind us was a breeze. No shudder, no slipping - just smooth power.*

*For want of something better to do, I looked up how much further Coffs Harbour was. We nearly died. Another 588 ks, and we were 30 on the other side !*

Caravanning is all about a relaxed life style, and letting the car find its own pace. I am ashamed to say, I then started to really flog poor seaweed It was already 3 pm and we hoped to be in Coffs that night. Which necessitated berrying the loud pedal in the carpet. I suggested we stop for the night. Daryl attempted to give me a dirty look, but his eyes were so bloodshot, it made him look far older that his 87 years. He also smelt like he has never washed in those 87 years. In self defence I went to sleep, and work up when the engine was peaked one too many times and blew up !



I was assured that I was only valve bounce. Sunset came and went and the 1800 roared through the night ! We arrived at Coffs at 9-30 had quick spa and retired for the evening. The 1800 was running just as sweetly then as when we left home. The same comment did not apply to Daryl ! I had forgotten the incredible ability of the 1800 to swallow miles !

We had a wonderful week by ourselves after Adam and Jody left, before Naomi arrived.

After I arrived, the olde boy excelled himself. Firstly, while we were white water rafting, he nearly drowned- then while attempting scuba diving, he became so seasick on the way out to a reef, he wished he was dead ! To cap things off, on the way home, he was complaining that we needed 2nd gear a couple of times whilst climbing up to Dorriggo. Said it was all the weight in the back seat. [ Somewhere in this hectic period, we caught up with Peter Jones and his family. We met them at the Big Prawn in Belliner ]

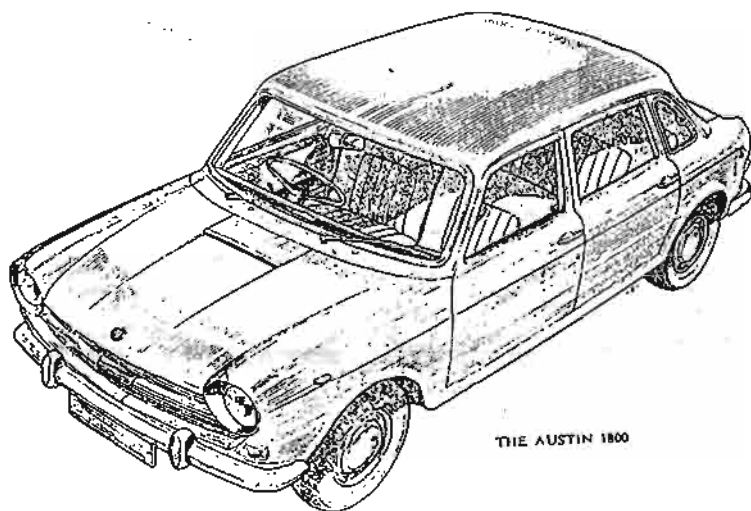
You guessed it. A quick examination of the braking situation at the next petrol stop revealed that the caravan hand brake was on !

Eight o'clock that night, and only four hours from Melbourne in the thriving metropolis of Nerranda, the annex pole container fell off the van spewing poles all over the road, just as the heavens opened.

Next morning, with a magnificent tail wind- listening to ABBA on the cd singing Money, Money, Money ! and a cool morning, we were at peace with the world. Who could guess that we were about to be the cause of the Newell highway being blocked, be entertained by the police, firemen, tow truck drivers and ambulance officers ? All because the caravan caught fire !

The first rule of a burning caravan is to disconnect the car. However, because of the intense heat, I couldn't. Also, whilst attempting to disconnect, I was very close to the gas bottle. Anyway, the Jayco was totalled and the 1800 almost. Naturally, the imported genuine heated rear window shattered when the flames hit it ! Three weeks later, the car has been skilfully repaired, and we are still waiting on the insurance cheque for the caravan..

A over A has been cancelled due our financial downturn. The dirt bags kept \$68-00 cancellation fees ! May the flees of a thousand camels infest their underwear !.



THE AUSTIN 1800

# EDITORIAL

Recently, Adam{son} who gives a Mk 11 1800 an awful pounding, did a defensive driving course.

Part of the course involved crash braking from both 60 k's and 100 k's. Being 30 years old- by far the oldest car on the course- and being pitted against a couple of B.M.W.'s and lesser exotics, Adam thought he would be embarrassed.

He was !

The 1800 out stopped everything else. The only people not surprised were the instructors.

Moving along- the club owes Don Mc Vea an enormous thankyou. Don, who used to run a BMC dealership has given the club a full set of service bulletins for the 1800. The X6 bulletins will follow shortly. The service bulletins supersede the workshop manual. Keith Douglas has 'volunteered' to collate all 318 sheets into a book with an index. It should be available for purchase by next newsletter.

I am hoping Matthew Drew will give us an article on his super charged 1800. Ditto for Garry Fry with his 2600 cc Kimberely, and his turbo charged 2200 Kimberely.

Lastly, I have had 4 internal mounted ie same as the original- float on fluid stickers re manufactured. They are \$15-00 each. Contact me on [03] 9873 3038 or 0419 559 646 if you want one.

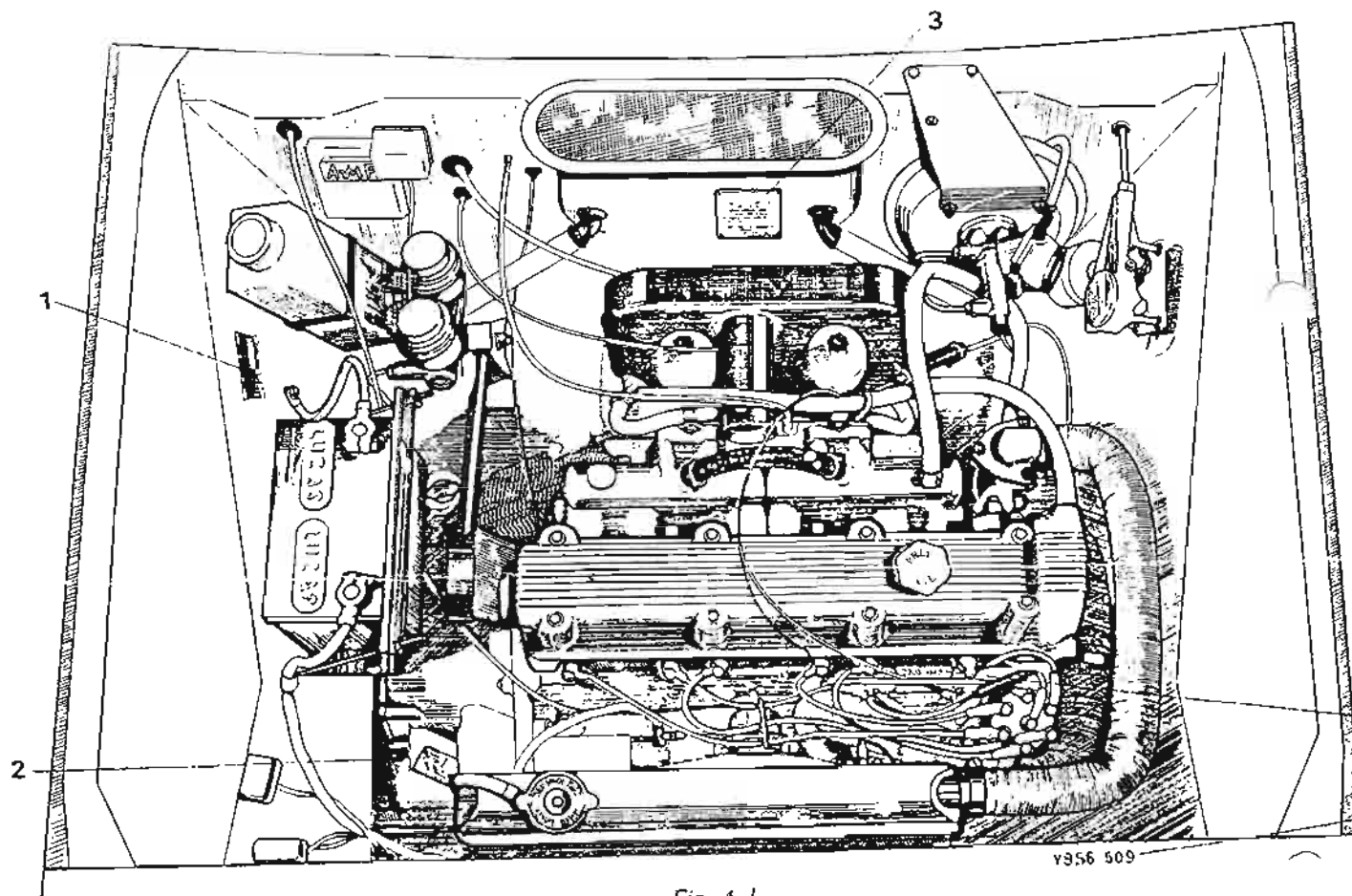


Fig. A-1  
Vehicle Identification

- |                                  |                      |
|----------------------------------|----------------------|
| 1. Paint identification          | 4. Engine number     |
| 2. Automatic Transmission number | 5. Car serial number |
| 3. Compliance plate              |                      |

# PERIOD PIECE

## AUSTIN 1800 CRAYFORD ESTATE

### SPACIOUS AND DE LUXE

#### The Austin 1800 Crayford Estate Car

ESTATE cars come in many makes and sizes and are undeniably useful. I have been trying a Crayford-converted Austin 1800, which is not only very spacious but is an estate car or shooting brake of the best conception, the padded upholstery of which may not be best suited for conveying pigs to market but does make this a splendid holiday or shopping car, etc.

This Crayford conversion from 1800 saloon to shooting brake is less expensive than the Ford Corsair and Zephyr, Fiat 2300, Peugeot 404L, Volvo 121, Simca 1500GL and Triumph 2000 estate cars, more than £350 in some cases. Of these, only the Fiat, Ford Zephyr, Simca and Triumph are faster and from rest to 60 m.p.h. the Austin accelerates better than the Peugeot and Volvo. It is distinctly more economical than the big Fiat and Ford, the Peugeot and the Triumph (I obtained 26.3 m.p.g. of 4-star), perhaps because it is rather lighter than most of the estate wagons in its class.

Dimensionally, it is shorter than the other makes quoted above, by a matter of nearly two feet compared with the Zephyr V6, yet it is wider than all save the Zephyr. It also scores—and these are the important points—in respect of height above road, length of rear compartment, width of loading platform and between the wheel-arches, and height of the loading aperture. The Fiat 2300 is superior over space in rear with the back seat in use, and cubic feet loading volume to window level with the back seat folded (by 8.3 cu. ft.) and the Zephyr has a 9 in. higher loading aperture, but is otherwise inferior. The Austin Crayford has much less overhang than the others, as much as 14½ in. less compared with the Vauxhall Victor 101, for instance.



The front-drive, interconnected Hydroelastic suspension and low, unimpeded floor, enable this Crayford conversion to carry heavy loads without impairing the outstandingly good steering and handling for which the Austin 1800 is noted. I found I could drive fast with something like 5 cwt. behind me with no change in the feel of the car, apart from a slightly less lively rough-road ride and some loss of acceleration. The back seat folds easily and the lift-up rear door, retained open automatically by its struts, renders loading very easy, especially as the four normal doors are retained. A substantial wood-slatted roof-rack, quickly removable, is standard equipment. This causes some wind noise at speed, which at first I blamed on the Dunlop SP41 tyres. The car's appearance is smart and unobtrusively similar to that of the saloon, and its dark red finish was much admired. It is interesting that Crayford make use of the longer body interior to fit extractor vents, with rubber flap-valves, at the rear, which work well in conjunction with the face vents—but which B.M.C., unlike Ford, do not provide on their saloon cars.

There is no need to describe 1800 aspects of the vehicle, which we have dealt with previously, apart from remarking that in a 355-mile day's drive I found the low-geared steering rather tiresome, and the gear change stiff but with a nicely-located lever. The excellence of the ride and cornering, as always, left me very enthusiastic.

The test car was a 1966 model, provided by Green Garage Ltd. of South Warrborough, near Oldham, Hampshire (Long Sutton 149). It was notable that, although it had covered 20,000 miles, it was in excellent mechanical and bodily condition, and that although these engines are sometimes reputed to use a lot of oil, a pint sufficed for 366 miles; the good petrol consumption has already been mentioned. When supplying these Crayford conversions Green Garage remove the unsecured mel-bag from the back of the vehicle, and remove the tools, jack strapped in, wheel-brace clipped in, in the engine compartment. They can do this on any 1800 for £3 10s. The complete car costs £1,104. They also supply a neat dog-guard, folding with the seat, for attachment to the back seat of this or any 1800, for £5 10s. —W. B.

### A PERSONAL RECOLLECTION

At a display of current Volkswagen models put on by Colbourne Garages Ltd. at the Talbot Hotel, Ripley, on September 30th, which was visited by hundreds of their customers, the i.h.d. two-tone 1947 VW, JLT 420, which first decided Mr. Colbourne-Baber to become an agent in this country for these cars, formed the centrepiece.

Seeing the car again aroused memories for me, because it was this "Beetle" that I drove in 1955 while Mr. Baber had flown to Germany for a business meeting with VW, and which thus became the subject of Motor Sport's first Volkswagen road-test. More than that, I was so impressed with this then-regarded-as-unconventional German car, apart from the feel of its cable brakes, that I decided to become a VW user, from which stemmed my reborn enthusiasm for these cars which raged for half-a-decade and has not altogether subsided. Indeed, I travelled to this pleasant party on my 1955 "Beetle," which has the same 1,131 c.c. engine as Mr. Baber's older car, which is thought to have completed in excess of 100,000 miles.

It is interesting that it was this car, and an earlier article we had published from an R.A.P. office about a wartime VW he had used in Germany, that cultivated Motor Sport's enthusiasm for this now famous make, of which some 14 million have been built to date. Incidentally, Mr. Baber tells me that the affectionate term "Beetle" originated at his son's prep-school, no doubt with JLT 420 in mind, and was afterwards used by him when he founded the Volkswagen O.C. and named their magazine *Beetling*. From there, of course, it had passed into common usage. —W. B.

### WASTE NOT, WANT NOT

Last month we published a picture of a road junction in Wales "protected" by HALT, STOP and GIVE-WAY signs. When we passed there a few days afterwards, the expensive new GIVE-WAY sign was no longer displayed. . . .

### MORRIS 1800 BREAKS RECORDS

Record breaking is something of a lost art these days. But during September a two-carburettor Morris 1800 saloon broke seven International Class E (production cars) records. It made this long-duration attempt at Monza and averaged 89.9 m.p.h. for four days to 92.54 m.p.h. or 15,000 miles. The drivers were Baker, Enever, Aaltonen, Vermaeve, Vail and Poole and B.M.C.'s new Competition Manager, Peter Browning, supervised the run. Dunlop tyres and Castrol oil were used.

# LEYLAND TRANSVERSE BALL JOINT FIX

If the Mini, 1100, 1300, 1500, 1800, Tasman, or Kimberley in your family grinds to a halt looking like this, then chances are that one of the swivel hub ball joints are at fault. So let's put it back together again...



One of the early symptoms of a loose swivel hub ball joint is a distinct clonking noise from the front suspension of the vehicle as it is driven around corners or over uneven road surfaces.

Naturally enough if a noise is not investigated and rectified when it is first noticed it is senseless to blame the manufacturer of the vehicle for the inconvenience suffered because the car is off the road for repairs when in the first instance you should have investigated the noise.

So if there is a noise in the front of your vast/west hee er-motor-type-car then check it out. Remove the hubcaps from the front wheels and check the

tightness of the front wheel nuts and the axle nut. If they are tight then grab the top of each wheel in turn and give it a good shake - any free play in the ball joints will be evident.

Raise the front of the car and support it on stands, and while an assistant holds the front brake firmly applied, rock the front wheels in turn to see if there is any movement in the top or bottom control arm joints.

Any movement must be eliminated by tightening the loose pivot nuts/bolts, adjusting loose ball joints or by renewing faulty bushes or joints.

To adjust a loose ball joint it is necessary to disconnect it from the mating control arm, remove the grease

seal and the lock nut and then withdraw sufficient shims from the joint to minimise end-play when the nut is reinstalled.

If your Morris/Austin is unlucky enough to separate a ball joint from the swivel hub it is a relatively simple job to reconnect it and it is well within the scope of the home do-it-yourself enthusiast...

## WHAT YOU'LL NEED

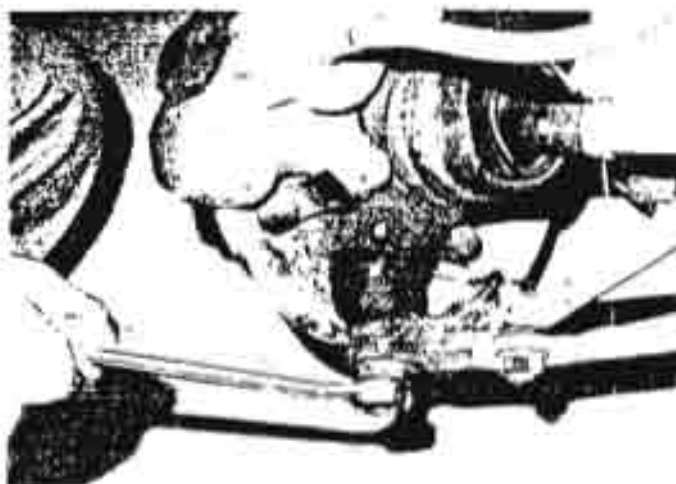
**Tools:** A suitable jack to raise the front of the vehicle sufficiently to enable a pair of axle stands to be positioned beneath the body frame rails, a castor, hand spanners, a hammer and a steel bar.

**Materials:** A new ball joint lock tab

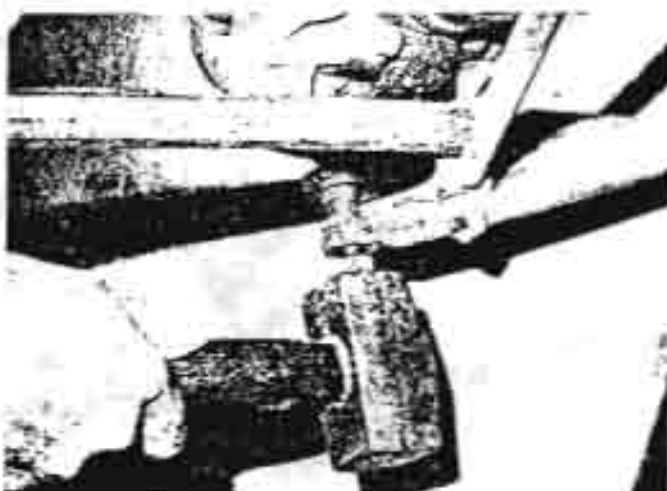




1. Remove the hub cap from the wheel that is to be fixed and loosen the wheel nuts. Carefully raise the vehicle, broken side first, and support it on stands that will provide maximum safety and sufficient working clearance.



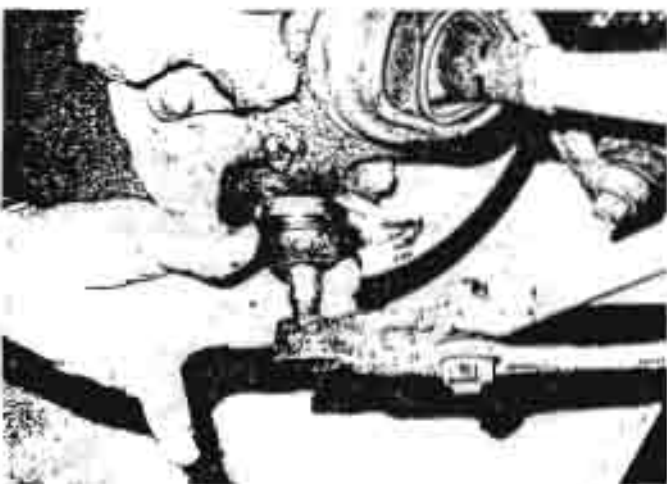
2. Remove the wheel nuts and the road wheel. Using the correct sized spanner remove the bottom ball joint nut (or if it is the top joint that is at fault — remove the top ball joint nut) and the spring washer.



3. Clean the threads of the nut and the ball joint stud, smear them with clean oil and instal the nut until it is flush with the end of the stud. To absorb the shock hold the steel bar across the arm and drive the joint from its seat.



4. Remove the nut and withdraw the joint. If the nut cannot be removed because the joint turns then place a suitable spacer into the joint lock nut and press down onto it to hold the joint lightly in the seat to enable nut removal.



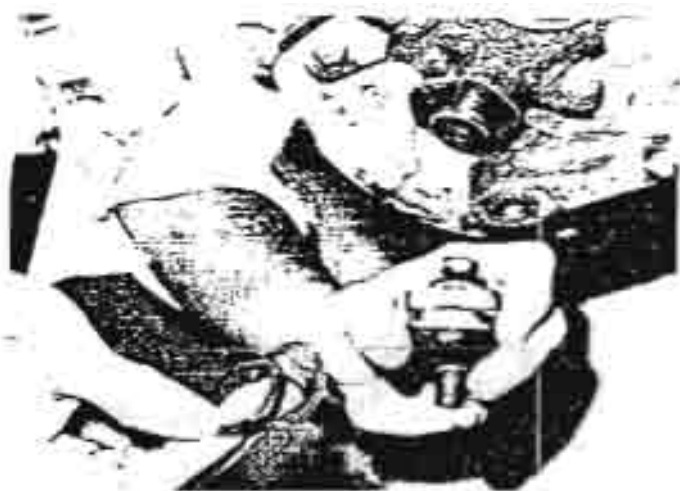
5. Position the hub assembly to one side, tap the end of the stud to dislodge it from the seat in the end of the suspension arm, detach it and separate the dust cover, stud, spring and spring seat from the lock nut.



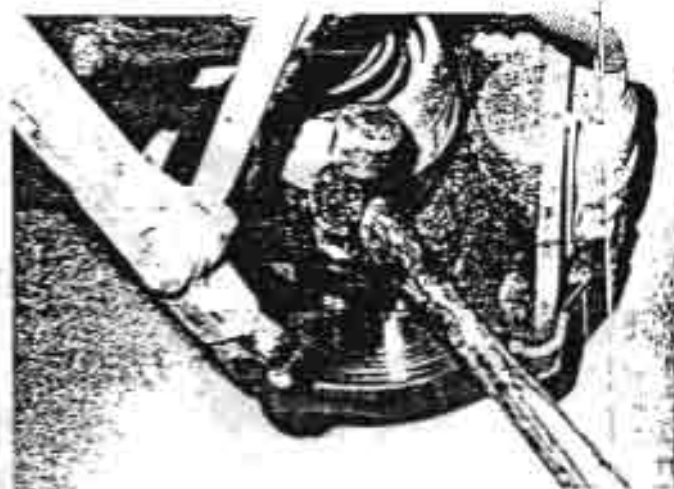
6. Withdraw the shims from the bottom of the threaded section on the swivel hub (or from the inside of the lock nut) and place them to one side for reassembly. Remove the grease nipple and detach the remains of the lock washer.



7. Inspect the thread on the end of the swivel hub for damage. If damaged it will be necessary to renew the swivel hub assembly as detailed in a workshop manual. If OK then install a new lock washer.



8. Adhere the removed shims to the lock washer, place the spring and the spring seat up into the recess in the end of the swivel hub, and smear the mating surfaces of the stud and the lock nut with grease. Assemble the stud to the lock nut.



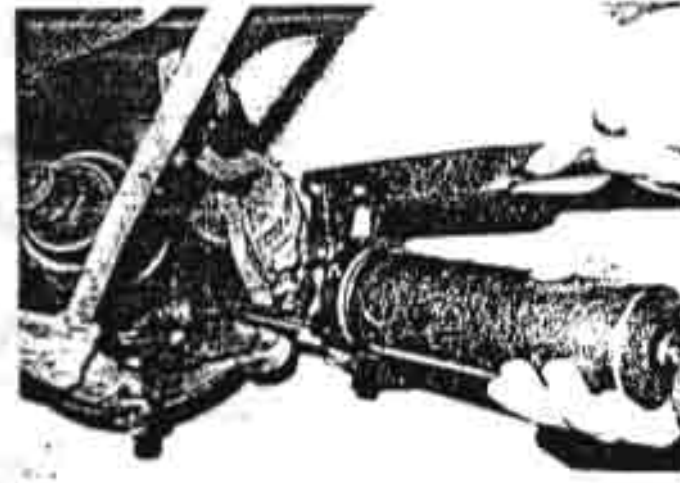
9. While holding the stud centrally in the lock nut screw the nut up onto the threaded section of the hub ensuring that the end of the stud seats on the spring seat correctly. Tighten the lock nut - bend over the lock tab.



10. With the nut tightened check the joint for free-play by rocking it back and forth. If the joint cannot be rocked it is possible that the spring seat is incorrectly positioned. When checking, if correctly seated, add a thin shim.



11. To remove the free-play detach a shim and recheck the joint play as in operation (10). When correct lever down on the arm and guide the end of the stud into the orifice in the arm. In the case of the top arm it will be necessary to raise it.

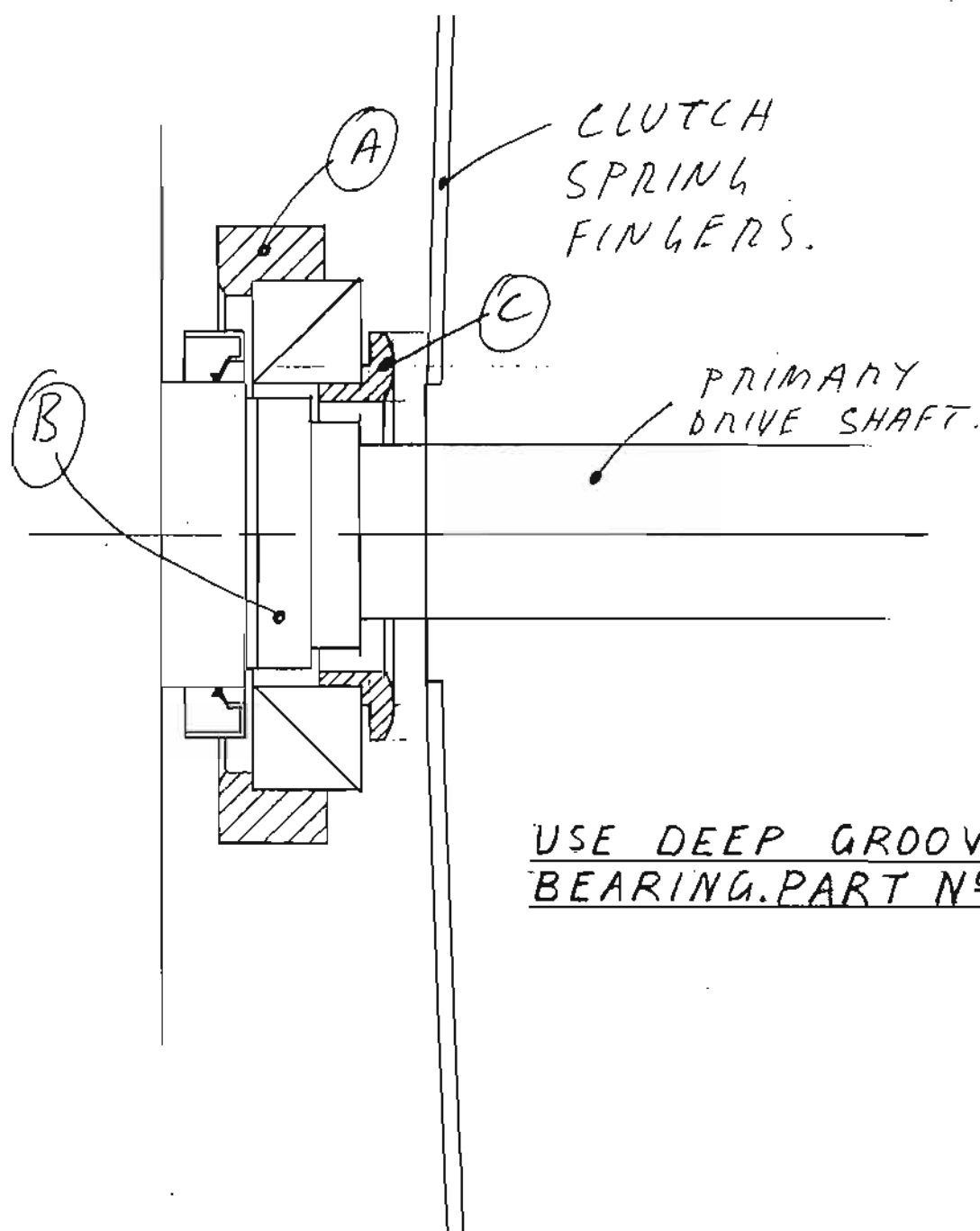


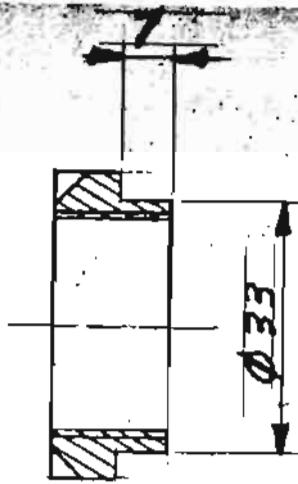
12. Install the spring washer and the retaining nut. Tighten the nut using the correct socket and a bar. Grease the nipple on the ball joint and then install the road wheel and the axle nuts. Lower the vehicle to the ground and tighten the nuts.

# BALL BEARING CLUTCH THRUST RACE

By former member Kevin Maas

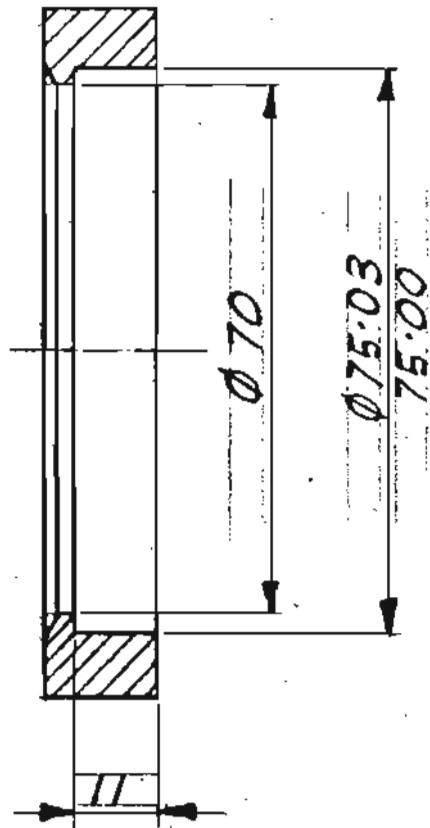
Here is a diagrammatic description of how I converted my 1800 to the ball bearing clutch thrust race. I installed the system some 10 years ago, and it remained trouble free up until I disposed of the car earlier this year





(B)

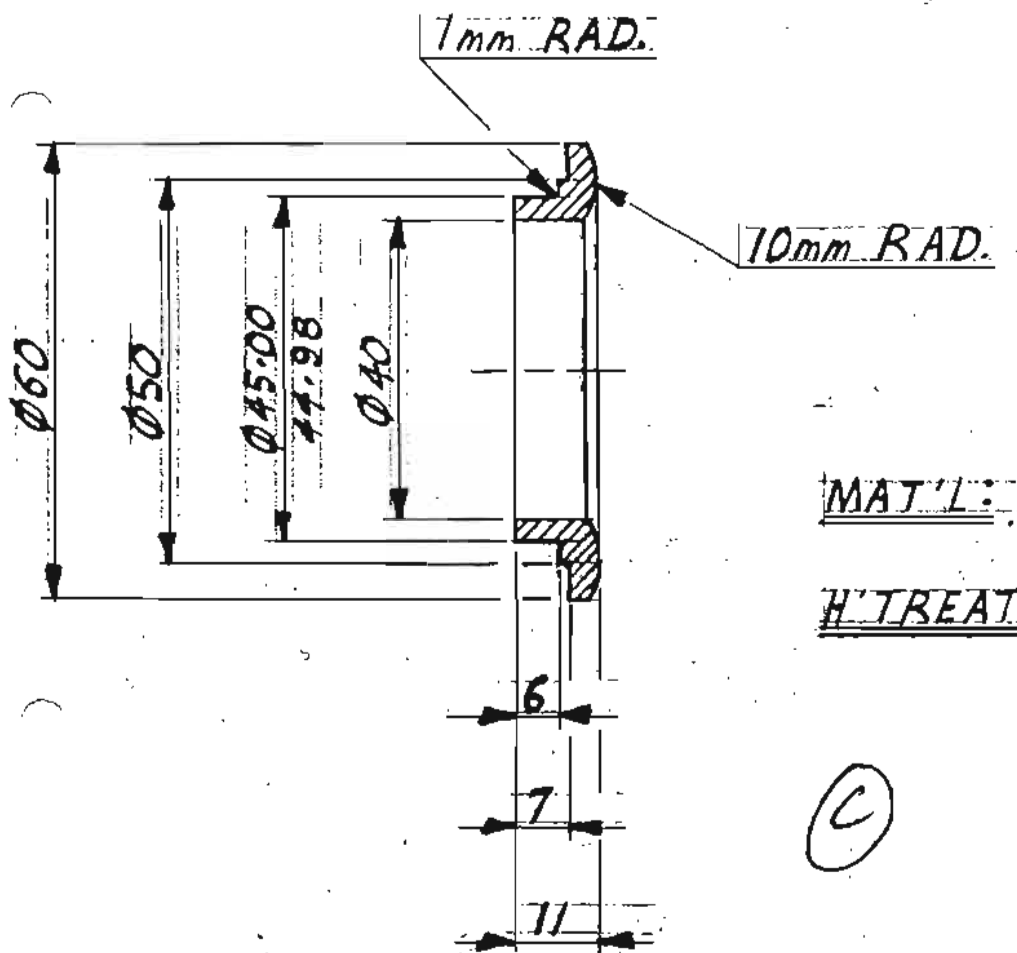
MODIFY EXISTING PART



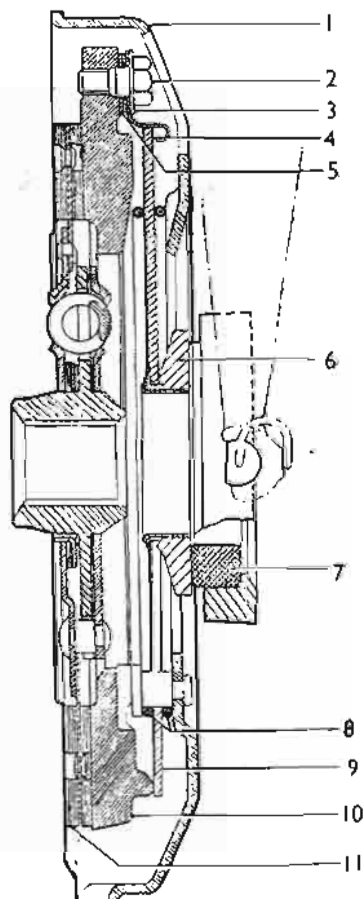
(A)

MODIFY EXISTING PART



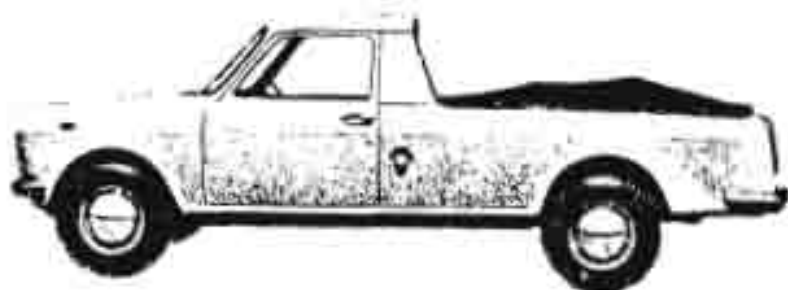


### NORMAL CLUTCH CROSS-SECTION



*A section through the clutch*

- |                          |                      |
|--------------------------|----------------------|
| 1. Cover.                | 7. Release bearing.  |
| 2. Strap bolt.           | 8. Annular rings.    |
| 3. Washer.               | 9. Diaphragm spring. |
| 4. Clip.                 | 10. Pressure plate.  |
| 5. Pressure-plate strap. | 11. Driven plate.    |
| 6. Release plate.        |                      |



1800 Utility First introduced July 1968

# The astounding Australian Austin 1800 Utility



## DESIGNED AND PROVED IN AUSTRALIA

This new concept of commercial vehicle design, using the successful combination of front wheel drive and hydraulic suspension, gives the 1800 Utility unparalleled stability and comfort even on any road surface.

The Austin 1800 Utility has been designed and developed in Australia and will be produced at the British Motor Corporation's Zetland, N.S.W. plant.

For the past two years, the 1800 Utility has undergone rigorous on-track and city driving tests to ensure that it will meet the demanding requirements of the home and overseas markets.

Tax inclusive price in the Austin 1800 Utility is £5,250—manual £2,250—automatic, and £3,000 for the basic chassis equipment. Transport costs £200 extra.

### MORE CARRYING SPACE

The main feature of the utility is usable carrying space. With the Kwik-Load piggy, front wheel drive arrangement, over 50% of the load weight is borne by available rear passenger and load space.

The engineering design also al-

lows the driver's cab to sit above the load side and saddle bar which causes damage and can be easily replaced.

The load capacity of the 1800 Utility is 1,000 lbs.

### CHASSIS—CAB VERSION

The 1800 Utility has a strong rigid chassis frame of box steel for torsional strength and stiffness.

In order to meet different operator requirements, the 1800 Utility is also available as a chassis cab which can be built into a delivery van or other special body variations.

Passenger accommodation and comfort has been given serious thought. Driver and passenger have their own individually adjustable seats set in for as little as 10% of the timelessly designed factor. Safety belts are standard equipment. As a safety feature, when automatic transmission is fitted, the control lever is mounted

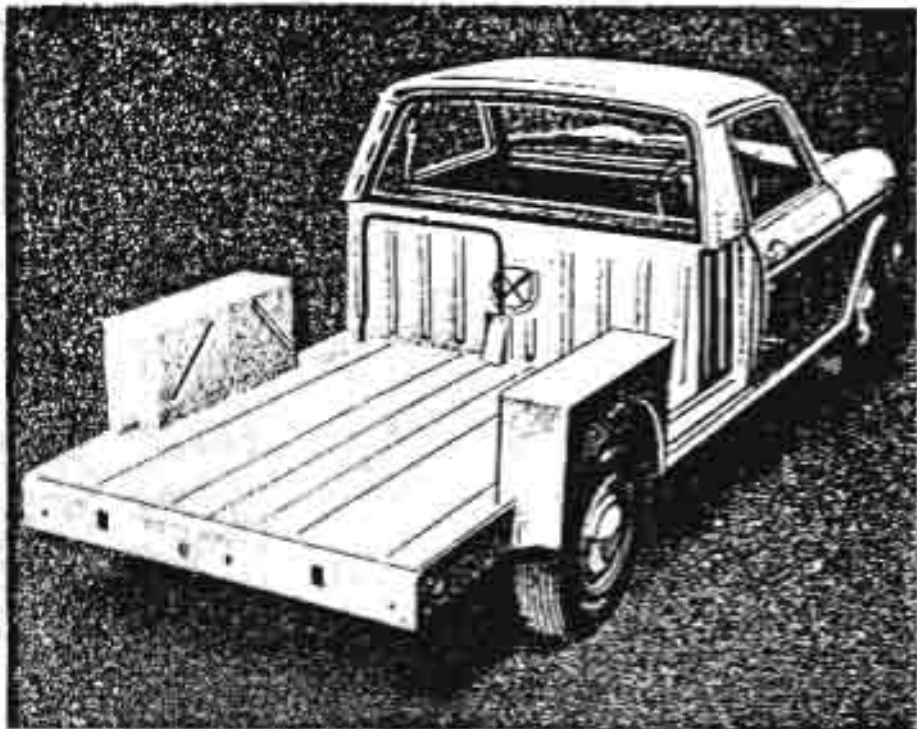
on the right hand side of the footrest so that children cannot reach the lever while the utility is in motion.

Heavy duty hydraulic suspension with torsion bars for heavy heavy loads. Combined with precise rack and pinion steering gives the 1800 Utility a smooth comfortable ride whether loaded or unloaded.

Power assisted disc brakes, which also operate control under load conditions are fitted on the front wheels. A split braking system prevents complete brake failure.

Every 1800 Utility is powered by H.M.C.'s own heavy four-cylinder four piston power. Each body is coated with tough enamel and rust-proofing solutions that protect the body against rust inside and out. A full complement of fitted as standard equipment. The 12 gallon fuel tank is centrally located underneath the floor in a position safe from some damage. Standard equipment of the Austin 1800 Utility is:





This is the basic version of the Austin 1800 Utility. It can be converted to a tabletop or used as a base for a custom-built body to suit your particular application.

The 1800 utility retains all the main engineering features which have made the Austin 1800 the sixth best selling car in Australia.

These standard features include:

- Economical, five main bearing 1800 c.c. engine.
- An Aust-West power unit which leaves over 80% of the overall length for load and passenger space.
- Fully independent hydroelastic suspension, assisted by torsion bars for heavy loads.
- All-synchromesh four-speed gear box.
- Rack and pinion steering.
- Power assisted disc brakes at front, with a self-lubricating system.
- Flow through cab ventilation.
- Body protected by the H.E.C. (Heavy Duty) rust prevention process.
- Durr-Watney 25 automatic transmission is an optional extra.

#### AUSTIN 1800 UTILITY SPECIFICATIONS

**Engine**—Water cooled, overhead valve, four cylinder, five-bearing crankshaft, counterbalanced and fitted with vibration dampers. In unit with clutch gearbox and final drive installed transversely in front of vehicle. Bore 2.14 in. (54.26 mm), stroke 2.0 in. (50.8 mm), cubic capacity 180.75 cu. in. (11.28 c.v.), compression ratio 9.6:1. Maximum power 84 bhp at 5,300 rpm. Gross torque 100 lb/ft at 2,200 rpm.

**Fuel System**—S.T. carburettor, type HS 4 with paper element air cleaner and warm air intake. Mechanical fuel pump. Tank capacity 13 gallons.

**Lubrication System**—Full pressure feed pump feeds oil bath for manual gearbox and final drive; internal gear type pump driven by camshaft; external full flow filter; gear oil filter in pump with internal magnet; total

oil capacity 11 1/2 pints plus 1 1/2 pints for external filter in manual version.

**Ignition System**—12-coil coil and distributor with automatic and vacuum controlled advance and retard.

**Cooling System**—Closed pressurized system with expansion tank, pump, fan and thermostat. Capacity 45 pints.

**Transmission Manual**—Five in single dry plate 5 in. diameter with diaphragm spring plate; hydraulic operation by positive pedal. Four speed gearbox with synchromesh on 1st, 2nd, 3rd and top; central gear lever rubbers insulated from body floor and operating box by flexible cables. Final drive casing in unit with engine and gearbox, ratio 12.5:1 (11.6/10). Drive to front wheels via helical spur gears and open drive shafts with universal joints.

**Steering**—Rack and pinion, 18 turns lock to lock. Track (front) 56.12" (rear) 56.25".

**Suspension**—Front—Independent with upper and lower arms and locating horns, coiled axles mounted on ball joints. Hydraulic dampers interconnected front to rear, air-mounted longitudinally in front suspension tube across front of bulkhead. Rear—Independent with locating horns incorporating hydraulic dampers. Torsion bar assisted.

**Electrical**—High output dynamo with current and voltage control; 12 volt, 50 ampere hour battery at 20 hour rate. Double dipping sealed beam headlights, foot operated dip switch, headlamp flasher incorporated in direction flasher switch.

Windshield, self-parking windshield wipers. Dual windup horn with horn push in steering wheel centre. Interior light with manual switch and courtesy switches on front doors,

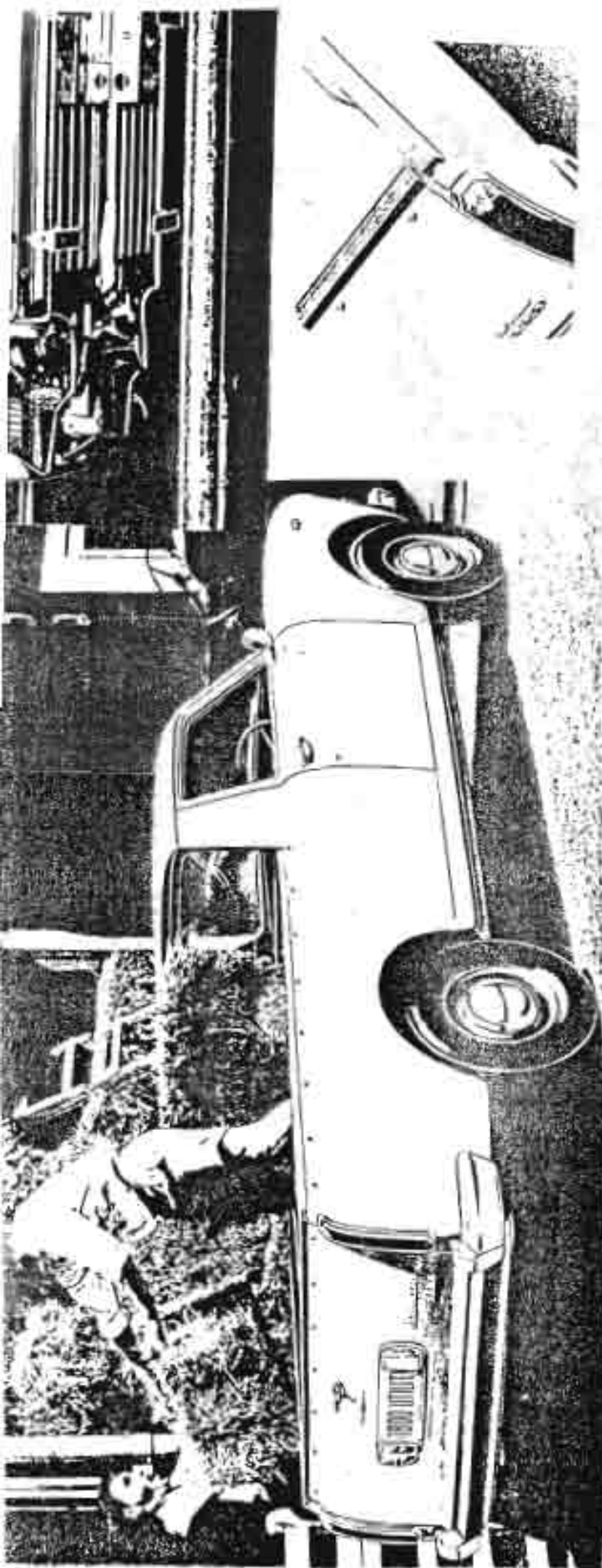
Concealed illumination for instruments.

**Instruments**—Ribbon type speedometer with mileage recorder combined with water temperature and fuel gauges. Head/side lamp switch; combined ignition and starter switch; warning lights to show low oil pressure, dirty oil filter, headlamps high beam and generator not charging.

**Cab Details**—Two door, three seat, all welded steel unitary construction. Safety glass all round; large curved windscreen; flat rear window; windscreen washers; interior and exterior driving mirrors; ash tray; padded safety supervisors; adjustable bench type front seat; bonnet lock operated from inside cab; full width facts with trimmed upper and lower padded crash roll; rigid padded crash roll full width over parcel shelf which is below facts; rubber floor mats; three point lap/sash safety belts for driver and passenger.

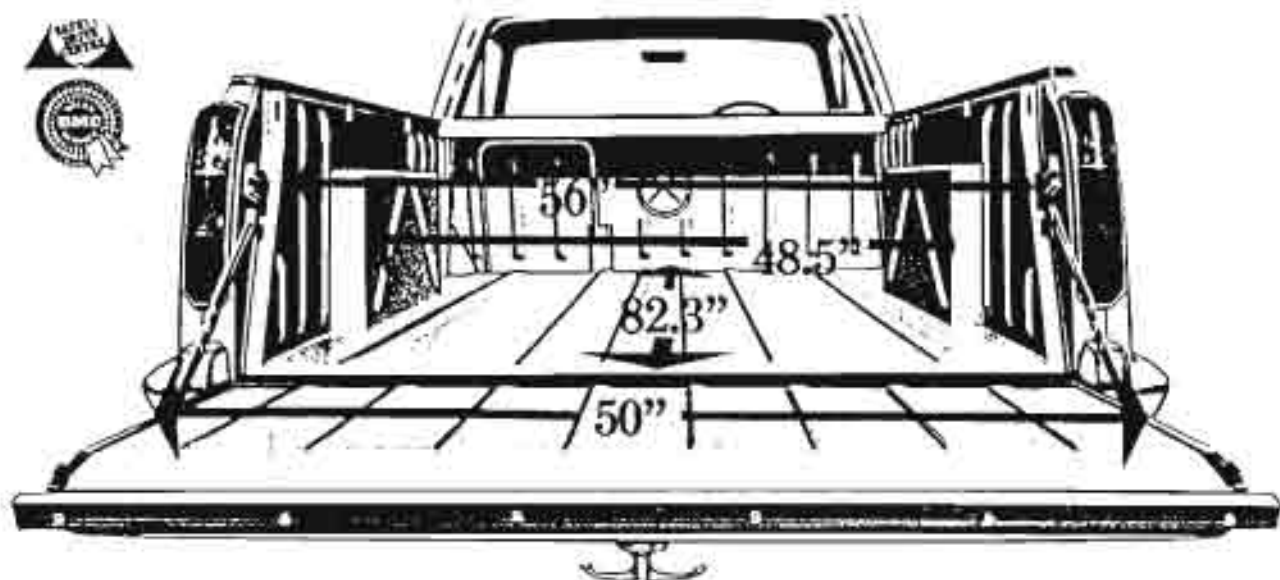


with mounting points provided for third passenger; courtesy light switches in both front doors; separate fresh air system with outlets either side of parcel tray which is adjustable for flow rate and outlet direction.



The cut-out in the bench seat gave room for the skewed gear lever and therefore three people could sit in comfort. Right: a 1970 Ford Mustang II Utility.





# New Austin 1800 Utility

REALLY MEASURES UP TO THE JOB

You've been looking for a utility like this. A compact utility—only 14ft. 5½ins. long—yet with more passenger room and usable carrying space than in any other utility its size. BMC delivers the goods with the astounding Austin 1800 Utility. Look at its dimensions: 48½" between wheel arches, 56" overall. A tray length of 82.3". A 50" wide loading space between the tailgate. And because it has heavy duty fully independent Hydrolastic\* fluid suspension . . . the Austin 1800 rides and handles with the boulevard smoothness of a saloon car. Power disc brakes. Safety-proven split braking system. All synchro-mesh gearbox. Flow-through ventilation. They're all standard. Arrange a test drive soon. Be astounded at the space, ruggedness and

value that puts the Austin 1800 Utility into a class of its own. Choose from 4-speed manual or 3-speed automatic. Priced from \$2040 tax included. Tonneau cover optional extra.

Prices slightly higher in some country areas.  
\*Borg's trademark.



Compare the Austin 1800 Utility with these 3 other popular makes — and see the advantages.

	Overall/Body Length	Tray Length	Width Between Wheel Arches	Width Between Tailgate	Overall/Tray Width	Power/Disc Brakes	All/Synchro Gearbox
Austin 1800 Utility	173.6"	82.3"	48.5"	50"	56"	Standard	Standard
Utility "A"	164.8"	60.6"	44.8"	50.5"	57.8"	Optional	Optional
Utility "B"	181.4"	80.5"	41.6"	49.2"	58"	Optional	Optional
Utility "C"	192.35"	82.4"	43.6"	46.8"	57"	Optional	Standard

26 Irene Street  
North Coburg  
Melbourne  
Victoria  
3058

Ph. & Fax. (03) 9354 9353

### **George Moore Motors**

B.M.C. & Automatic Transmission Specialists

**AUSTIN 1800 EXPERT HAS REBUILT OVER 1000 AUTOMATIC  
TRANSMISSION UNITS - HAS SOME SPARE PARTS AVAILABLE -  
EXPERT REPAIRS - SUSPENSION PUMP UP**

1. To suit manual cars with cone type drive flanges or for automatics or those who want to change to this truly heavy duty universal joint consisting of solid steel cones manufactured to 0.001" tolerance to take 7 tonne truck universal joint. This is a top job which will outlast anything and everything, provided they are fitted correctly on burr-free yokes with top condition factory "U" bolts and lock nuts. Properly fitted means "carefully, cleanly, cleverly fitted and obviously not dropping or disturbing any rollers." Some of these are still running well after 10 years continuous service.

Special price of \$95 each.

2. Can recondition some cast iron water pumps from \$60.
3. Crack tested and surface cylinder heads from \$150 change over.
4. Timing case seals \$3.00.
5. Flashing indicator switch assembly, good to new from \$60 - \$150.
6. Have one brand new CV joint and nut for \$170.
7. Reconditioned distributors from \$60 changeover.
8. New automatic transmission pumps \$180.
9. Brand new reverse servo \$150.
10. Brand new auto engine primary filter \$10.
11. Numerous other parts available.

Please contact George Moore on 9354 9353 to see if he has the part you need.

# FOR SALE...

Austin Kimberely 1971 Auto Fair condition Not run for 2 years Lots of spares Mrs Austin  
\$1,000 [07] 3849 5281

Mk 11 1800 1970 86,000 miles \$2,500 Kevin Stucky [07] 5536 1177

Mk 1 1/2 1800 no reg or rwc best offer car in Mt Evelyn Club member Russell Greenwood  
[03] 52 297780

1800 spares no cylinder heads or panels ring before 8 pm club member Jim Duffin  
[03] 527 88373 Geelong Vic

1800 mk 11 man 1970 some rust sugar cane/ maroon \$1,000 reg but no rwc Janine  
Winter Boronia [03] 9762 9021

1800 mk 11 auto 1969 109,000 stored for the last 10 years Kevin Manning [03] 9484  
2619 offers

1800 Mk 11 man no rust reconditioned engine and many other bits \$600 Walter Molyneux  
[02] 9759 6139

3 1800s a mk 1 auto; a mk 11 man. resprayed in Sugar Cane- needs mechanical work  
and a mk 11 parts car \$500 the lot Peter Marshall Bendigo [03] 54 44 0483

1800 mk 11 1970 2 owners auto white/ green no reg [03 ] 9533 1412 Wade Coster

1800 mk 1 1966 no. 3822 man \$1950 Owen Caringbah NSW 9524 4047 Owen

1800 mk 11 Man E.C. White \$1750 0266 741 315

Wolseley 18/ 85 Auto, PAS white/ black leather 48,500 miles Erin 0411 284 692 **\$7,500**  
photo's with Pat Farrell, who thinks there is one too many zero's in the price !

1800 mk 1 1966 wreck or restore Clifton Springs \$100 Glen Ford [03 ] 5253 1965

1800 mk 1 1966 c/n 3822 man. unreg. re conditioned mk 11 donk[ original block  
available ] very good paint & interior Owen Lenny Caringbam NSW [02] 9524 4047 \$1,800

1800 mk 11 interior & exterior shot man offers Pauline Curren Salisbury NSW 3277 7636

1800 mk 1 Ute Few dents in sills Peter Tadman \$800 NSW [02] 3266 4537

1800 mk 11 immaculate 1 owner Kingscliffe NSW [02] 6674 1315

26 Irene Street  
North Coburg  
Melbourne  
Victoria  
3058

Ph. & Fax. (03) 9354 9353

## **George Moore Motors**

**B.M.C. & Automatic Transmission Specialists**

### **AUSTIN 1800 AUTOMATIC 1971 (GREEN)**

This automatic transmission has been reconditioned to a high standard, some of the highlights of this rebuild are heavy duty clutches and H.D. bands, reconditioned convertor, reconditioned starter and new ring gear. Drive chain is 80% new, top brand oil cooler supplied from surplus oil and cool oil returned to the drive chain for extra massive lubrication of the top sprocket and chain, also a much improved breather to allow for rapid filling of transmission and also less chance of auto spilling over on hot days when car parked for long periods. A brand new oil pump and reverse servo fitted, also large area oil filter, all new gaskets, seals, o rings, and bushes, diff centre reconditioned, 19 pints auto oil, 200psi heavy duty hose fitted to oil cooler.

In the last 1000 miles this car has had new electric windscreen washers and new front pads. The front end and steering is in very good condition. A full tune with new plugs, points, air cleaner, cylinder head torqued and tappets set. The PCV valve and hoses cleaned and reconditioned, universal joints as new, top radiator bracket beefed up, two fuel filters fitted with new fuel hoses to induce anti vapour lock. Carburettor cleaned and float level and mixture set, engine ignition timing set, new front carpet going in and windscreen washer jets adjusted. Indicator switch repaired and made fully operational. The parcel shelf on this car is fitted with utility tailgate type doors that were available as accessories in the car's heyday, drivers door has a clear weather shield.

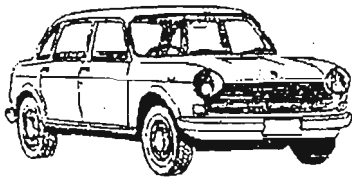
The body and paintwork is marked on both front doors where they have been allowed to over open and the left hand headlight area has a small dent, but the body work could be repaired for approximately \$400.

The exhaust muffler, tail pipe and flexible piece are stainless steel. The tool kit is remarkably complete and as new.

This car has January 2000 registration and is available with a RWC. I feel a knowledgeable Austin 1800 enthusiast could see value in the asking price of \$3500.

George Moore.



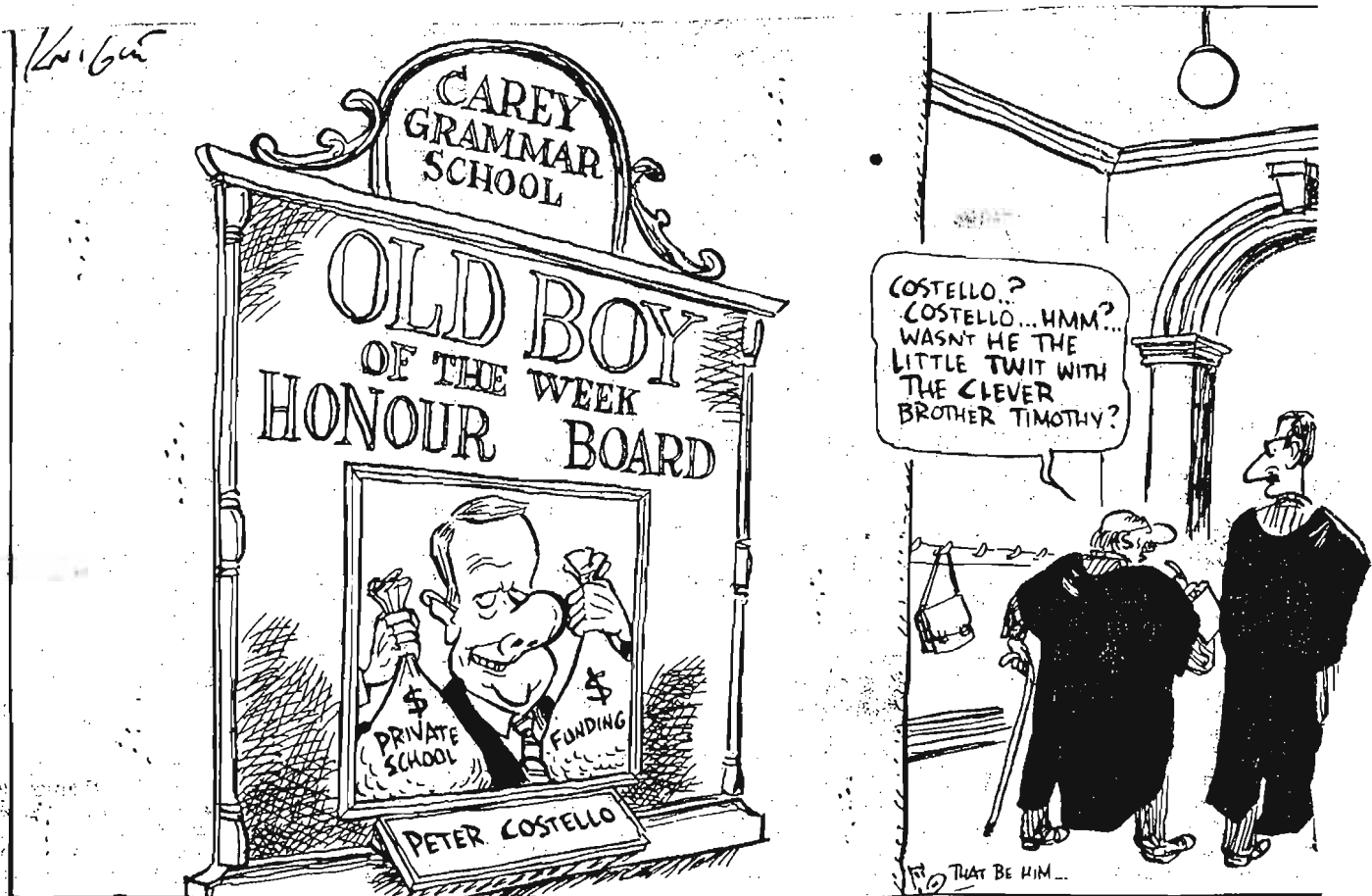


# LANDCRAB

CLUB OF AUSTRALASIA INC.



WELCOME TO NEWSLETTER NUMBER 86 FOR APRIL & MAY, 1999



# INTRODUCING...

Spiros Flessas

Box 488 Cronulla  
N.S.W. 2230

[02] 9668 9651

Mk 11 1800

Subject: Some messages and technical queries requiring advice.

This week have had the visit of another Austin 1800 lover. His profession is a school teacher, mid forties married with local lady and father of two boys. A very fine genuine gentleman of excellent social posture.

His name is Peter Cippolone, Ph. # 02-9498-1662. Fax # 02-9499-4912.  
Hope this week he is posting to you membership application.

Peter Cippolone is driving a fine Mk 2 freshly painted with BMC colour, top job. He is after some bumper bar and an original radio,

**Peter Cippolone's Mk 2 runs smoothly on low revs with a high acceleration, on non leaded petrol.**

Cippolone's Mk 2 was running on UNLEADED PETROL. I asked Peter for a short ride. The vehicle within hundred yards on the third gear especially requested, it hit some 55 miles too quick on the speedometer. Lots of power, and a very smooth running. But: when the engine is hot and switches it off, the engine has a tendency to run for a few seconds. Apparently she wants to be a little sister to Diesel. But no harm.

**How P. Cippolone achieved the above.**

Cippolone told me, that took his car at Brookvale - Nth. Sydney to a place called MINI - and something else I can not recall the rest of the name. And they fitted hard valve seats and he does not know what else. *I will enquire and come back to you.*

**An expert in Sydney for the Morris & Austins.**

Named Keith Wells Ph. # 02-9636-2628. Former employee of the BMC at Zetland works in Sydney. Keith is a dexterous hands on man and fine person and mechanic

He is got an easy job couple of years ago in the technical staff of the Sydney Taronga Zoo, nice easy job and no longer deals working on the BMCs.

**The BW 35 automatic for the 1800s Rear band adjustment.**

I have wrecked several rear bands cylinder housings, due to inadequate gap. Keith advised me to adjust the Rear band on 1/4" gap, and then would be no more cracking of the cylinder housings of said band. And this was the answer to eradicate that nightmare.

**Serious problems with malfunction on the automatic transmission, while**

**everyhting apperas to be to the book.**

The characteristic of the problem is as follows:

a/ Gears change with engine revving up and the top gear in fairly early time while the vehicle still in some 25 - 30 mph. But no guts. No power, Revving up is inobidient to the throttle. Is appera like something is holding the whole vehicle.

b/ Acceleration with serious impotence. It apperas, like one gear is working against an other. And engine with 155psi compression and fine tuning, is badly weak, and no power. No speed. Just strilling in some 30mph at the most.

Does anybody having simiral problem with automatic 1800s ?

There is any remedy ? any good advise how to deal with this problem ?

**Would you like a list of our spares from dismendled cars. and other Suydney Austin owners of my knowledge, not yet members to Landcrab ?**

Best Regards,  
yours sincerely

*S. K. Flessas*

Spiros K. Flessas.

March 3rd 1999 - Sydney.

David Callard

54 Collins Street  
Benowa QLD 4217

[07] 559 73 847

2 Mk 11 s

"I believe that one of my cars sat on a water tank fpr spme years. The body is the straightest I have seen. I am trying to convert it from manual to automatic"

**CLUB FEES OF \$30 BECOME DUE 30/6. PAY NOW  
AND AVOID THE RUSH. REMIT TO THE LANDCRAB  
CLUB 22 DAVISON STREET, MITCHAM 3132**

## "ALTERNATOR CHANGEOVER"

AUSTIN 1800, MK2.

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

**Make:** INGRAM Part No: 826290.

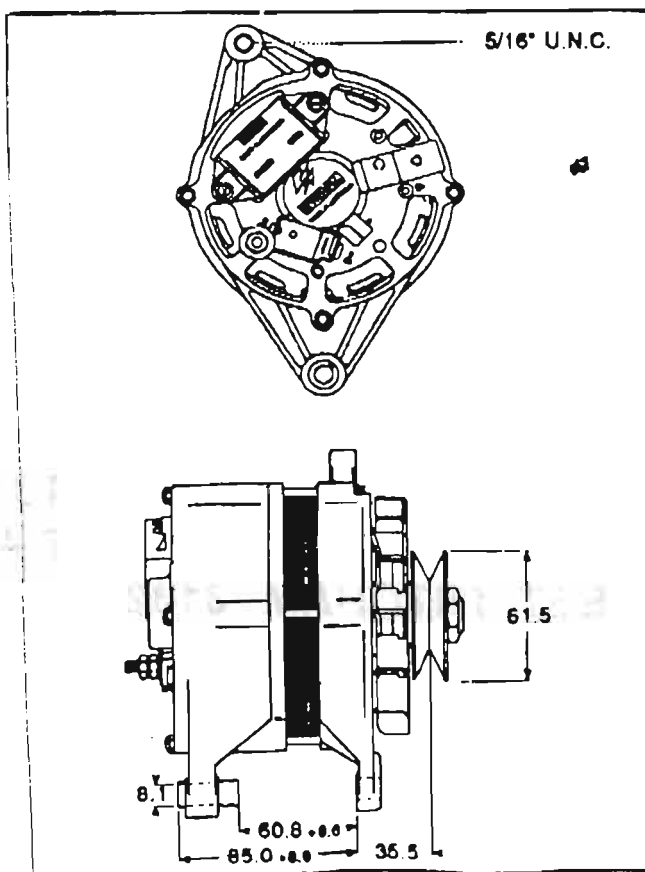
Features Built-in Regulator, and a high output current rating (60A).

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

-----  
**INSTALLATION:** Simple "Bolt-on mechanically."

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

KGP.



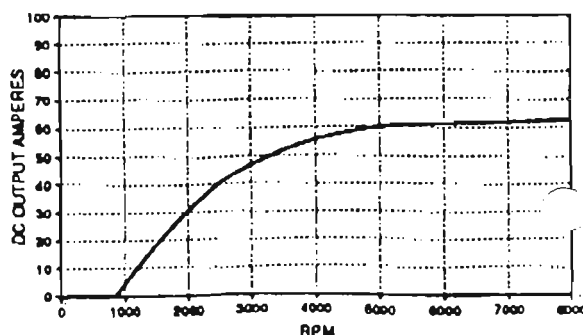
### **826290 12V 55A**

Suits: Ford applications

Replaces: BXF1242

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

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



Dimensions in millimeters unless noted.

## We've had an earful

The moment in Victorian history when the first rabbit set foot on local soil was a considerable one. Mr Thomas Austin is given credit for that disaster: he opened the cage to let loose two dozen near Winchester at Christmas, 1859. Before you could ask, "What's up, doc?" there were cottontails hopping around from Western Port to the Murray.

But even the prolific bunny pales in comparison with the most phenomenal breeder of them all: a small, noisy, infuriating, unstoppable pest that has multiplied faster than blowflies at a punk rockers picnic. The mobile phone.

On radio the other day, a telecommunications nerd was analysing the mobile phone market. Business was still brisk, said the nerd. There had been, for example, 200,000 new connections in December.

Jon Faine, the 3LO interviewer, darned near dropped out of his tree. TWO HUNDRED THOUSAND? Faine tried to get his mind around it. "B-b-but that's 6500 a day! (Scribble, scribble). It's four a minute! One every 15 seconds!"

Not even rabbits breed this fast. It is a plague of Biblical proportions. In shops and cafes, washrooms and buses, up mountains and in spas, the mobiles' electronic voices call to their owners with escalating urgency.

Private clubs and golf clubs are among the few refuges left. At my city retreat, manager Harry asks that you surrender your telephonic weaponry at the door (a bit

like at a saloon in the Old West). At my golf club, you are threatened with injury by niblick for using a mobile on the course. But the shadow of The Pest is everywhere. In my latest golf club newsletter, another Harry (the club prez) tells me a mobile phone relay tower is about to be built "unobtrusively" at the end of the practice fairway. It will bring in some handy rent, says president Harry. (With a bit of luck, my slice may finally come in handy and knock a transformer or two off the tower.)

But what is the use? The battle is already lost. The streets have been invaded by the mobile army, chatting to invisible friends and filling the world with odd half-conversations.

Mobile relay boxes are popping up everywhere. Every second church seems to have rented out its steeple.

At the end of Glenferrie Rd, Malvern, is a church I pass each day. When you look up, you see not only the cross of the Christian soldier but also the multiple war-heads of the Intercontinental Ballistic Mobile.

At the rate of four a minute, it is obvious that the mobile phone will quickly reach the level of infestation that prompted rabbit researchers to develop the calicivirus.

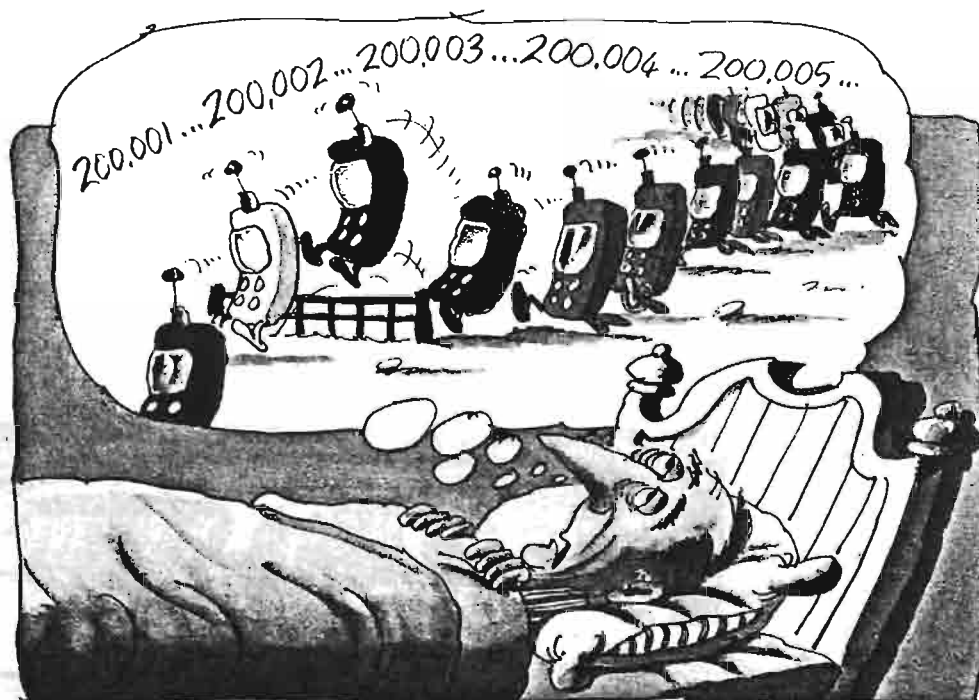
Perhaps we will eventually need to introduce some form of similar infection to thin out the telecommunications varmints. Already there have been theories about the hazards of mobile micro-waves. Surely warning stickers must come. They will start off rather modestly, like those on the early cigarette packets: "Health authorities warn that mobile phones can damage your health."

**WARNING:** Use this mobile phone in a restaurant and you may be beaten to death by the diners at the next table

The warnings will be cranked up as the peril becomes more apparent. "WARNING: Use this mobile phone in a restaurant and you may be beaten to death by the diners at the next table."

Make no mistake: there are real dangers. A recent report told of a Ukrainian businessman who bought 50 mobile phone pagers for his staff. Halfway back to the office all 50 beeped simultaneously with a message, sending him careering into a lamp-post. After he had been dragged from the wreckage and had his wounds tended, he finally read the message: "Congratulations on a successful purchase!"

**Lawrence Money is the Spy columnist for The Sunday Age**



# Workshop Newsletter

by 'MANUS'

There's a story behind every  
finger-marked job card!



## KEEP YOUR FLUID CLEAN

Dirt and grit can be really dangerous in the wrong places. One instance of this is the amount of muck that collects round the necks of brake and clutch master cylinder reservoirs. There is always some spillage in this area when the reservoirs are topped up, and if this excess is not wiped away immediately a lot of foreign bodies are attracted—just the wrong stuff for that hydraulic fluid!

Over 90 per cent. of the cars passing through our service bays seem to suffer from this particular trouble, and we have given strict instructions for all reservoir filler necks to be cleaned *before* and after topping up. Just one piece of dirt introduced into the braking system can have the most dire consequences. Seals can be damaged, or in some instances the barrel of the master cylinder can be scored. The vital master cylinder return valve could even be blocked. Any of these faults can result in either a complete loss of brakes or brake seizure. Same thing applies to hydraulic clutches.

No, it certainly doesn't pay to let dirt collect. Keep the filler necks clean. If necessary, get the stubborn stuff off with a rag soaked in spirit, dry off thoroughly, and dirt will not be attracted. Even if you don't carry out service operations of this sort yourself, a clean master cylinder reservoir makes things so much easier for the service mechanic.

It only takes one piece of muck to upset the braking system—and brakes can save your life. . . .

## SPARKS GALORE

Right in the middle of a Monday morning thunderstorm an urgent request for assistance: somebody had no ignition. Roger chugged out in the breakdown truck, wheels spraying out wide circles of water.

Roger got very wet, but managed to get our customer going. He also came back with a story we've heard before.

Apparently the owner was suffering from Monday metabolism and had mislaid his ignition key. In an attempt to get the car started, he linked out the ignition coil to the live battery terminal. That was all right as far as it went, but the wrong terminal on the ignition coil had been connected up. Instead of the supply going to the *switch* side of the coil, it simply went straight through the contact-breaker in the distributor, burning out the small flexible earth cable which runs from the contact-breaker points to the distributor base plate.

Roger discovered this in a few minutes, but had no spare flexible. After raking around all the drawers in his house, the owner finally produced an odd piece of lighting flex from a set of Christmas-tree fairy lights. This was used as a temporary link inside the distributor.

If a jumper cable is used to link out the ignition circuit, it must always be connected to the *switch* side of the coil (marked 'NEG' on most coils with positive-earth systems). Connect to the wrong terminal, and you're in trouble!

This series of tips originally appeared in the "Motoring" and "High Road" magazines produced by BMC and BLMC during the 1960's and 1970's. Written under the pseudonym "Manus" - an automobile engineer with a large BMC Distributor in the U.K.

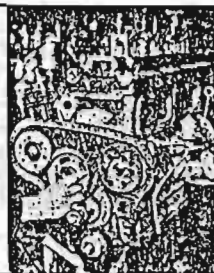
Submitted by Hans Pedersen



# Workshop Newsletter

by 'MANUS'

There's a story behind every  
finger-marked job card!



## ANALYSING THE SHEETS

Some interesting points came out when we held an inquiry into our testing and tuning record sheets.

Taking a cross-section of these sheets, we checked on the most common electrical faults. In some respects the results were quite surprising.

In practically all cases the fan belts were found to be slack. Only one instance of a too tight fan belt was found. Second on the list was the battery. Overfilling was found in 40 per cent. of the cars checked.

This battery business can be confusing.

All batteries filled by our service staff are topped up with a special bottle which cuts off at the correct level—just at the tops of the separators. Some customers check this level after a service—the battery is usually the most obvious thing to check—then they fill the cells to overflowing and complain to me!

All the distilled water splashed in above the correct level is quite useless, as it simply floods out of the cells when the battery gets warm under charging conditions.

More than 30 per cent. of the cars had some sort of voltage drop in the ignition primary circuits—enough to cause low H.T. spark voltages which would materially affect performance. Loose or dirty terminal connections are very common—much more common than you would think.

Headlamp settings were not often found to be too high, but they were inclined to be on the low side. In other words, the owners of these cars weren't getting the full benefit from their lights, even though they were not dazzling oncoming cars.

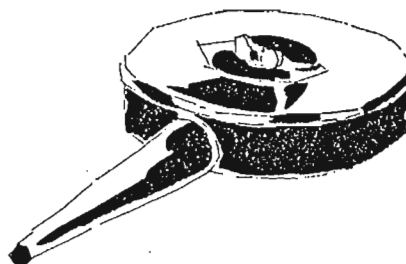
Ignition rotor arms came quite high on the list. Many of them were loose. Distributor points were also in frequent need of attention.

Too much care cannot be given to these sensitive components. Of all the dynamos checked, no less than 10 per cent. were found to need immediate attention—new brushes and cleaning, commutators skimmed, etc.

Finally, almost a third of the cars checked had electrical faults which, without attention, would have caused trouble in the near future. Quite a big proportion. The electrics always seem to be neglected!

## CLEAN AIR CAMPAIGN

Air filters get very dirty. Some of our repair jobs have air filters that are *unspeakable*, especially those that are not brought in for regular servicing.



Air filter elements are cheap, and they are easy to change. They should be checked every 6,000 miles, as a gradual accumulation of dirt piles up which has the effect of making the mixture rich. Spend a few shillings on an air filter element, and save petrol!

This series of tips originally appeared in the "Motoring" and "High Road" magazines produced by BMC and BLMC during the 1960's and 1970's. Written under the pseudonym "Manus" - an automobile engineer with a large BMC Distributor in the U.K.

Submitted by Hans Pedersen





# THE AUSSIE AUSTIN

*Why include a British car in a feature on the Australian industry?  
All will be revealed...*

Introduced in England in October 1964, the Austin 1800 was a natural development of Alec Issigonis' transverse engine, front-wheel-drive, fully independent suspension, wheel-at-each-corner concept pioneered by the Mini and the 1100.

The power unit chosen was the five-bearing, 1798cc version of the venerable B-series also used in the MGB. In setting the design parameters, Issigonis wanted as much interior room as possible in a body structure that turned out to be one of the strongest ever built. As in the 1100, Hydrolastic fluid suspension was also used to provide a smooth ride and high standards of handling. Styling was never uppermost in his thoughts, so the 1800 was not a thing of great beauty.

Here, BMC Australia thoroughly analysed the car before putting it on the market; after all, it was to replace the Austin Freeway, which was dead on its feet, and the Wolseley 24/80. It was to be another twelve months before the 1800 was ready for our harsher conditions. Nearly all the changes made were under the skin — such as stronger wheels, beefier engine mounts, better dust sealing, much tighter tolerances throughout the body and strengthened seating.

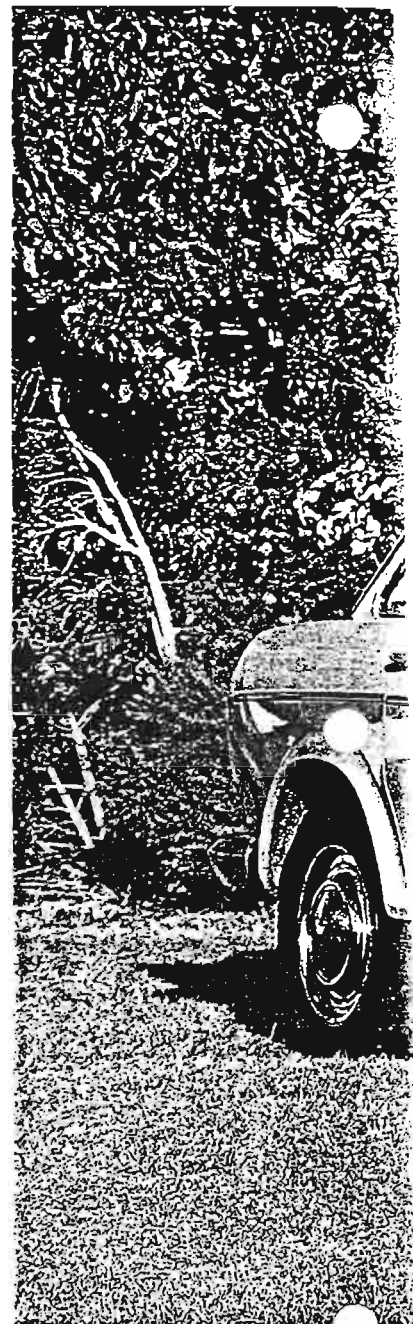
## *Holden and Falcon territory*

Launched in November 1965, it was priced at \$2330, falling right into Holden

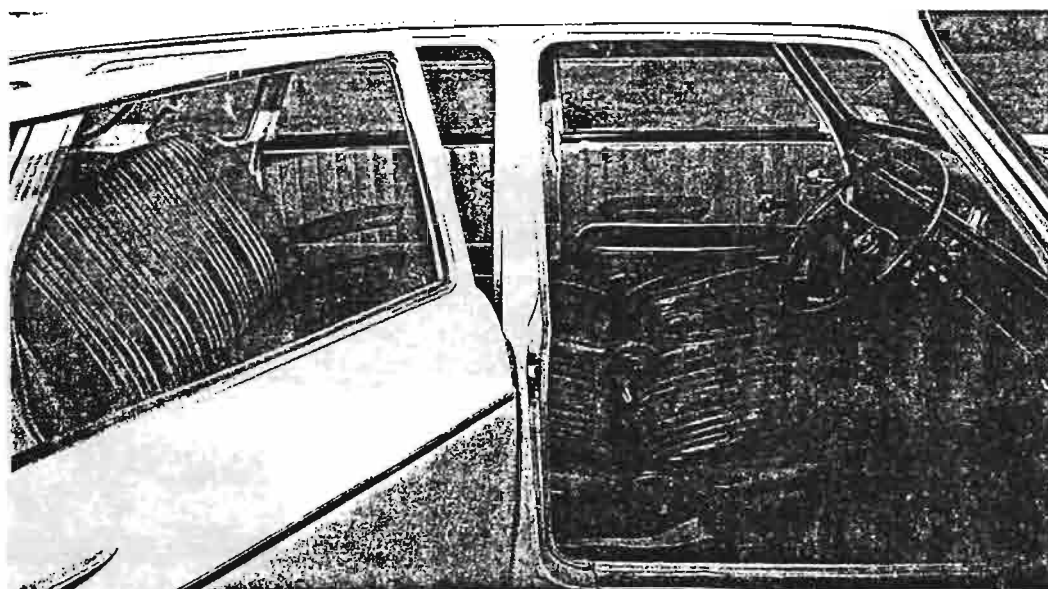
and Falcon territory; an HD 149 Special was \$2260 while the XP Falcon Deluxe, with the smaller engine, was \$2270. However, BMC had loaded the car up with extras such as carpets, heater-demister, power-assisted disc brakes, radial-ply tyres, fully reclining seats, synchro on first gear and even a boot light, none of which was standard equipment from GM-H or Ford. After the Mini Cooper S, it was the first volume-produced Australian car to have front seatbelts as standard equipment.

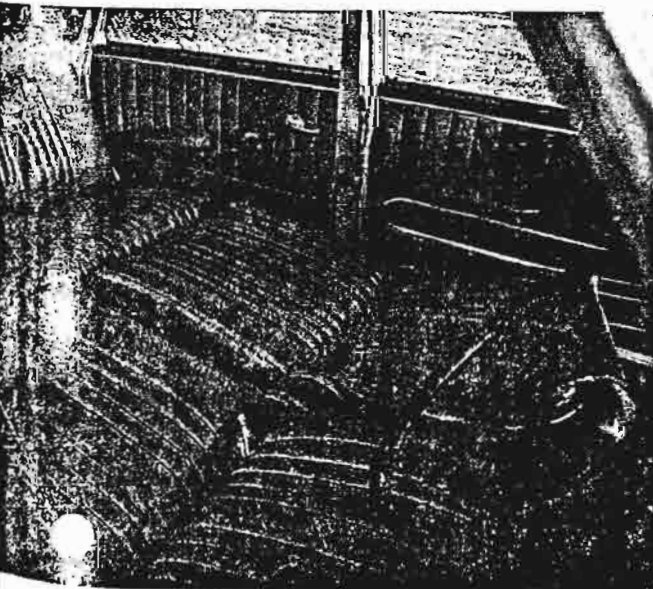
The press of the day gave the 1800 a pretty good time; praising it for its comfort, space, and roadholding as well as its remarkable ability to cruise at high speeds on long trips. However, the steering was felt to be heavy, the gearchange was decidedly awkward and ground clearance was thought to be a bit low. Acceleration at traffic lights was also on the languid side, especially if laden.

Although it was priced with the six-cylinder brigade, it rapidly found its own niche in the market and eventually became the sixth most popular car in Australia, with a local content of over 80%. At first, the only option was the colour, and it wasn't until February 1968 that an automatic became available; this was the Borg-Warner 35 three-speed which shared many parts with later Falcons. The only alternative to the four-door sedan came in July 1968, when the Australian-designed utility was an-



*Right, the press praised its comfort, space and roadholding*





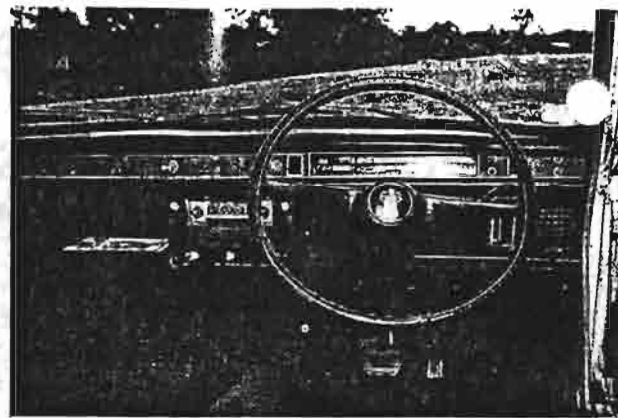
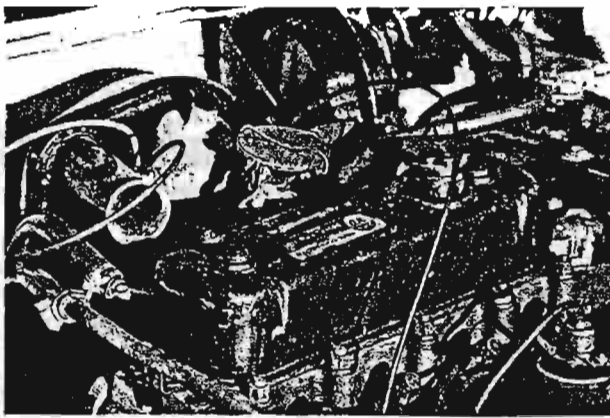
## SPECIFICATIONS

Engine Capacity	1798cc (80.26mm bore X 88.9mm stroke)
Power	84bhp (Mkl), 87bhp (MkII)
Compression Ratio	8.6:1
Length	13ft 8in (Mkl), 13ft 10in (MkII)
Width	5ft 7in
Height	4ft 4.5in
Wheelbase	8ft 10in
Ground Clearance	6.6in
Weight	22.5 cwt
Weight Distribution	63% front, 37% rear
Fuel consumption	27mpg (manual), 24 mpg (auto)

Above,  
the 1800 was one  
of the strongest  
cars Issigonis ever  
designed

Right, for the local market all the changes that were made were under the skin – stronger engine mounts, better dust sealing and more

Far right, although priced similarly to Holden and Falcon the 1800 was loaded with extras



Right, this model Austin became the sixth most popular selling car in Australia



nounced. This was notable for its very usable space in the tray, made possible by axles and suspension units not getting in the way. On the down side, the ute lacked traction in mud and wet grass with a full load.

A slightly restyled Mark II was launched in October 1968, and this car can be identified by a revised and fussier grille, as well as vertical tail lights, which replaced the horizontal units of the Mark I. It was in this form that the 1800 soldiered on until it was replaced by the six-cylinder X6 range, the Austin Kimberley and Tasman in November 1970. In all, about 65,000 were produced here, with about 2000 of these being the utes.

Because of their tough bodyshell, it was found that 1800s made good rally cars, and teams were entered in the original London-Sydney Marathon in 1968. Paddy Hopkirk managed to bring one into second place after a Hillman Hunter, but before Falcon GTs, Porsches and Holden Monaros.

One of the other 1800s went on to win the Southern Cross Rally of 1969, with Marathon winner Andrew Cowan at the wheel. It was while being tested for rallies in England that the 1800 earned its nick-name of 'Land Crab', because of the way they seemed to claw and scuttle their way through the mud.

Those who haven't seen inside an 1800 are amazed at the space, as there is an abundance of legroom both front and back, and the seats are certainly comfortable – particularly in the earlier cars, which weren't subject to Leyland's cost-cutting. To drive the car, you sit in the bus driver's position, as the wheel is much more horizontal than its rivals'. This takes getting used to, but it's not too tiring for long distances. The steering is heavier than normal and the notchy gear shift on the manual cars is not to everyone's liking. The automatic is worked via a lever protruding from the right-hand side of the dash, which of course leaves a virtually unobstructed flat floor in the front.

The car can be driven rapidly and doesn't have any trouble keeping up with modern traffic. Corners can be taken quickly, as the body remains reasonably flat. The Hydrolastic suspension works well, although a rather uncomfortable bounce can build up on uneven roads, but that would be taking the car to its limits. Keep in mind when looking for one of these cars that repairs can be expensive and there seems to be a lack of interested repairers. In hindsight, they are no more complicated than any of today's cars, and those specialists in 1800s will confirm that, when armed with the

correct tools, repairs are not impossible. There are specialists in parts, such as English Spare Parts, although new body panels would be impossible to obtain.

On manual cars, clutch repairs can be expensive as it generally entails removal of the entire power unit, which is time-consuming. Automatics can also cause problems, with rebuilds being expensive.

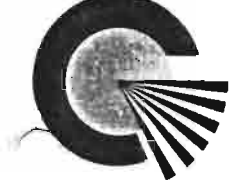
Watch for sagging engine mounts, oil leaks and stretched gearshift cables on the manual cars. When test-driving, put the car on full lock and listen for any noises coming from the driveshafts. Usually, the only suspension problems are that hoses can chafe through; the units themselves are relatively trouble-free. Look for rust in the usual places such as the bottoms of doors, and the lower front guards. Generally 1800s were pretty free from that dreaded bogey.

They are not expensive to buy; some are at give-away prices, but for a top-class manual sedan expect to pay about \$3000, and for an average example about \$1500. Automatics command slightly less, while the rarer utes, depending on condition, are worth up to \$1000 more than the cars.

NAIRN HINDHAUGH  
PHOTOS, TOM BAKER







# GLASS'S GUIDE

THE IMPARTIAL AUTOMOTIVE PRICING AND IDENTIFICATION AUTHORITY

29 April 1999

Chief Executive  
AUSTIN 1800 CAR CLUB  
Davison Street  
Mitcham Vic 3132



Good morning,

## The Essential Directory of the Automotive Industry

For information on the motor vehicle industry, get the official automotive industry directory, the **1999 edition of the Black & White Data Book**.

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Yours sincerely

Leanne Harvie  
**Marketing Co-ordinator**

**PS** Hurry and order your 1998 Black & White Data Book for **only \$64.95** plus \$5 postage and handling.

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# CRAB WISE CARAVANNING !

by Daryl Stephens

Both 1800's and the Tasman / Kimberely range make excellent tow cars. Their stability is excellent, which is very reassuring when one is belting down the road at 100 k's, with 1,000 kg's behind. Based on over 20 years experience, here is a summary of vehicle characteristics. { The 20 plus caravanning years began in the mid 1970's with a Mk 11 manual Kimberely - fitted with a no cost caravanning option called GTBA ie guaranteed to boil anywhere and stopped in the early 1980's when the Kimberely was traded on a Rover SD1. The Rover paint work was not equal to the Australian sun in January in caravan parks and only did one trip. A recently acquired Mk 1 1800 manual was reluctantly pressed into service.

When the SD1 was replaced by the SE11, the idea was to pension off the 1800. However, the Rover is the only car I have ever owned which will suffer brake fade driving to the video library, and towing with it is not an option. The 1800 is still in use today. Both 1800 and Kimberely have towed to most beach resorts south of the Queensland border, and ditto for east of Ceduna. They have also towed up and down Brown mountain- Merimbula to Cooma; Clive Mountain -Batemans Bay to Canberra, Coffs Harbour to Dorrigo and a lot of exploring around Mt Kosciusko. We tow interstate each January, and go local for Easter, and cup day long weekend . In summary, we have towed a lot ! ]

**Engines.** The 1798 engine has a lot of lugging power and will really 'hang' on a hill. It will also take a surprising amount of abuse. Better still, it responds very well to improved breathing.

The 2227 engine is too cammy. This means it will drop off [under ] the power band which can be disconcerting if one is already in first gear. It also makes starting on hills tedious. I am informed that the camshaft of the P76 six, which is a long stroke X6 motor is much better. The original Repco pistons were a bit ordinary, and long life was not its greatest asset. A very smooth unit.

**Automatics.** I would not put a roof rack on an automatic without the transmission cooler described in the newsletter before last. Also, the earlier auto's will snap the output shaft. The latter ones have been up graded.

**Cooling systems.** Assuming everything is in good working order, the 1800 will not over heat . Be aware that the fan will pick up any oil leaks and throw them into the radiator. Road grime , dirt, dust and general revolt will then stick to the radiator and severely restrict the air flow. An easy up grade is fitting the smaller automatic fan pulley.

The Kimberely will definitely over heat, but the problem can be defeated. { Climbing the Moonies on the Newell Highway- they divide into 3 steep sections- we boiled the Kimberely 3 times on a cool day ] Reading A Cooler Six Pot by Pat Farrell in the club publication is a necessity.{ I ran 2 fans instead of the standard one, and an additional one ahead of the radiator. A larger capacity radiator , followed by an oil cooler is a good starting point !

If problems do arise on the road, turning the heater on full does provide extra engine cooling.

**Transmissions.** The manual gearboxes on both cars are virtually the same, and almost indestructible. The idler gear bearing is a weakness in the Kimberly, and is an engine out/gearbox off job to replace ! When the bearing goes, it takes off the surface of the shaft running inside it-or perhaps it happens the other way around. On the 1800, the rubber universal joints do not like starting on hills.

Thankfully, most Club cars are using the metal ones. The Kimberly inner plunge joints will 'clunk' noticeably - see suspension- and fail if the problem is not solved. On the 1800, I use the 3.7 diff and it is wonderful.

**Suspension.** In standard form, when the suspension is worked hard as in towing, the rear hydro units will stretch causing the rear to settle. {I used to re space the rear every second year ! } When this happens, the plunge joints on the Kimberly complain loudly. A short term fix can be to lower the height from 15" to 13 1/2'. The Kimberly used a rear rubber helper spring, but it was a bit like Jeff Kennett- a good idea but useless in practice. The easy fix is to use the Aeons featured some time ago.

A better idea is to use the larger displacers in the rear, with 1/2" spacers in the front to reduce the pressure. Then the Aeons can be used as helper springs. I fit mine in about 10 minutes before each towing trip. With this arrangement, it takes a good backside to pick the slighter firmer ride. { My fathers mk 1 auto has the big hydro units at the rear and he does not know ! } The bonus is that the rear will never settle again ! When all this is going on, I recommend new hoses on the hydro units.

**Brakes.** Before each January caravanning holiday, I change the brake fluid. This keeps the boiling point of the fluid high. Also, the pads must be good ones. Hills are descended in the same gear as they are climbed. I have never had braking problems. {Since the mid eighties, most caravans have had electric brakes, which are excellent.}

Stability is the major consideration when towing a 'van, followed by brilliant braking and this is where our cars excel. I could not imagine getting into trouble with an 1800 or X6.

## CLUTCH TROUBLES

By Daryl Stephens- who had hair until recently !

Under no circumstances should the re manufactured clutch carbon thrusts be fitted. Two fitted- two collapsed. Mine lasted 5,000 k's. The carbon is too hard and it chewed into the pressure plate. It also has poor resistance to friction and wears out quickly.

Carbon -Lorraine will re do them. I will contact the individuals who have the new ones when the way ahead becomes clearer.

I am not impressed.

# A COOL IDEA

Submitted by Herman Pedersen

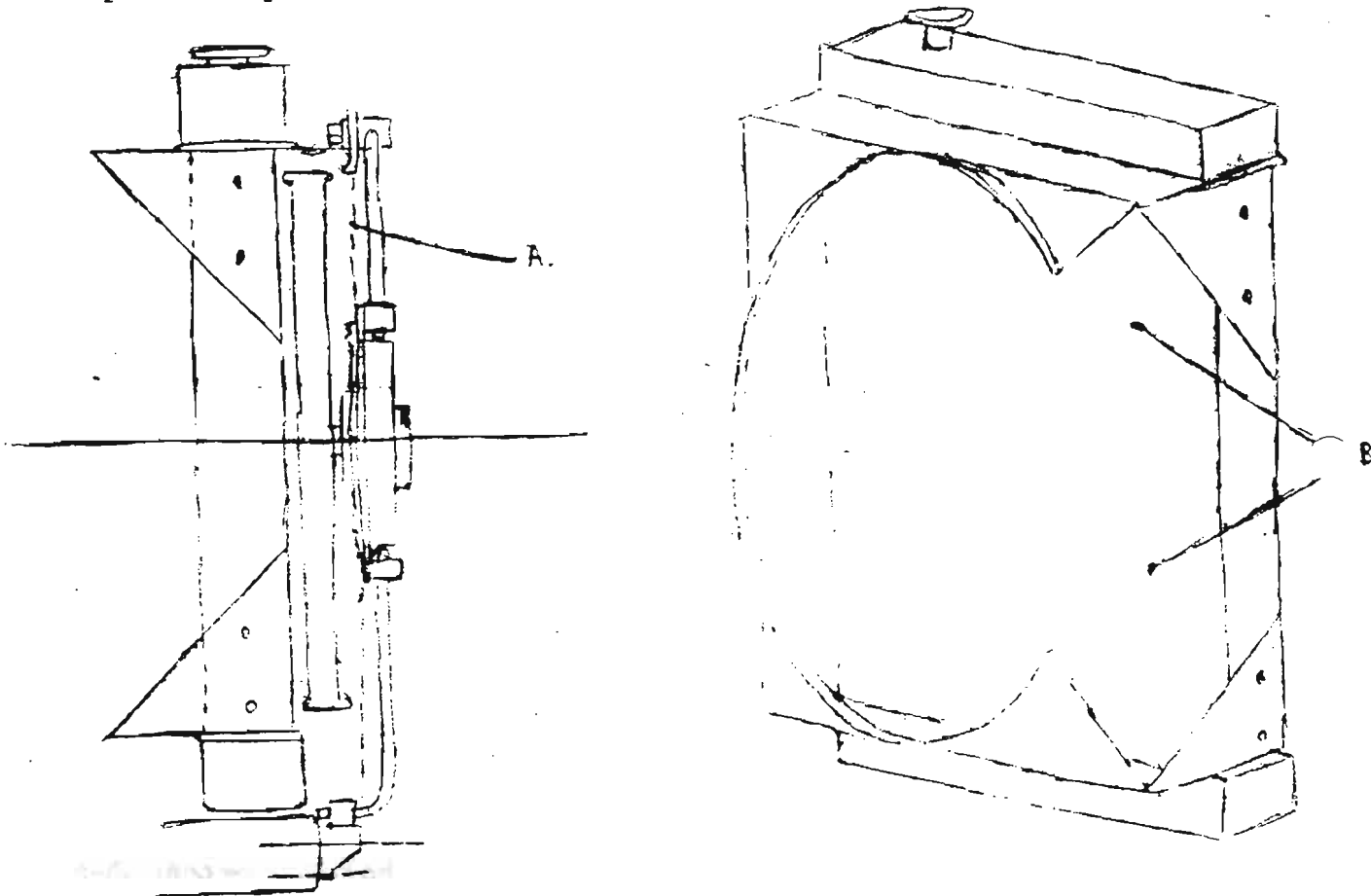
AUSTIN/ MORRIS 1800 (Transverse) supplementary fitting sheet  
KLF 1094 equipment ref.317/L(1800)

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

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

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

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



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



# FROM THE BACK SEAT

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Sydney; Mike Gilmour as above

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# Queensland news

Combined Landcrab and QLD Austin Club run.

Date 18 th of July

Starting point 10 am McIntosh Island Park  
Burleigh Heads.

Phone Peter Jones on [075] 5748 293 for more details.

## KNOW YOUR LOCTITE

(Adhesives/Sealants)

Supplied by Peter Jones

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

### FOR LOCKING

- "222" Low stength, stops vibration loosening seals, bushes, pulleys etc.
- "242" Stops vibration loosening of nuts. Parts will disassemble with normal tools.
- "262" High strength locking of studs, nuts and bolts in severe service conditions (heat may be required to loosen the studs etc)

All the other types also stop thread corrosion and leakage.

### FOR RETAINING

- "241" Medium strength retaining of bearings, oil seals, bushes, pulleys etc.
- "242" Stops backlash in keyways and splines.
- "601/  
635" High strength retaining of gears, sprockets, bearing bushes etc.

Heat may be required to remove items held on by the above four loctites.

### FOR SEALING

- "592" Pipe sealant with teflon, prevents leakage and loosening of fittings in hydraulic and pneumatic systems.
- "569" Hydraulic sealant for critical hydraulic systems.
- "504/  
515" Gasket Eliminator, replaces cut gaskets seals instantly.
- "290" Seals porosity in welds and castings.

CAUTION: Loctites may cause dermatits in sensitive persons wash after contact. Contains Methacrylate ester.



# Dave Harry's Automotive Defintions



Accelerator	A convenient pedal to rest the right foot.	Fuel gauge	Another annoying little gauge on the dashboard, which shows how much money is not in your wallet.
Aerodynamics	The reason you should never spit out the front window when the rear window is open.	Gear ratio	The ratio of how many teeth have sheared off one gear cog, relative to another.
Air filter	Filters out air so that the carburettor can breathe pure pollution.	Gearbox	A metal box designed to house the gears. Incorporated in the design is the ability to leak oil, select the wrong gear or gears, and it is always spring loaded so that the reverse gear is easily obtained from any forward speed, and from any other gear.
Air vent	A vent situated in front of the windscreen that lets water in.	Glovebox	An artificial black hole located in the dashboard, into which objects such as your licence, registration papers, little black book, etc., are irretrievably lost.
Armature	A highly sophisticated short circuit, vital to the correct malfunctioning of the alternator.	Handbrake	A hand operated braking device connected to the rear wheels, useful for parking, fast U-turns, waking up the driver, etc.
Baffle	So named because of the difficulty in installing it.	Horn	A loud warning device, sometimes used in lieu of filthy language.
Ball bearing	An interesting solid state friction modifying device which is round when installed, but more or less square when removed.	Ignition system	A technological marvel which is capable of at least three times as many faults as it has components.
Brake pads	Fine black dust found inside brakes.	Jack	A device used to raise a car so that flat tyres may be replaced by bald spares.
Brake warning lamp	A lamp to remind you that your brakes are likely to fail at any moment.	Jumper leads	Thick cables with alligator clips on the ends, used for annihilating alternators and engine management systems.
Brakes	Accessories used for slowing down.	LSD	Unlike the LSD that leave hundreds of black marks on your perception of reality, this LSD allows you to leave two black marks on the road instead of one whilst "decoking" your car.
Convertible	"Yes, that bridge was just a touch low, wasn't it."	Neutral	A state of the gearbox in which either all the teeth have fallen off the cogs, or the clutch is disengaged, hopefully by the driver.
Decoke	A periodic service operation in which the internal engine parts are cleaned of carbon deposits, e.g. take the car for a thrash.	Number plate	This is so named because it is how the police find you when your number is up.
Dipstick	Idiot. Also a nice clean straight rod which is sometimes oily on the end. It is used to measure how much oil has leaked out of the engine.	Overdrive	An interesting phenomenon which happens to Mini's and small Japanese cars when semi drivers don't see them in time.
Double declutch	Convenient excuse given by the driver when he/she misses a gear. Also useful for crunching gears twice in one gear change.		
Driving lights	Used for lighting up low-flying aircraft or the road about 5 feet in front of the car. In some cases, used for melting the plastic bumper of the car in front.		
Engine	A large block of selectively hollowed metal which makes very expensive noises.		
Exhaust pipe	See Baffle.		

... continued back page

## Dave Harry's Automotive Definitions - Continued.

Petrol	The reason why we ride bicycles and Arabs drive Merc's.
Shock absorber	This part of the suspension system designed in conjunction with the average pothole which allows the occupants of the car to oscillate between their seat and the roof, to while away their time.
Spark plugs	A truly ingenious device capable of attracting all possible kinds of conductive dirt.
Speedometer	A mechanical liar which either tells you that the police officer is wrong and you were only doing 60 km/h, or that you were doing the ton up through the Black Spur, even though your mates don't believe a word of it.

Steering arms	Appendages which hang off the shoulders, and fill up the sleeves.
Supercharger	A great invention which force feeds the motor with a super charge of fuel / air mixture. The name is derived from the cost of such a device.
U-bolt	A U-shaped black mark left on the road surface after consecutive handbraking, turning and decoking.
Windscreen washer	A device that squirts water over the roof of your car, onto the windscreen of the car behind.
Windscreen wiper	Mechanical wiping arms whose sole purpose is to spread excess water, road grime, mud and grasshopper guts all over the windscreen.

### REPLACING CLUTCH IN 1800

This is an extract from a letter in Popular Classics Magazine.

In your feature on Landcrabs (Dec1995) you state that the engine has to come out to do the clutch in the 1800. This is is not the case.

A few years ago I used to maintain a fleet of taxis, most being the crab. Just drop the top and bottom ball joints, track rod end, brake caliper and pull the driveshaft out in one unit (drain oil first)

Next, rear mounting and the one that joins to the centre head stud. The engine will drop down and you can lust manage to get the idler gear casing off, pull and twist to the left.

I used to do these on my back in just under three hours, and have lost count on how many I have done. I would like to add that I have never had to renew any mountings in doing it this way.

## AUSTIN 1800 PARTS CLEARANCE

Spair parts, new and old stock, good quality second hand parts and official BMC special tools.

Northern Jag has recently moved premises and we discovered parts that we thought had all but disappeared (that's the trouble with having a dark loft). Many items are choice and would be valuable if you have a low mileage 1800 that you want to keep original.

Included:

gaskets, engine parts, suspension, lucas lens, lucas lamp switches, books, manuals, ute panels etc.

We will have an open trade day on Saturday 5 June 1999, at our factory at, 22 Beatrice Ave. West Heidelberg, 9:00am onwards.

No sausage sizzle or jag bands, just low prices.

Bob Leonard

94599285 or 0418558200

MEANWHILE, IN THE BASEMENT OF VICTORIA'S PARLIAMENT HOUSE, STATE TREASURER ALAN STOCKDALE WENT ABOUT LOOSENING THE PURSE STRINGS



# FOR SALE...

1800 Mk 11 1800 twin Carbies Blue- new paint 150,000 miles one owner deceased estate  
\$2,000 Gawler S.A. Tony Trager [08] 85 225 953

Also. 6 rust free doors, bonnett and bootlid offers. Plus a set of Sonic extractors \$50

2 x Mk 11 s \$500 the pair [03] 53 315 793

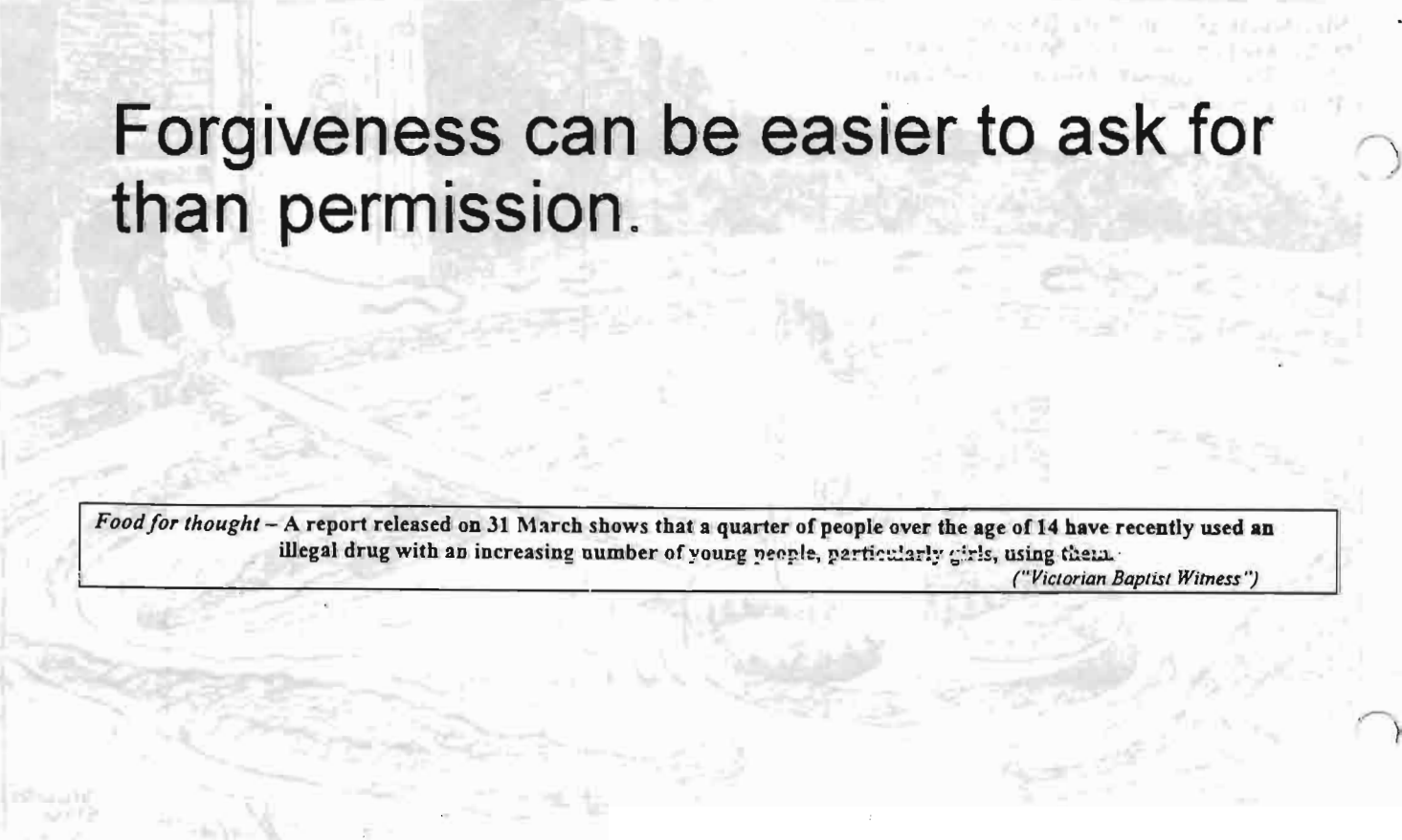
1800 Mk 11 Auto 73,000 miles GC plus 2 1800's to wreck or restore, plus many parts  
\$3,500 T Copeland [ Club Member] 11 Windsor St, Margate QLD

1800 mk 1 auto 73,611 miles \$200 Mrs Marcell Noble Park Vic [03] 9548 3092

1800 Mk 11 1970 man resprayed, engine re built \$700 Ingelwood QLD Lyn Webb  
[07 ] 4652 1018

1800 mk 11 1969 Man Syd Hayes \$250 [03] 5952 3151

150 Gear cables; part numbers 13H 5945, AYH 3396 15 HY 4514 & 13 H 5944 Offers  
[02] 4565 0212 Mr Hilton Pollard.



## Forgiveness can be easier to ask for than permission.

*Food for thought* – A report released on 31 March shows that a quarter of people over the age of 14 have recently used an illegal drug with an increasing number of young people, particularly girls, using them.

(*"Victorian Baptist Witness"*)

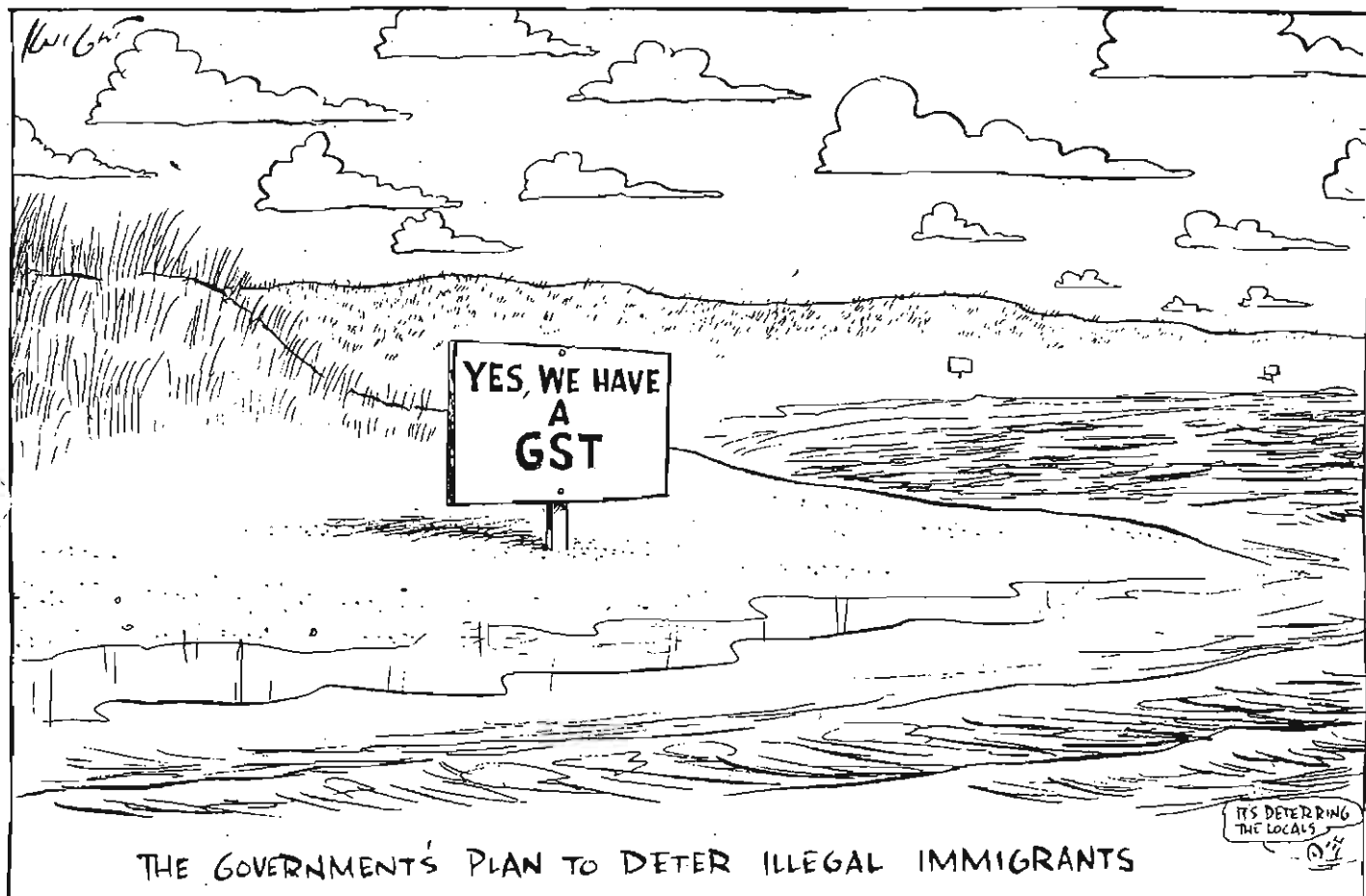


# LANDCRAB

CLUB OF AUSTRALASIA INC.



WELCOME TO NEWSLETTER NUMBER 87 FOR AUGUST & SEPTEMBER 1999





# FROM THE BACK SEAT

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# CLUB FEES OVERDUE !

Club membership fees of \$30 became due 30 /6. Remit to The Landcrab Club 22 Davison Street, Mitcham 3132 Vic.

{Obviously only current financial members have access to the Club spares}

**A**N ELDERLY WOMAN fell down and hurt her leg badly in three places. Her doctor bandaged it up tightly, warning her, "This leg is going to take a long time to mend. At all costs, you must avoid going up or down stairs."

A month later, the doctor visited her and found that the leg had healed perfectly. "Thank the Lord!" the woman exclaimed. "I felt such a fool going up and down that drain-pipe."

# INTRODUCING...

Bill Stevenson	23 Shinnick Drive Oakhurst N.S.W. 2761	0419 436 914	Mk 11 1800
----------------	---	--------------	------------

" After I spoke to you the other day from 70 k's north of Goulbourn, where I stopped after the alternator exploded, and wrecked the radiator as well, I rang a mate in Sydney for help.

He came down with a radiator, fan, alternator, and fan belt which I quickly fitted and then we headed back to Sydney. Unfortunately the radiator was split around the bottom tank and we had to stop every 10-k's to fill up. Also, the new alternator did nothing but keep the belt tight, so I just used the parking lights.

I have since fitted an Ingram 80 amp alternator and a new radiator, and all is well.

To re cap on what happened- The alternator fan blade broke in half, bent the engine fan, cut the belt, bent the water pump pulley and went into the radiator. At 110 k's !

Adrian Priaulx	61 Symonds Street Bittern Vic 3918	[03] 5983 9351	6 mk 1's 5 mk 11's
Mike Conway	4/169 Gorge Road Paradise S.A. 5075	[08] 8336 3741	Mk 11 Ute

Mike has purchased the ute once owned by John Collings.

Ian Ripley	334 Farm Street Rockhampton QLD 4700	[0413] 872 907	Mk 11
Bill Randall	65 Relesah Drive Ningi QLD 4511	[07] 5497 5823	A bit of everything

"I have at this stage a 5/70 mk 11 which I reconditioned for my daughter who is at Townsville Uni. Also, two utes- one is a 70 mk 11 with 14" wheels and the other is before the compliance plate. It has a mk 11 grille, 13" wheels and small hubcaps. This one will be restored first. I also have a mk 1 donor sedan.

I also have a Kelp Beige mk 1 automatic. It is almost concours and is on classic plates."

Clifford Marshall	69 Enfield Avenue North Richmond NSW 2754	[02] 4571 1211	Mk 11 1800
-------------------	--	----------------	------------

**And welcome back to ;**

Cameron Bull	21 Marcus Road Dingley Vic 3172	[03] 9551 1880	Mk 11
--------------	------------------------------------	----------------	-------

# The Shorter History of Austin

## Building the Empire 1939 - 1960



A 10 1939

*"Under his (Leonard Lord) inspired leadership, we await the future with eagerness and optimism" from Austin - 50 years of Car Progress, 1955.*

As Britain entered into a state of war with Germany in September 1939, all civilian car production came to a halt. Production of the 8 and 10 models continued for army use, but the factory's main model during this period was the Lancaster bomber. A special airfield was constructed at Longbridge for testing and delivery.

Whilst Lord Nuffield over at Morris had quarreled with the government, and thus been left out of the "shadow factory" scheme, Lord had done well out of it, considerably enhancing his production capacity.

This capacity was fully utilized once the war was over, and on the site of the now surplus airfield Lord set about building the greatest and most modern car plant in the world - CAB 1

Indeed, so modern was this plant that manufacturers came from all over the world to gasp in awe at it - including a certain Japanese company called Datsun (now Nissan) who were so impressed that they ordered an entire factory from Austin!

The post war model range was essentially that launched in 1939 - with the addition of a new car, the 16 (essentially a 12 with an OHV engine). The millionth Austin, a cream 16, rolled off the production lines in June 1946, and was signed by the entire staff of Austin. The car still exists in the BMH Heritage collection at Gaydon.

With the introduction of the first true post war cars, the A40 Dorset & Devon in 1947, Lord attacked the US markets. With steel allocations in post war Britain being tied to export performance, strong overseas sales were essential to the survival and growth of Austin. Typically for Lord, he himself accompanied the first two A40's to the US, where they were a roaring success.

Emboldened with the success of the Devon, Lord then instructed Dick Burzi, his chief designer, to build an American car. The result was the A90 Atlantic, a wondrous symphony of curves and chrome that failed in the US market when Americans failed to hand over Buick money for a 4 cylinder small car!

Undaunted, Lord sought an American partner for his ventures and, after finding one in Nash, went on to enjoy considerable success with the smaller and cheaper Austin / Nash Metropolitan.

In 1952 the long term rivalry with Nuffield Motors was finally brought to book, and a merger between the two companies arranged. In effect, this was an Austin takeover, and from thenceforth on all engineering and design was concentrated in Longbridge.

Lord's 'Grand Plan' called for three basic engines that would power an entire range of cars appealing to vastly disparate markets, and these duly appeared as the A, B and C series engines.

Issigonis was lured back from Alvis to become chief engineer, and by 1955 BMC were selling 370,000 cars a year.

The growing confidence of the corporation was evidenced in 1958 when the American inspired styling of Dick Burzi was superseded by the sharp continental lines of the Parina family.

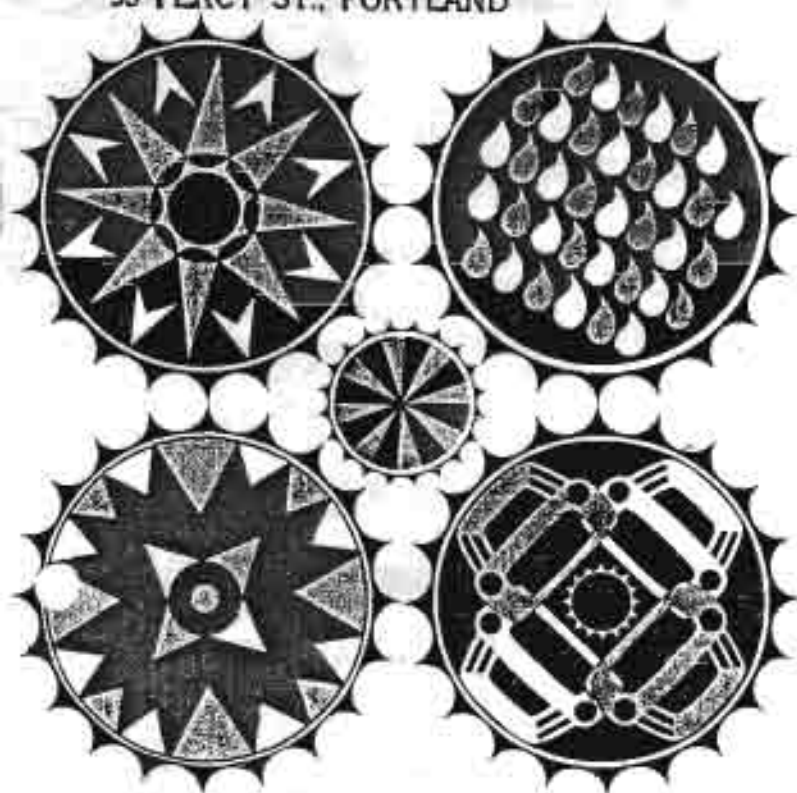
Then in 1959 came the bombshell that catapulted BMC into the forefront of automotive engineering. At the 1959 Motor show the Mini was launched, and with it the golden age of BMC.

# How BMC cars are completely rust-proofed by the exclusive

## Rotodip Process

WADE MOTORS PTY. LTD.

95 PERCY ST., PORTLAND



## BMC ROTODIPPING ANTI-RUST PROCESS

### BMC PASSENGER VEHICLES ARE BETTER PROTECTED AGAINST RUST AND CORROSION THAN ANY OTHER RANGE OF CARS PRODUCED IN AUSTRALIA

BMC fully appreciates the problems associated with rust in vehicle bodies and, of all Australian manufacturers, it takes the most positive action in preventing the rust menace in the bodies of its vehicles.

BMC realises that the engine and mechanical components in a vehicle are subject to wear and eventually require attention. A worn engine can be repaired or replaced. But a rusted-through body shell usually means the end of a vehicle's life.

Even minor rust spots are expensive to remove and usually recur because they are often an indication of extensive deterioration under the paint.

On any car not specially treated the rust starts from the inside hidden from the eye until it is too late. Rust begins where moisture accumulates. Rust attacks unprotected metal inside the doors, beneath the mudguards, at body joints and welded seams—invisible until too late.

### WHAT OTHER MANUFACTURERS DO

Other manufacturers are very well aware that rust is a deadly enemy of cars; they all attempt in some form or other to rust-proof their vehicles by:—

(1) **PARTIAL IMMERSION.** In this, the unpainted body shell is drawn through a shallow bath of rust-inhibiting liquid. This treats the lower body, but leaves upper areas unprotected. All but two of those manufacturers who have rust-proofing equipment use this method. In one case the doors are not dipped during this process, so that these vital components, one of the most vulnerable areas for rust, are not treated.

(2) **TOTAL IMMERSION.** This is superior to the first method as the complete body shell is immersed in the fluid. However, there is a draw-back. Just as an upturned glass will retain air when pushed into a basin of water, so does the car body tend to retain air bubbles and prevent paint reaching the metal. The result is that parts of the body could remain untreated and eventually become rust spots. Dipping without ROTATION cannot guarantee complete paint coverage. There must be complete paint coverage to stop corrosion.

In both methods used by other vehicle manufacturers the body shells are not rotated, thus paint distribution is uneven. After withdrawal and drying, the vehicle has a thin layer of paint at the high points and a heavier coating at the base.

These attempts give some protection to some of the body shell; but unlike BMC's exclusive process, which includes rotation, these cars are not adequately protected against rust and corrosion.

# BMC's exclusive Rotodipping process

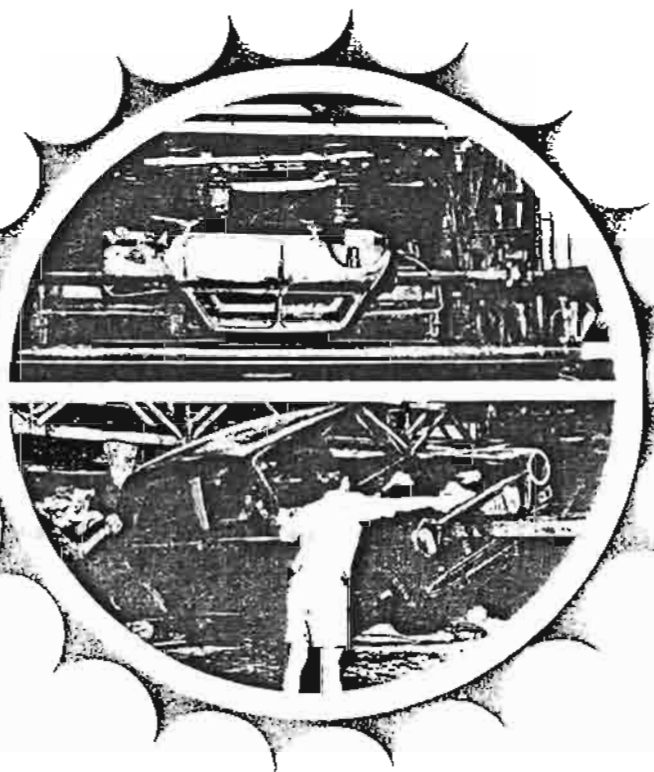
Every BMC passenger sedan car produced in Australia goes through the exclusive Rotodip process.

This is a special anti-rust treatment that protects all surfaces of the car body inside and out.

It consists of thoroughly cleaning the body, then protecting it with a special anti-corrosive phosphating treatment, followed by complete immersion in a highly corrosion-resistant priming paint which is baked at a high temperature.

All this is done while the body is **rotating**, so that a remarkably **even** coat of protection is afforded **inside** and **outside** the body, thus ensuring freedom from rust problems.

BMC — MANUFACTURERS IN AUSTRALIA OF  
BMC MORRIS MINI, BMC MORRIS MINI DE  
LUXE, BMC MORRIS COOPER 'S', BMC MORRIS  
1100, BMC AUSTIN 1800, BMC WOLSELEY MK. II,  
BMC AUSTIN HEALEY SPRITE, BMC MGB,  
BMC MORRIS LIGHT COMMERCIALS AND BMC  
AUSTIN HEAVY TRUCKS.



This installation cost over \$2,000,000, but is money well spent in guaranteeing the long life of all BMC cars

# The exclusive Rotodip process

## HERE'S HOW IT WORKS

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

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

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

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

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

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

The painted body, still rotating, is baked in an oven for 30 minutes at 340 degrees F.

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

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

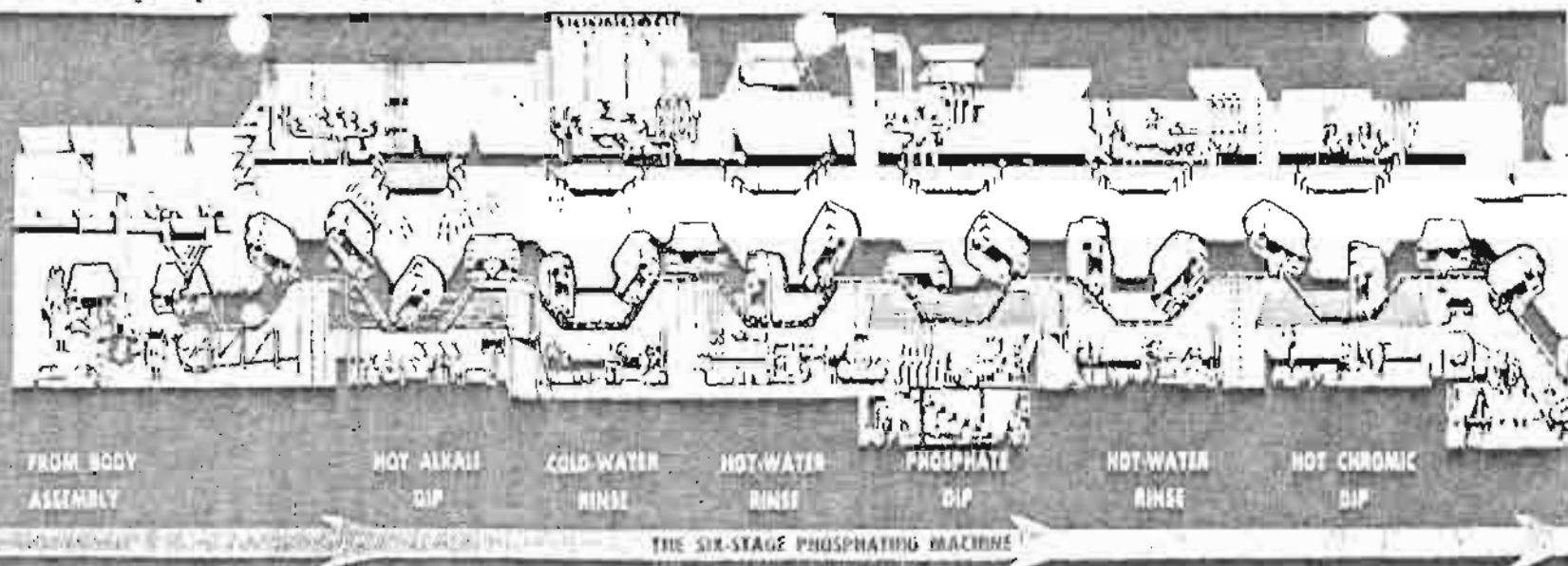
The result of all these processes is the only fully rust-proofed vehicle made in Australia.

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

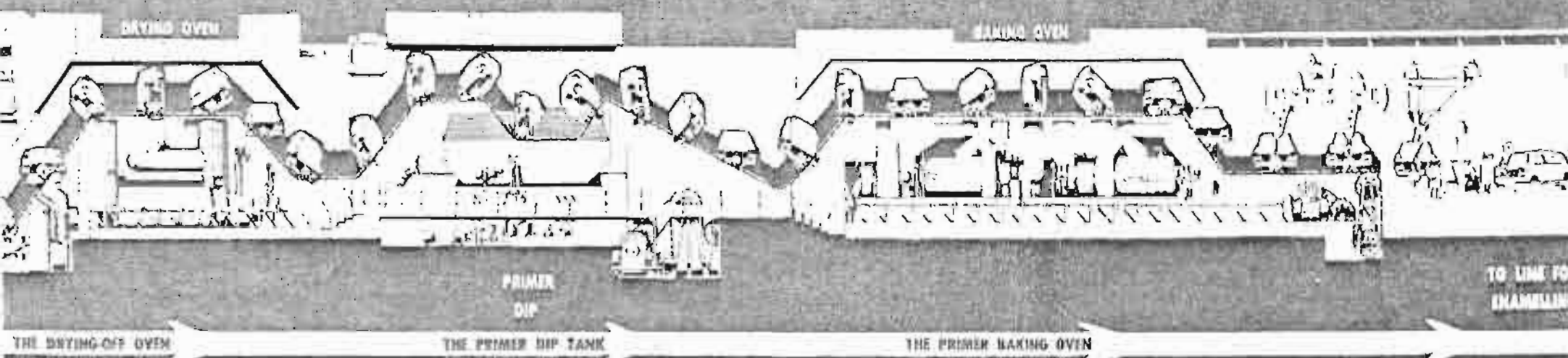


the \$2,000,000 Rotodip plant guarantees that a BMC car will last 10 years.

THE CAR BODY MOVES CONTINUOUSLY FROM THIS END OF THE ROTODIP UNIT THROUGH ALL ANTI-CORROSION TREATMENT STAGES UNTIL IT IS FULLY PROOFED



TOTAL LENGTH 413 FT.



No other manufacturer in Australia produces a car so well protected against rust and corrosion. This gives BMC owners freedom from the worry that their car will rust. BMC cars last longer, which means big savings in replacement costs.

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

- (7) BMC car paintwork does not have any "patch-work" quality that occurs when a product is over-reconditioned.
- (8) BMC cars can always be repainted and restored to like-new condition, particularly at the bottom of the floor where it is often rusted.
- (9) In one short sentence: "BMC cars are completely rust-proofed by the Rotodip process."



Mr Daryl Stephens,  
22 Davison Street,  
Mitcham 3132,  
Vic.

13 - 5 - 99

Carbone Lorraine Australia Pty Ltd.  
Box 196 Fairfield  
Vic 3078  
Attention Mr Mark Patriarka  
& / or Mr Allan Hodges

Dear Sir

Re totally unsatisfactory re manufactured carbon thrust bearings  
for Austin 1800

Last september, your company re manufactured 25 carbon thrust bearings {your part number 3XACCC01} for the Austin 1800 car club. The reason was that the original equipment bearings lack durability, and that it is an expensive engine out job to replace them. Your company was contracted to manufacture a better item.

I produced two samples - the first for the new thrust bearing to be made identical, but with superior carbon, and the second for you to analyse before selecting a superior grade of carbon. Also produced was the pressure plate that the bearing presses on.

The new ones have a service life of only 5,000 K's. The carbon is too hard and gouges a hole in the pressure plate. It also has poor resistance to friction and disintegrates by 5,000 K's.

This proved that the bearings were not bench tested. My vehicle does 20,000 K's per annum. I have calculated that the carbon bearing does 30 minutes work per week, which translates to 24 hours per year. Had the new bearings been bench tested for, say 5 days [24 hours per day] at 2,000 rpm, the design faults would have become apparent. Each 24 hour period would be the equivalent of one years motoring.

Is your company in a position to re do them properly, or should we request financial reimbursement ?

Yours sincerely

Daryl Stephens

# EDITORIAL

1/ As can be seen from the preceding page, the battle over the carbon thrusts is continuing. All owners of the crook ones have been contacted and asked to return them to me.

2/ Many thanks to **Matt Hill** for asking **Chris Lewis** and myself to provide 1800 style wedding cars. Matts very original sugar cane mk 11 was in complete contrast to Chris's restored fire engine red mk 11, which was also in contrast to my kelp beige[ means brown] mk 1. The resultant trio were extremely eye catching. As an aside, the 3 cars were each carrying 4 people, and 2 of the cars had the larger displacers at the rear. The standard car was noticeably lower at the rear with the passengers aboard

3/ **Ken Patience** has re manufactured some ball joints. As some of us have experienced, the UK sourced new ones are no where near the quality of the originals. Ken starts with an old one and re pours the plastic stuff. They are being trialed on Paul Nicholls rally car. And on my car. More information as it comes to hand

4/ **Keith Douglas** [03] 9432 2820 is currently attempting to import some heated rear windows from the U.K. If things go as planned, carriage will be free. The only cost will be about \$A125 to purchase same. Contact Keith for details. { Put me down for 2, please Keith }

5/ Am still waiting on an article from **Matthew Drew** re his super charged 1800. However, if that is not possible, I will quite gladly drive it, and write the article myself! Ditto for **Garry Fry** with both the turbo charged Kimberly and the 2600 cc Kimberly

## TELEPHONE MESSAGE

For Mr .....  
Date ..... Time .....

### WHILE YOU WERE ...

- |   |  |
|---|--|
| <input type="checkbox"/> At the pub               | <input type="checkbox"/> At the brothel      |
| <input type="checkbox"/> At your girlfriends      | <input type="checkbox"/> Calling on a client |
| <input type="checkbox"/> Conning the office girls | <input type="checkbox"/> At the races        |
| <input type="checkbox"/> Drinking coffee          | <input type="checkbox"/> .....               |

### YOUR ...

- |                                       |                                   |  |
|---------------------------------------|-----------------------------------|--|
| <input type="checkbox"/> Girlfriend   | <input type="checkbox"/> Bookie   | <input type="checkbox"/> Mother-in-law |
| <input type="checkbox"/> Wife         | <input type="checkbox"/> Mistress | <input type="checkbox"/> Blonde        |
| <input type="checkbox"/> Ex wife      | <input type="checkbox"/> Pal      | <input type="checkbox"/> Buddie        |
| <input type="checkbox"/> Bank manager | <input type="checkbox"/> .....    |  |

### CALLED AND LEFT WORD FOR YOU TO ...

- ☐ Drop dead  
☐ Send a cheque  
☐ Meet her at the rendezvous  
☐ Get the hell out of town  
☐ Stay away - her husband came home  
☐ Come by the apartment  
☐ Bring the girls around  
☐ Send cash - your cheque bounced  
☐ .....

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For Mr .....  
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|---|--|
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| <input type="checkbox"/> Drinking coffee          | <input type="checkbox"/> .....               |

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☐ Send cash - your cheque bounced  
☐ .....

TECHNICAL

NEOPRENE BOOT, SUSPENSION BALL JOINT, AUSTIN 1800

SUITABLE EQUIVALENT: \*

"LANDROVER, steering nuckle/ball cover."

Landrover Part No.: R214649. \$2-75 ea,

Available from LAYCO. (May 93 price).

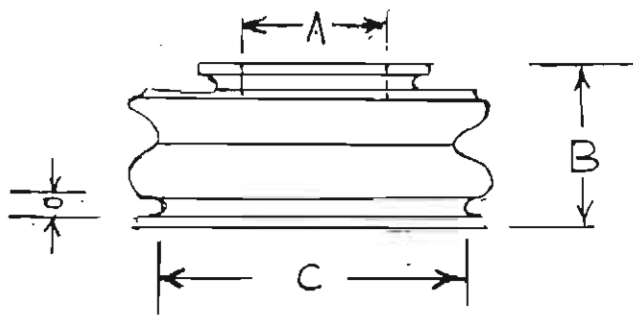
Reference Dimensions:

A = 3/4" (19mm) Diameter.

B = 7/8" (22.5mm) High.

C = 1,1/2" (38mm) Diameter.

D = 1/8" (3mm) Wide.



K. G. P.

Another suitable item that fits OK:

BRAKE MASTER CYLINDER DUST BOOT

LOCKHEED P/N° J13225

KP 7/95.

OLD AUTO RUBBER CO P/N° 285039

Peter JACKSONS, Rover Co 9563 3023 @ \$7-10 ea

3. MAY 99

# MAILBAG

By Colin Day

I am wondering why club members are spending so much on carbon thrust rings. i have been driving 1800's since 1970 and have never bought a new one yet ! If I cannot find a reasonable one amongst my spares, I modify the old one.

The procedure-

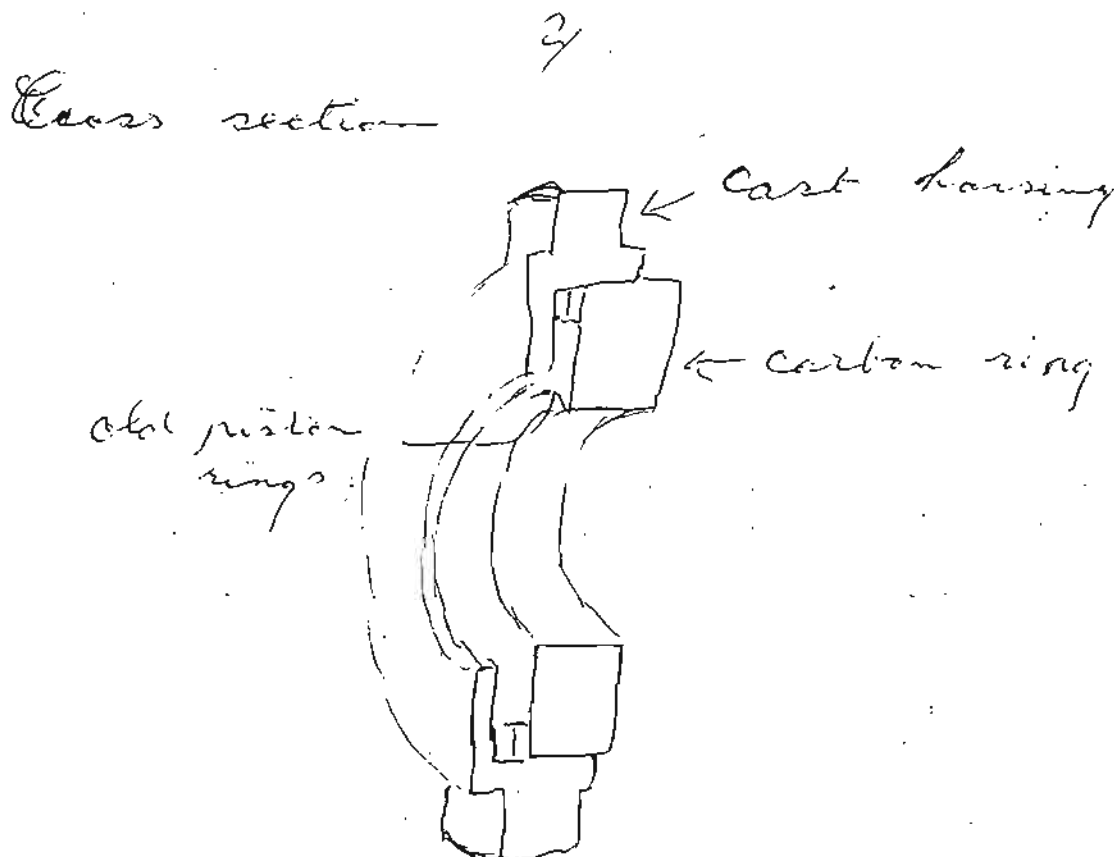
1 - Very carefully tap or press with a steel drive [One that just fits inside the steel ring] on to the carbon until its about 3/16 " out from the back lip.

2 - Use an old piston rings as spacers to fill the gap

3 - Press the carbon back to tighten on the spacer

I would suggest trying this method on a rough carbon thrust first. I have done many miles with this modification without any problems.

Also, I have many Austin 1800 spares available. The address is R.S.D. 233 Cohuna Vic  
(03) 5456 8277



# D.M. CONNECTORS & EQUIPMENT

4/169 Gorge Road  
Paradise, S.A., 5075

Telephone: 08) 8336 3741  
Fax: 08) 8336 5394  
Mobile: 0412 578 014

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You may wish to enter this in your next newsletter.

By way of introduction, my name is Mike Conway and I am currently the owner of a mk 11 1800 ute.

It started long ago when I resided in the U.K. and witnessed the introduction of the 1800 which was heralded with mixed feelings.

I inherited my present vehicle from John "Jock" Collings. It was a restored 1800 mk 11 which I had just seen after its "facelift".

Prior to this my son had invested his Casino winnings in a 1800 mk 11 auto, back in 1990. It was in very good condition and was a instant hit with his mates, due to the canavours interior. First sign of a problem was a burnt out torque converter. We therefore decided to convert it to a manual. After many hours, we finally got the brute together and it ran like a dream. Unfortunately, the drive shaft through a wobbly which necessitated a change.

We collected a mk 1 for the cost of a car trailer and a carton of beer. We were able to swap the drive shaft with no problems, except it was 40 c on the day we did it. The car was eventually sold for \$100 complete with oil leaks and a few dents. But I guess the "love affair" with 1800's was registered in the brain.

When I found that Jock was selling his, we started negotiations and the rest is history.

Modifications already on board were twin S.U.'s, extractors, MGB camshaft, high compression pistons, shockers to the front suspension, mk 11 Kimberely seats, phillips radio cassette, minilie 14" mags.

The body is very straight and is rust free other than the passenger side sill under body. Fortunately it hasn't affected the jacking point, but it is a priority before it does. With this in mind, I plan a complete respray. The body will be rubbed back to original and any signs of rust will be cut out and replaced [ by a mate that has all the facilities].

When I again drum up the courage, the donk will be removed, cleaned and resprayed the original BMC green. At the same time, I would like to fit either a 4.1 or 3.7 diff as I feel it revs out at 70 mph.

I bought it as a fun vehicle to play with- but I am using it for my work, distributing water proof automotive connectors. The large ute space is ideal for carrying stock and has increased sales dramatically. Everyone wants to know "what's that brute you are driving" so it becomes a topic of conversation and leads to other things once I have shown the stock in the ute.

Distributor of Waterproof Electrical Connectors to the Automotive, Trucking  
and Earth Moving Industries, including Deutsch, Packard, AMP and more.

AUSTRALIAN

30c the copy or \$4.00 per year including postage

30c

# COUNTRY

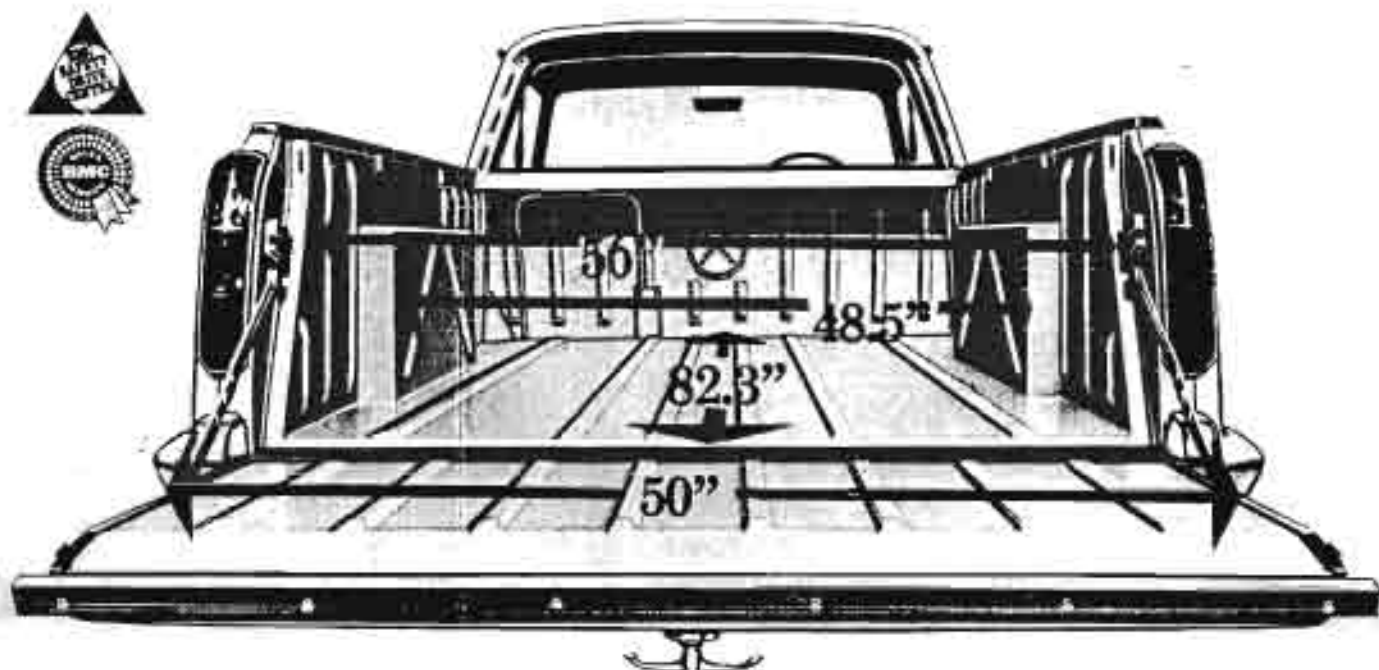
OCTOBER, 1968

Registered at the G.P.O., Sydney, for transmission by post as a periodical.

MAGAZINE



ES WOOL CLASSING REALLY PAY? • PLANNING THE FARM WORKSHOP  
FENCING AT THE RIGHT PRICE • SOLVING THE ARID ZONE PROBLEMS



# New Austin 1800 Utility

REALLY MEASURES UP TO THE JOB

You've been looking for a utility like this. A compact utility—only 14ft. 5½ins. long—yet with more passenger room and usable carrying space than in any other utility its size. BMC delivers the goods with the astounding Austin 1800 Utility. Look at its dimensions. 48½" between wheel arches. 56" overall. A tray length of 82.3". A 50" wide loading space between the tailgate. And because it has heavy duty fully independent Hydrolastic\* fluid suspension . . . the Austin 1800 rides and handles with the boulevard smoothness of a saloon car. Power disc brakes. Safety-proven split braking system. All synchro-mesh gearbox. Flow-through ventilation. They're all standard. Arrange a test drive soon. Be astounded at the space, ruggedness and

value that puts the Austin 1800 Utility into a class of its own. Choose from 4-speed manual or 3-speed automatic. Priced from \$2040 tax included. Tonneau cover optional extra.

Prices slightly higher in some country areas.  
\*Flagged trademark



Compare the Austin 1800 Utility with these 3 other popular makes — and see the advantages.

	Overall/Body Length	Tray Length	Width Between Wheel Arches	Width/Between Tailgate	Overall/Tray Width	Power/Disc Brakes	All/Synchro Gearbox
Austin 1800 Utility	173.6"	82.3"	48.5"	50"	56"	Standard	Standard
Utility "A"	184.8"	80.6"	44.8"	50.5"	57.8"	Optional	Optional
Utility "B"	187.4"	80.5"	44.6"	49.2"	58"	Optional	Optional
Utility "C"	192.25"	82.4"	43.6"	46.8"	57"	Optional	Standard



# THE 1968 COUNTRY TRUCK BUYERS GUIDE



Austin 1800 — 1/2 ton.



Austin 1800 — 1/2 ton.

Make and Model	Kerb Weight/ Max. Load (lbs)	Price (\$)	Cubic Capacity (c.c.)	No. of Cyl. Fuel Type	BHP/revs	Fuel Tank cap. (gals)	No. of Gears	Tyre Size	Ply Rating	Turning Circle (ft)	Tyre Width (in.)	Tyre Length (in.)	Overall Length (in.)	Wheelbase (in.)	Maximum Track (in.)	Minimum Ground Clearance (in.)
<b>AUSTIN</b>																
1800 Utility	2470/1200	2040	1798	4/P	64/5300	13	4	6.70x13	6	37			173	104	57	7.0
129N	3655/3985	2852	2200	4/P	62/3500	20	4	7.50x16	8	46	84	120	213	129	61	
238N	4796/6200	3039	4000	6/P	90/3000	20	4	6.50x20	8	45	90	144	228	138	67	
245F	4300/6700	3227	4000	6/P	90/3000	17	4	7.50x16	8	47	90	156	221	145	66	8.5
338N	4894/8540	3150	4000	6/P	90/3000	20	4	7.00x20	10	45	90	144	228	138	67	5.4
345F	4810/8630	3464	4000	6/P	90/3000	17	4	7.00x20	10	47	90	160	235	145	67	7.75
460N (P)	5840/9592	3582	4000	6/P	90/3000	27	4	7.50x20	10	49	96	180	250	160	66	9.1
460N (D)	6270/8962	4742	5100	6/D	100/2500	27	4/5	7.50x20	10	49	96	180	250	160	66	9.1
460F (P)	5600/9632	3618	4000	6/P	90/3000	27	4	7.50x20	10	52	96	216	257	160	70	9.0
451FJ (D)	7478/9032	5773	5100	6/D	100/2500	37	5	7.50x20	10	49	96	216	265	151	74	9.25
480N	5860/9372	3602	4000	6/P	100/3000	27	4	7.50x20	10	50	96	210	270	180	67	9.1
480N	6490/8742	4762	5100	6/D	100/2500	27	4/5	7.50x20	10	50	96	210	270	180	67	9.1
560N	5740/14420	3640	4000	6/P	100/3000	27	4	8.25x20	10	49	96	180	250	160	66	9.1
560F	5656/14504	3676	4000	6/P	100/3000	27	4	8.25x20	10	52	96	216	257	160	70	9.0
551FJ	7538/12622	5900	5100	6/D	100/2500	37	5	8.25x20	10	49	96	216	265	151	74	9.25
580N	6058/14102	3660	4000	6/P	100/3000	27	4	8.25x20	10	50	96	210	270	180	67	9.1
580N	6582/12572	4820	5100	6/D	100/2500	27	4/5	8.25x20	10	50	96	210	270	180	67	9.1
<b>BEDFORD</b>																
J1 (15/18 cwt)	3677/2819	2911	3010	6/P	86/3400	12	4	7.50x16	8	40	71	100	200	119	65	7.9
J1 (30 cwt)	3731/4109	2992	3010	6/P	86/3400	12	4	8.25x16	8	43	72	100	200	119	65	9.1
J2 (2 ton)	4279/5801	3104	3010	6/P	86/3400	12	4	7.50x16	6	48	82	121	222	143	74	7.9
J2 (3 ton)	4375/8169	3259	3010	6/P	86/3400	12	4	8.25x16	8	51	84	121	222	143	75	8.9
J3 (3 ton)	4690/8302	3402	3010	6/P	86/3400	12	4	8.25x16	8	54	84	149	250	161	75	9.1
J3 (4 ton)	4774/10906	3474	3010	6/P	86/3400	12	4	8.25x16	10	54	84	149	250	161	75	9.1
J5 (4 ton)	5698/9992	3835	5410	6/P	114/3200	20	4	7.50x20	10	52	86	149	252	167	76	9.6
J5 (5 ton)	5776/13712	3887	5410	6/P	114/3200	20	4	8.25x20	10	52	87	149	252	167	78	10.3
KC6 (3 ton)	4880/8560	3571	3010	6/P	86/3400	20	4	8.25x16	8	NA	84	173	245	135	74	8.6
KC6 (4 ton)	4892/10116	3642	3010	6/P	86/3400	20	4	8.25x16	10	NA	84	173	245	135	74	8.6
KEL (4 ton)	6204/9476	4593	5410	6/D	98/2600	26	4	7.50x20	10	NA	86	196	269	151	76	
KEL (5 ton)	6294/13194	4644	5410	6/D	98/2600	26	4	8.25x20	10	NA	87	196	269	151	76	10

## SPARE PARTS SALE

MUDFLAPS [LOCAL]...NOLATHANE.....	\$45.00 SET
KIMBERLEY FRONT PARK/INDICATOR ASSY NEW	\$5.00 EACH
MUDFLAPS UNIPART REAR	\$20.00 SET
MUDFLAPS UNIPART FRONT	\$20.00 SET
MARK 2 REAR INDICATOR LENS NEW	\$5.00 EACH
MARK 2 FRONT PARKING/INDICATOR ASSY NEW	\$40.00 EACH
MARK 2 FRONT INDICATOR LENS RH/LH	\$5.00 EACH
NEW OLD STOCK	
MARK 2 FRONT PARKING/INDICATOR ASSY RH S/HAND	\$10.00 EACH
MARK 2 REAR T/LIGHT LENS NEW	\$5.00 EACH
MARK 2 BREAKABLE WINDOW WINDERS	\$5.00 EACH
EXHAUST CLAMP MANIFOLD/ENGINE PIPE	\$10.00 EACH
MARK 1 PARKING LIGHT LENS FRONT RH/LH	\$3.00 EACH
MARK 1 REAR LIGHT ASSY LH NEW	\$50.00 EACH
MARK 1 REAR LIGHT ASSY LH S/HAND	\$20.00 EACH
MARK 1 FRONT PARKING/INDICATOR ASSY NEW	\$30.00 EACH
ENGINE MOUNTS NOLATHANE CHANGE OVER	\$25.00 EACH
OIL FILTER ADAPTORS Z23---Z9 EXCHANGE	\$8.00 EACH
STEADY BAR BUSHES NOLATHANE	\$16.00 SET [4]
LOWER FULCRUM BUSHES NOLATHANE	\$16.00 SET [4]
STATE WHETHER MARK 1 OR MARK 2	

## STICKERS

BL MOTORSPORT	\$7.00 EACH
TRAVELLING 1 <sup>ST</sup> CLASS EXTERNAL	\$7.00 EACH
'FLOATS ON FLUID' EXTERNAL	\$7.00 EACH
TEAM LANDCRAB "NEW"	\$5.00 EACH
LANDCRAB CLUB NUMBERPLATE SURROUNDS	\$6.00 EACH
COLOURS AVAILABLE BLACK, WHITE, BLUE, MAROON "PINK !!!"	
SILVER \$4.00 EXTRA	
ALL PRICES PLUS POSTAGE	
MAKE CHEQUES PAYABLE TO LANDCRAB OWNERS CLUB	

P. FARRELL

4 WAYNE AVE BORONIA VICT 3155

BH 0407 372917

AH 700PM-900PM 03 97624457

**B**EFORE a baptism, the priest approached the father and said solemnly, "Baptism is an important step. Are you prepared for it?"

"I think so," the man replied. "My wife has made some snacks and we have a caterer coming to provide plenty of food for all of our guests."

"I don't mean that," the priest responded. "I mean, are you prepared spiritually?"

"Oh, sure," came the reply. "I've got a keg of beer and a case of whisky."

- HELEN JORAN

## Drink/Driving Penalties!

Some people think the penalties for drink driving are too harsh; some believe they are inadequate. Think yourself lucky you live in Australia as you read the penalties imposed in other countries..... Maybe they have got it right!

- TURKEY: Driver is taken 20 miles from town and made to walk back under police escort.
- COSTA RICA: Police remove the plates from the car of the offending driver.
- POLAND: Jailed and forced to listen to political lectures (Could you handle listening to Keating for endless hours? I'd listen to Howard ... because he has nothing to say!).
- MALAYSIA! Driver jailed and, if married, his wife joins him in jail!
- FINLAND & SWEDEN: Driver is automatically jailed for 1 year with hard labour.
- FRANCE: 3 years loss of licence, 1 years jail, \$1,000 fine.
- SOUTH AFRICA: 10 years jail or \$10,000 fine. Or both!
- RUSSIA: Driver's licence revoked for life,
- NORWAY: 3 weeks hard labour in jail and one year's loss of licence. Second offence within five years means loss of licence for life.
- BULGARIA: For a second offence the driver is executed.
- EL SALVADOR: No second chances here! Drink drivers are executed by firing squad on their first offence!

X

**Malcolm G. Wilson,**

**92 High Street,  
BEECHWORTH, 3747.**

**Ph (03) 5728 2524**

**FAX (03) 5728 2052**

**Mob. 0408 128 258**

June 10, 1999

The Secretary  
Austin 1800 Car Club  
22 Davison Street  
MITCHAM VIC 3132

I have been collecting Austin 1800's for the last few years with a view to restoration, unfortunately circumstances prevent me from continuing with this project and I am offering my collection for sale. Should your members be interested the following is a list of cars and parts:-

1 UTE – Manual, Body & Engine –No Head, Straight , suit restoration  
3 CARS Mk 11's

- 1 Manual, Not running, Unreg,
- 1 Manual, Body resprayed Blue & White-Partially reassembled with running motor.
- 1 Complete Auto Unreg. Good running condition, Body Good, has been undercover for most of the past 5 years. This car needs very little for roadworthy.
- Large quantity of spares including complete engine and man. trans. Suit rebuilding, 2 cyl. Heads.

\$1950.00 ONO, Will Separate

If possible, I would appreciate it if this information could be placed in your Newsletter, if there is an advertising cost could you please advise.

I am,

Yours Sincerely



( Mal Wilson)

# FOR SALE...

- 1800 mk 1 one owner 92,000 miles grey/ red John Seymour [03] 9515 7015  
Maffra
- 1800 mk 11 reg tired burgundy paint 65,000 miles one family since new no rust auto Lynn  
Merchant Geelong offers [03] 52 443 135
- 1800 mk 11 Man, Green, \$2,000 Morgan Barnes [03] 56 62 4241 Leongatha Vic
- 1800 mk 1 1966 Reg & RWC white/ red 9419 0157 Vic
- Tasman mk 11 1972 twin carbies RWC \$900 [07] 544 33 111 Maroochydore QLD
- 1800 mk 11 reg & RWC \$1,500 owner as above
- 1800 mk 1 seized engine head off slight rust man offers Greenbank QLD [07] 38035460
- 1800 mk 11 complete seized engine foe wrecking John [07] 339 1817
- 1800 1966 original car goes well - 1800 1970 not running A1 body Nev Edwards [075] 426  
4394 Coominya QLD
- 1800 auto box in pieces a manual box a complete manual car and heaps of spares Shannon  
Harper [03] 5988 6464 Cape Schank
- 1800 mk 11 auto Reg & RWC 79,000 Ivory/ blue Jessica Logan Berwick Vic \$2,750  
0414 394 746
- Freebie Ute good body shot mechanically plus heaps of parts [03] 56331 336 Andrew  
Morrison Trafalga Country Victoria
- 1800 Mk 11 1800 Auto 73,000 miles GC plus 2 1800's to wreck or restore, plus many  
parts \$3,500 T. Copeland 11 Windsor St, Margate QLD [07] 3284 8876
- 1800 mk 11 Freebie clutch collapsed some rust [03] 9515 7015
- 2 x 1800's Freebie's Christine O'Leary 49 381 581 The cars are at Mt Morgan (QLD ?)
- 1800 mk 11 Reg to March Red and Silver 4 new tyres rebuilt motor and gearbox \$2,500  
Neil Porter [07] 3372 7308
- 1800 mk 11 VGC Man 6 months reg \$1,200 ONO St Lucia Chris [07] 3870 1048
- 1800 mk 11 VGC Man tired paint \$2,800 Jindalee Elizabeth [07] 3279 6037
- Mk 11 Ute 1970 Man 11 months reg no RWC GC Luke Rowley [03] 52 414 785 Geelong  
Vic \$2,500

Extinction is not an option



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# LANDCRAB

CLUB OF AUSTRALASIA INC.

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Welcome to newsletter number 88 for October and November 1999

Adam was lying under a Coconut tree, watching another perfect sunset.

"God, I'm lonely"

"Yes, I know", replied God. " All the animals are not much company for you."

"Well , God, what can you do about it ?"

"Hmmm" said God.

"What if I give you the most beautiful creature that has ever walked the Earth- completely without blemish- an unbelievable cook-completely submissive to your will, and interested in everything you do ? She would be your helper, to have and to hold as long as you both live.

"Great idea !" said Adam. " How much will she cost ?"

God looked thoughtful and said, " An arm and a leg ".

It was now Adam's turn to look thoughtful.

"What can I get for a rib ?"

# FROM THE BACK SEAT

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

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4 Wayne Avenue, Boronia Vic 3155

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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.

Cut off date for inclusion of articles in the newsletter is the 25<sup>th</sup> of the even month. Publication date attempts, often in vain to be 25<sup>th</sup> of the odd month.

# INTRODUCING

Scott Leamont	25 Oliver Street Harboard NSW	0414 385 673	mk 1
Keith McLean	89 Sheechy St Rockhampton QLD 4071	[07] 4928 1024	mk 1 Kimberly Ute
Andrew Downing	Box 1 Huskisson NSW 2540	[02] 4441 6497	mk 111



Ian Ripley  
334 Farm Street  
Nth. Rockhampton 4701

July 15, 1999

Daryl Stephens  
22 Davison Street  
Mitcham, Victoria  
3132

Dear Daryl,

It's great to be a member of such an informative club, each news letter I receive is read from top to bottom.

My Auto is now on the road and a shake down run has only shown small problems with the auto so I have to find out a few things and maybe other members could help me. The things I need to know are:


1. What is recommended for valve guide seals
2. Of the manuals I've got and read, three say the wheel alignment at the front has 1/8" TOE-IN the other (BMC service publication) give a dim. of 1/16" TOE - OUT Which is Correct?
3. Camshafts. Some English cars have a camshaft with a timing of 16 56 51 21 This timing is also used in some MG B's and in Mini Cooper 997's Is there a number for this camshaft? Is it available? I have used this timing on shafts on Mini's and it has good low down torque especially on long stroke motors. Great for Auto's.
4. Is there a number for the boot lid rubber and door rubbers or can the club supply these?

Now for some info I hope is useable to members:

1. The Auto used 351A is very similar to the Borg Warner 351B used in SAAB's 1.85, 2.0 up to about 79-80 with the same style chain drive, but a different diff drive.
2. The rocker cover grommets are the same as mini's Pn 12A1358
3. The rubber mounts for the front exhaust heat shield are the same as mini rear exhaust mounts Pn GEX7251
4. The interior light lens is the same as mini's Pn 24G3389
5. I use a mini thermostat Pn WSO14C which is rated at 74°C for our hot climate
6. Also enclosed is a copy of bearing and seal information for 1800's and Tasman X6/ Kimberley
7. Ball joint boots are Pn. TE4 from automotive shops


Regards

*I. Ripley*

	CAR APPLICATION DATA	SECTION	9.2
	LEYLAND-AUSTIN	PAGE	F1

MODEL	CODE	YEAR	MOTOR	BODY
1800, 1800A MKL & 11 KIMBERLEY - TASMAN X6	AD017, YD010 YD019 YD019	1964-75 1970 - 1970 -	1800cc	SEDAN & UTE

	APPLICATION	CBC PART No.	MFRS. No.
F	1800 TO C/N 2F 17F 54758A AND 1800S TO C/N 2F 17F 51845A		
	FRONT WHEEL - KIT	M113AKIT	-
	BEARING - SET	LM48548/91607	BTB789
	SEAL - INNER	C4811	BTB9005
	- OUTER	C4812	BTB595
F	1800 & 1800S FROM ABOVE AND ALL TASMAN & KIMBERLEY		
	FRONT WHEEL - KIT	M113CKIT	-
	BEARING - SET	LM48548/91607	BTB789
	SEAL - INNER	C6310	QMS175
	- OUTER	C4812	BTB595
S	FRONT SUSPENSION STEERING-BACK SEAL - COLUMN - X6	(2) L44643L-L44610 C3283 1070(UBCO)	BTB579 17H3938
P	U/J'S HALF SHAFT - MANUAL - AUTO CV JOINTS - ALL	KSA514 KSLAR CV110	HYL4236 RG3001 WYL3909
M	TIMING COVER - TO 3/66 - 3/66 ON - SOME CRANKCASE FLYWHEEL - EXC X6 - X6 WATERPUMP - BRG - SEAL OIL PUMP 'O' RING (1800)	C3141 C6061(C4545) C6313 C4978 C6312 4/FPS620(FPS620) C6323(C2619) C5030	2A939 AYA138 - 88G621 42H118 12A1802 13H5273 22H775
E	ALTERNATOR - FRONT - REAR	6202LLU 6203LLU	
C	CLUTCH THRUST - TO66(1800) - 66on (1800) - X6 TO 11/71 - X6 12/71 ON	CB1800(R76068) CB1800(R76080) 3/W1/2 6/W1.5057	13H984
ISS	2-12/84	ORD	GEN 12/84 SYM 2/84

	CAR APPLICATION DATA	SECTION	9.2
	LEYLAND-AUSTIN	PAGE	F2

MODEL	CODE	YEAR	MOTOR	BODY
1800, 1800A MKL & 11 KIMBERLEY - TASMAN X6	AD017, YD010 YD019 YD019	1964-75 1970- 1970-	1800cc	SEDAN & UTE

	APPLICATION	CBC PART No.	MFRS. No.
T	CLUTCH GEAR - SEAL - BEARING	C4813 6307C3	13H2876 6K538 22H862
	IDLER GEAR	(2) AJD160066(TORR)	
	DRIVESHAFT - REAR (NOT X6)	24/LJ1-1/2NR (RLS12NR)	
	(X6 ONLY)	6/6208(6208C3)	13H5522
	- OUTER (TO 68)	B11618(RHP)	22H303
	(68 ON)	(NU207MINUS I.R.)	
	MAINSHAFT - SPIGOT	LRJA1-1/4	22H1255
	- OUTPUT (NOT X6)	KL8x25x22	22H774
	(X6 ONLY)	6/MDJT32.5	22H293
	COUNTERSHAFT - F&R	(1/)(4/MDJT32.5)	(13H7268)
	SPEEDO DRIVE SEAL	5/MDJT32.5	42H168
		(2) F51816	22H682
		(K22.225x28.225x25F)	
		C2621	AYA3070
TA	FRONT PUMP - TO 70-(2-7/16O.D) - 70 ON (2-1/2 O.D)	C4519 C6390	27H2308 27H9442
	GEARBOX SEAL	C4520	27H3309
	CONTROL SHAFT SEAL	C6042	7H6845
	TORQUE CONVERTER	6206	TB5102
	DRIVESHAFT	NE206	TA5101A
	FINAL DRIVE	8/MDJT35	13H6833
		RJ2001(RHP)	9904003096
FD	DIFFERENTIAL DIFF COVERSEAL(EXC X6) (X6 ONLY)	(2) 7209(B)(1/7209JB) (2) C2505 (2) C6234	2K6541 22H383 13H4691
R	REAR WHEEL - KIT - INNER - OUTER - SEAL	M213KIT LM67048-LM67010 L44649-L44610 C4812	BTB280 BTB594 BTB595
ISS	2-12/84	ORD	GEN 12/84 SYM 2/84

## Wanted

The astounding  
**Austin 1800**



MANUAL and AUTOMATIC  
trans.

**Southport Motors**  
Scarborough St., Southport  
Phone 2-1252, 2-1876

Your Leading Dealer

To help me with my planned book I urgently need advertisements and photos of dealers both old and current. The dealers required are Austin/Nuffield/BMC/BLMC/Leyland Australia from the end of WWII until the end of Mini Moke production.

I have a list from a 1800 handbook of 1970 but this only gives the name of the dealer and location, but not the address.

Any information no matter how small will be of use to me, there are two ways to send information to me either slow mail photo copies or send the information on a floppy disc (IBM compatible) at

4 Yarandin Court  
Worongary  
Queensland 4213

or e-mail at [paj50@hotmail.com](mailto:paj50@hotmail.com)

Thanks in advance, Peter Jones

## Queensland Run with the Austin MVC to the Gold Coast

After many weeks of bad weather the gods smiled on us this weekend. There was a total of 12 Austins, 3 of which were Landcrabs, plus a couple of owners phoning me to say that they were unable to attend.

During the run, two photo sessions were setup in front of surviving Austin workshop. Following this a late lunch break was taken between Burleigh and North Burleigh beaches, the cars were all lined up and attracted a lot of interest from passing people.

It is planned to have another combined run next year, so keep an eye on the newsletter for more details and other interesting events us Queensland Landcrabers can attend.

Peter J Queensland Social Convenor

## Know Your Landcrab

# SUSPENSION

**Independent suspension to all four wheels is used in the Austin 1800 and its derivatives, by reason of improved ride over rough roads and superior traction on slippery surfaces.**

At the time the Austin 1800 came into being independent suspension to all four wheels was not widely used by other European motor manufacturers.

Because the ADO 17 is a front wheel drive car the designer was free to mount the rear wheels as he desired, trailing arms being selected because they gave nearly vertical motion for the rear wheels.

By this means no gyroscopic effects arise during the rise and fall of the wheels and such motion does not impart any rear steering effect. But a four degree roll angle on the car results in a like degree on the tyres, and this outward change of camber angle on the outer wheel reduces the rear cornering power.

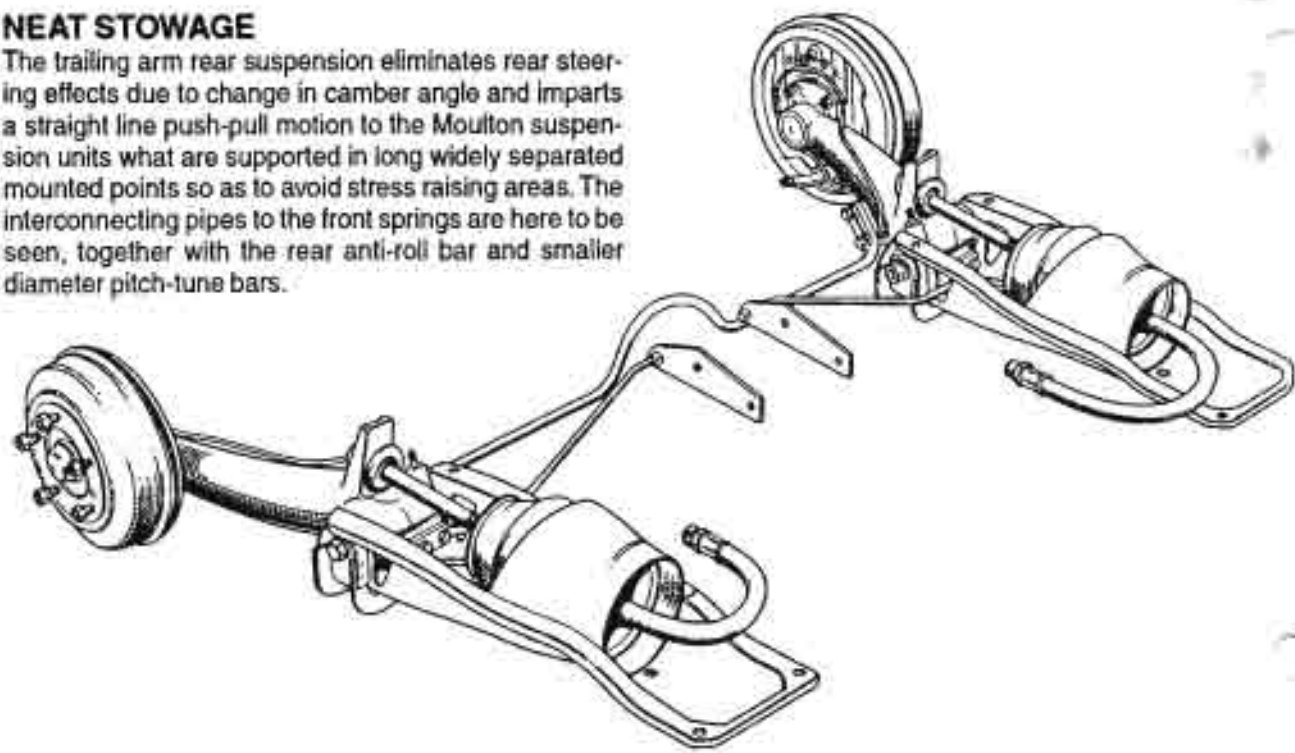
### NEAT STOWAGE

The trailing arm rear suspension eliminates rear steering effects due to change in camber angle and imparts a straight line push-pull motion to the Moulton suspension units what are supported in long widely separated mounted points so as to avoid stress raising areas. The interconnecting pipes to the front springs are here to be seen, together with the rear anti-roll bar and smaller diameter pitch-tune bars.

But this gives an advantage on a front wheel drive car whereas it might be an embarrassment with rear drive, as when power is delivered through the tyres there is a reduction in their cornering power at the rear end and hence a tendency to oversteer with power to which camber angle effects must be added.

But when power is transmitted to the front tyres their loss of cornering tends to balance the reduction of those at the rear, caused by roll, leaving a balance between neutral and understeer according to the amount of throttle opening. If the power is cut there is a transfer to which helps to tuck the nose in and bring the car safely round the corner.

The increase in slip angle arising from the outward leaning of the rear wheels in the cornering is modified by an anti-roll bar (deleted in later models) connecting the two trailing arms. This restrains the roll but at the same time increases weight transfer from the inner to outer wheel,



which is in itself a source of increased slip angle.

The overall effect was determined by careful development work on the road so that the cornering power between the front and rear ends of the car was adjusted to give the best combination of stability and steering response.

The physical arrangements on ADO 17 consist of a trailing arm on each side in the form of a bell crank and with a one inch motion of the wheel, a 0.22 inch movement on a push rod transmits load (by means of a flexible diaphragm and fluid) to a rubber spring which offers increasing resistance to load, in proportion to the degree which it is compressed.

As at the front these rubber springs and their cylindrical casings are mounted in concave pressings bolted to the underneath of the floor by means of widely separated points so that the load on them is distributed over a wide area, and high local stressing thereby avoided.

The same type of Moulton rubber suspension unit, fluid loaded, is employed with a top radius arm in the form of the bell crank to transmit movement to the rubber diaphragm in the front suspension and this arrangement permits the suspension units to be placed back to back within a massive tubular cross member with one piece end covers

which provide mounting points for top and bottom radius arms.

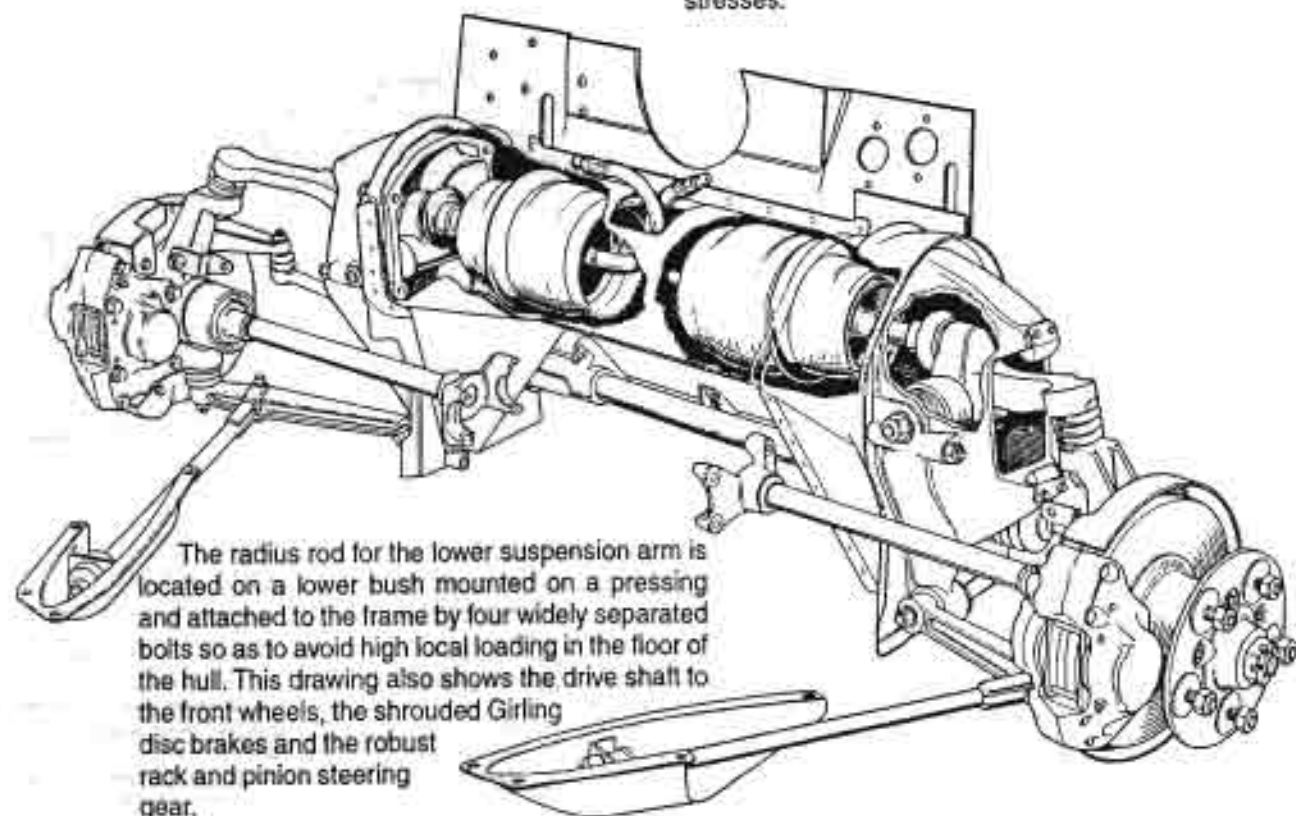
At the outward end of the single bottom arm a radius rod runs forward to a rubber pivot in a concave pressing where as at the back, widely spaced bolt holes spread stress.

The joints in the front and rear suspension system are either self lubricating, or sealed for life with rubber bellows, so that no attention is needed during the normal life of the car and the fluid used to load the springs also functions as a constant viscosity damping medium as it passes in considerable volume through carefully calculated restrictions.

Thus there is no loss in efficiency during periods of overloading and also a degree of damping which is basic to the design and will not vary from year to year. This is a feature of the Hydrolastic system used in the ADO 17 project, more of which in the next mag.

## STRESS DISTRIBUTION

Rubber springs, hydraulically interconnected to their opposite number at the rear of the car (the Hydrolastic system) are placed back to back at the nose of the ADO 17 inside a neat, tabular, fabricated assembly which greatly stiffens the structure and evenly distributes stresses.





**AUTO  
ANALYSIS**  
No. 18

# MORRIS 1800



Gary Ellis, of University Motors, Epsom, shows our man round a "land crab"

## WHAT IT'S LIKE TO DRIVE, SERVICE, REPAIR AND LIVE WITH

▶ The 1800 is a car which is nothing if not easily defined. Its great virtues are tremendous cornering power and much interior vastness—and for these inherited assets you pay the price in terms of "dead" suspension and navigation equipment which can only be described as "remote".

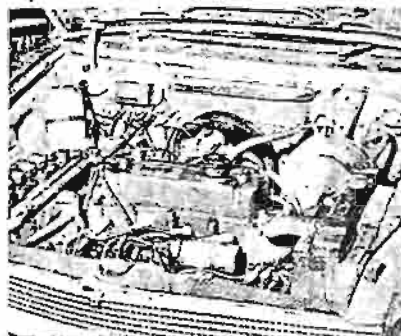
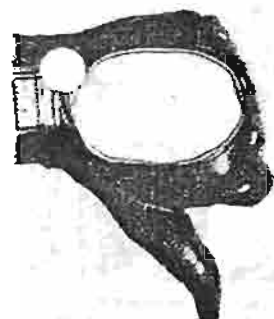
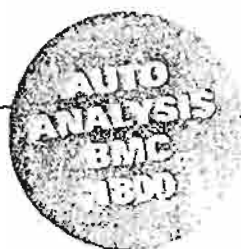
Jekyll and Hyde aren't in it. From the captain's bridge the device feels about

as responsive as a naval frigate—yet with the exercise of very little driving skill it will out-corner the majority of the opposition. Although difficult to drive smoothly, it is extremely forgiving.

Having finished with the psychoanalysis, we must add that we can thoroughly recommend the device to the man whose requirements it happens to fit. While it's true that early cars suffered from gearbox,

clutch and minor head problems, we can report that these bugs were exorcised a year or so after production commenced, leaving the machine a sound and reliable proposition.

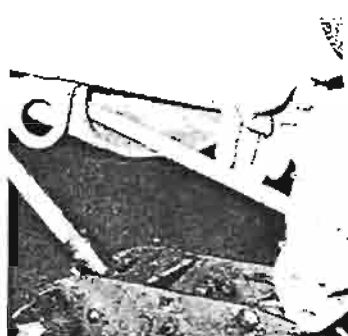
Accessibility is better than you might imagine at first glance, but one of its jobs, notably fan belt renewal and anything to do with cables, still demand fingers like an ant-eater's tongue.



The 1800 is short of cart-swinging space inside the engine room, but accessibility for routine service jobs is better than it looks. A pair of ramps is a useful asset.



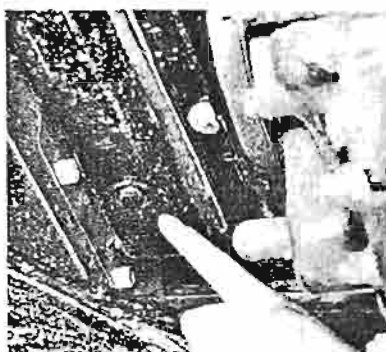
Drive-shaft couplings and constant velocity joints last longer as a rule than the equivalent parts on smaller BMC cars. Worn shaft yokes will sometimes rattle, however.



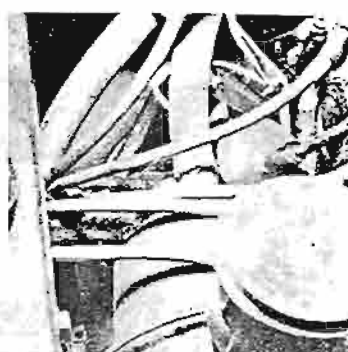
Apart from the track, the suspension geometry is non-adjustable. Even on there was trouble with de-b mounting rubbers distorting, this has been cured by a small mod.



One for the ferret-fingers! Tensioning the dynamo belt is easy enough, but replacing same causes fraying of both knuckles and tempers. The radiator itself must not



... become choked on the outer face under the wing. Watch that the undoing of the drain plug doesn't pull the thread and a few square inches of red out with it.



The power steering, which did not exactly fire us with enthusiasm anyway, carries the added drawback that the pump and pipes make access to the distributor difficult.

BMC, in their little driver's bible, recommend three different services—one every 3000, one every 6000, and one at 12,000 miles—but close examination of the 3000 schedule reveals that the jobs recommended here are mostly the simple things which the prudent motorist carries out about once a month anyway. The only off-beat thing is a note to check the tightness of the steering column clamp bolt on power steering models. This is important. Serious servicing starts on the 6000. Tappets, points, plugs, belt tension, timing, both static and advance, oil change, oil filter replacement,

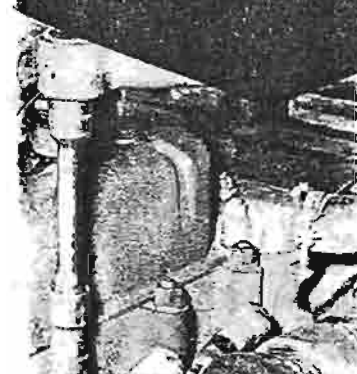
and dynamo bearing lubrication were all carried out in the usual way. Then the wheel alignment— $\frac{1}{8}$  in. toe-out—is checked, and a suspicious eye run over all the rubber shrouds covering universals, ball joints etc. Early cars had oil surge troubles, by the way, which can be cured by fitting the latest pattern of oil pick-up strainer and by using a late dipstick. The original stick was the wrong length, would you believe! The strainer can be removed by taking off the transmission "front" cover, on the nearside of the engine. You can do this without engine removal. The only other thing on the 6000 is a check on rear brake adjustment—normal square key arrangement—and on disc pad wear. You

might also clean up the oil filler cap, and the rubber diaphragm type breather. A failure in this latter item can cause much oil-burning. The 12,000 is the same again plus changes of air filter, plugs, oil filler cap, and a visual check on the condition of the rear brake shoes. A couple of points are worth mentioning here: firstly, tighten the air filter nuts hard, as they are prone to slackening; and secondly, check the torque of the head nuts on early cars, as some of the head studs were prone to stretching, causing gasket failure. The nuts should be 50 lb./ft.

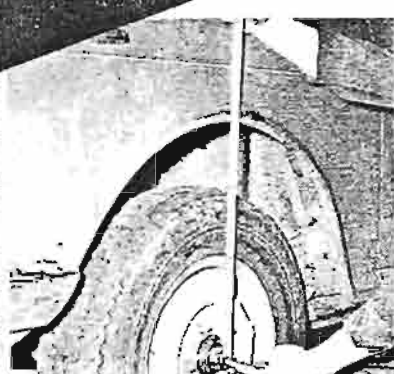
## ROUTINE REPAIRS

BMC had ironed out many of the early fwd

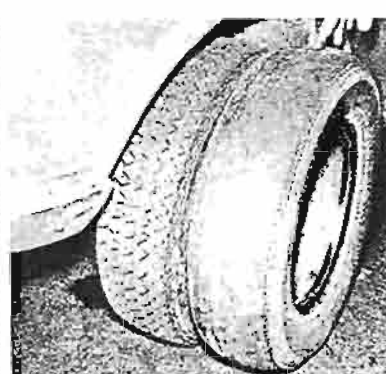
## CHECK POINTS



head studs, in some early cars, are prone to stretching, causing gasket failure. A check with a torque wrench is a good scheme. Torque should be at 80 lb./ft.



Suspension pressurisation can only be done by a garage. Check the pressure by measuring between the wheel centre and the top of the wheel arch—it should be 141 in.



The only adjustable part of the whole steering geometry is the track. Then it should be 15 in. toe-out, but this is what he means. If the track is set up

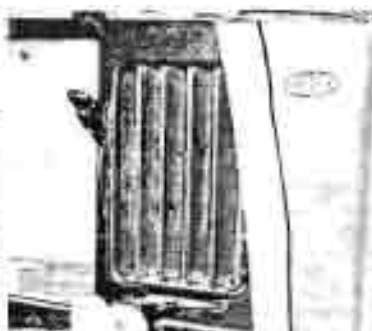


Service time means a check on the condition of rubber boots and gaskets, with particular reference to those which protect the constant velocity joints from road

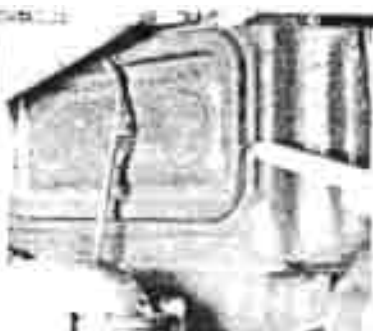




as has a regrettable tendency for top engine mounting rubbers to come adrift. Clutch thrust pad, gearbox bearing and oil surge problems have also been traced out



The 1800 was one of the first cars to use yeasts instead of quarter lights. Don't break the handles off! Bolt and cable replacement behind the dash is quite easy



The usual BMC can follow corners used to develop the usual leaks—and they are the usual suspects to get at. Late jettison gaskets are much more reliable, though



and there is evidence of more thought in the new manifold gaskets. These can be dropped into place over the studs without removing things to pull manifold cover



In these days of collapsible ballnuts, the pump-handle handbrake looks a trifle on the knee-crushing side. It was fussy to operate, but surprised us by holding on a 1 in 3



The chubbiest of east-west engines, transmission surge is combated by a damper under the throttle flap. This is quite successful, but overall transition isn't unusual



The cables linking the gearlever and selector break occasionally. Replacement can be awkward, and they tend to snap off. Change is good, but don't throw the log



Safety handle and window winder are nasty. The linkage is flimsy, failure is not uncommon, and if the knob falls off the winder you can cut your finger on the lever

snags by the time they got round to the 1800. Things like drive-shaft couplings, constant velocity joints, the nylon cups which take the ball ends of the Hydrolastic struts, and several other Mini and 1100 weaknesses were somewhat beefed up for the bigger brother, and the general consensus of expert opinion is that these Hems last better on the 1800 than on other Ford models.

Balljoint wear is about average for this sort of car. A little play can be taken up on the adjustable housings by removal of shims—but once the balls or sockets show visible signs of wear, they must be replaced.

Both the front suspension upper support arms and the rear swinging arms pivot on taper

roller bearings. These, like the wheel bearings, are greased for life on assembly and if you have to replace them you must be prepared for some tricky work with feeler gauges and with the swinging arms, some clever stuff with a spring balance to adjust the pre-load. The wheel bearings also require the juggling of spacers or shims to set up the correct tolerances. You will need a special puller to yank off the rear hub.

Top end engine work is all pretty straightforward, but you can't, of course, get at the crankshaft without taking the clockwork completely out. The same goes for the clutch, which is something of a nuisance, although the idler gear can be shimmed—a job involving the use

of basswire to ascertain and float with the cover in place—with the engine still in. The clutch thrust pad used to wear quickly in early cars.

Replacement of speeds, throttle and hand-brake cables is pretty straightforward, but the three cables which transmit the movement from the gearlever to the box involve a bit of strapping.

#### MAJOR REPAIRS

The engine-out job isn't too bad—the easiest way is to take the whole thing out complete with cooling system and radiator intact.

The Hydrolastic suspension produces its usual problem that you can't pump it up yourself. If you have to replace a unit, or its some



The power steering pump, on the Hyems, can develop a leak from its main seal. Replacement is easy, keep tabs on the fluid level, and ensure breather is clear



Most wires from the dash go to the rest of the car, the two multi-pin plugs. These can slacken off and cause bad connections—don't tug them with your foot



The rubber mountings at the rear end of the exhaust pipe break occasionally. The system itself is not difficult to check—just look at the



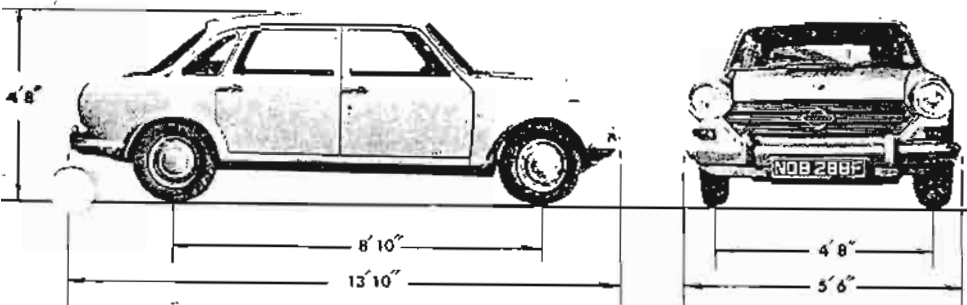
When you're servicing it's a good idea to clean and oil the breather valve. The diaphragm of a split rubber pump causes alarming oil-burning sym-

# BMC 1800 FACTS AND FIGURES

<b>Cylinders</b>	4-in-line
<b>Bore/stroke</b>	80.26 mm x 88.9 mm
<b>Displacement</b>	1798 cc
<b>BHP (net)</b>	80 at 5000 rpm
<b>Valve gear</b>	ohv
<b>Carburettor</b>	SU HS6
<b>Fuel pump</b>	SU AUF704
<b>Oil filter</b>	Full flow, replaceable element
<b>Clutch</b>	8 in. diaphragm
<b>Gearbox</b>	Four-speed all synchro automatic option

<b>Final drive ratio</b>	3.882:1
<b>Brakes</b>	Front discs 9½ in., rear drums, 9 in.
<b>Wheels</b>	Pressed steel, 4½ J x 13
<b>Kerb weight</b>	23.4 cwt.

<b>CAPACITIES</b>	
<b>Cooling system</b>	9.5 pints
<b>Engine/gearbox</b>	10 pints
<b>Fuel tank</b>	10.5 gallons



## PRICES NEW

Austin 1800 Mk II	£1021
Morris 1800S	£1079
Wolseley 18/85	£1105
Automatic extra	£101

## OPTIONAL EXTRAS

Power steering	£42
Reclining seats	£20
Heated rear window	£20

## PARTS PRICES

Short engine	£52
Exchange gearbox	£40
Clutch assembly	£11
Front displacer	£12
Exhaust system	£8
Exchange power steering	£19
Front wing	£10
Doorshell	£8
Disc pads (set)	£4
CV joint	£6

## SECOND-HAND

1964	£400
1965	£460
1966	£530
1967	£630
1968 (Mk I)	£740
1968 (Mk II)	£850
Wolseley 1967	£800
1968	£860
Automatics:	
Wolseley 1967	£875
1968	£920

## ACCESSORIES

Wheel trims	£5
Seat covers	£15
Wing mirrors	£3
Roof rack	£4

## GARAGE CHARGES

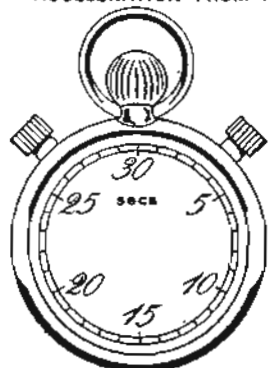
(Based on £2 per hour)	
Engine out and back	£18
Decoke (ex. parts)	£23
Drive-shaft overhaul and replacement	£9
Front displacer renewal	£5
Clutch out and back	£22

## TOOLS NEEDED

Comprehensive set of ring and open-end A/F spanners. Sockets are a great help. Torque spanner, claw extractor, and hub puller needed—other special tools can be improvised

## PERFORMANCE FIGURES

### ACCELERATION FROM REST



STANDING ¼ MILE = 19

### PASSING TIMES

SPEED M.P.H.	TIME (seconds)															
	5	6	7	8	9	10	11	12	13	14	15	16				
20-40																
30-50																
40-60																

Top

3rd

### FUEL CONSUMPTION

SPEED M.P.H.	M.P.G.		
	30	40	50
30			
40			
50			

## "fantastic adhesion"

job that involves removing pressure from a displacer, you must bleed the pressure out of the system, do the work, and then drive slowly round to your local Mowog King and have it all pumped up again. Never move a suspension part off a displacer without releasing the pressure—a piston coming out under pressure could practically transfix you.

The suspension on early cars, by the way, would occasionally develop an annoying creak. This was due to the displacer body rubbing in its housing—replacement with a later type, which has a plastic ring round the outside, is the answer.

For the engine overhaul a lot of special BMC tools are available, but you should be able to get away with a claw extractor for the crankshaft gear and pulley, a main bearing cap remover of one sort or other—an item which could probably be improvised with little trouble—a torque wrench, and a what's-it-for grinding in the oil pressure relief valve. The others are mainly mandrills of various types which the careful man should be able to get round.

## BODY

The 1800 has been on the market now for five years, and even the earliest ones are not yet beset with serious rust problems. The first place it comes through is usually in the sills under the doors, however, and it is a good idea to nip underneath every now and then to clean out the drain holes on the inside of the sills. A good underseal job, as usual, works wonders.

## FOR THE DRIVER

We have already mentioned the main pros and cons of the 1800, to which we can add that the engine is smooth, if not overpowerful. This smoothness is marred by the hesitant bounce of transmission surge, which seems so inseparable from the east-west fwd layout. The damper which 1800s now have under the throttle stop to prevent the revs dropping right down as soon as you take your foot off probably does help in reducing surge, but we didn't much fancy the "indirect" feel it imparted.

The handling characteristic is understeer, followed by more understeer, followed by still more understeer. The adhesion is fantastic, in spite of a tendency to pitch and roll sharply on bumpy corners. The 1800 has a built-in safety factor in the fact that the faster you go the more the front tyres scrub, and the more the front tyres scrub the more speed you lose... Cornering hard is an interesting balance between the optimum cornering force—which is very high indeed—and the speed at which it all starts to slow down. We found the best bet was to throw the car in hard and open the throttle to open out the radius with increasing understeer as you went round. Difficult, in practice.

The car we had on test was a Morris 1800 with optional power steering. We never liked the low-geared manual steering on 1800s anyway, but for our money this power set-up has achieved an all-time high in nastiness. There is no feel whatsoever—what with this and the rather unnatural movement of the suspension, one feels it is just as well the "land crab" is a good roadholder. If it wasn't, you'd never have much idea when it was going to let go.

There was bags of room everywhere, although the front seat layout precluded the use of the car as anything more than a five-seater. The boot was cavernous—dare we suggest that a little of that space might have been better employed in the engine room?

# CLUTCHES, CLUTCHES AND MORE CLUTCHES !

By Daryl Stephens

The following letter is the current situation in the debarkle of the re manufactured clutch carbon thrusts.

Mr Daryl Stephens,  
22 Davison Street,  
Mitcham 3132  
Vic

25 - 8 - 99

Carbone Lorraine Australia Pty Ltd,  
Box 196,  
Fairfield 3078  
Vic.  
Attention Mr Mark Patriaka  
&/or Mr Allan Hodges

Dear Sir,

Re totally unsatisfactory re manufactures carbon thrust bearings  
for Austin 1800. My letter d.d 13/5/99 refers

Following several phone discussions with your company since my letter of 13 - 5 - 99  
I have no option but to request full reimbursement for the unsatisfactory carbon  
thrusts.

Not only do they last 5,000 k's maximum, there is that much carbon dust flying around  
the clutch bell housing that it enters the starter motor and causes it to malfunction.

In other words, your carbon thrusts cost each member about \$1,000 in labour to  
change and another \$100 for starter motor repairs!

Obviously, none of the recipients of these faulty parts are willing to trust your company  
again. I am also very surprised that your company lacks the ability to test these parts  
before selling them.

Therefore, I hereby request full financial re imbusement for the monies paid.

Yours sincerely

Daryl Stephens



The positive side to it is that **Craig Weaver** has discovered an enterprising firm in Geelong Victoria who for many years have been fitting roller bearings instead of carbon thrusts

Apparently, some 10 years ago, a staff member became fed up with carbon thrusts chewing out. A lot of research was done, and a **Nissan Pintarra** roller bearing [ part number GSB 379 ] was selected as a replacement. It proved so successful that every 1800 that has come into the workshop since then has been fitted with one

In basic terms, the pad on the pressure plate that the carbon presses on is removed, allowing the bearing the press directly onto the fingers. The carbon is removed from the carrier and the bearing installed.

As this is being read, the new system is already in the rally car of **Paul Nicholls** and the mk 11 of **Adam Stephens** ( It is debateable which of these cars receives more of a pounding ! )

Also, the Company offer a mail order service. This may save one the inconvenience of sitting around Geelong for 3 hours while they work on the clutch. Cost is \$95.00 plus postage if applicable.

Good one, Graig !

**VACC CLUTCH & BRAKE SPECIALISTS** EST. 1988  
A.C.N. 204 888 387  
7 - 13 Lit. Rynie St., Geelong, Vic. 3220. Phone: Office: 5229 4021 and 2, Spare Parts: 5229 5077, 5229 3850.  
Fax: 03 5229 8940  
Trade Supplied — Repairs Promptly Executed — Supply and Fit Shock Absorbers, Hydraulic Hoses  
Specialist Bonding, Resleeve and Overhaul Hydraulic Cylinders — All work guaranteed

Part Number	Description	Qty	Retail Price	Unit Price	Total
	Cash Sale				
	Convert bearing & P/Plate	1			55.00
	GSB 379 Bearing	1			40.00
	Paid ✓				



HANS COMPTER  
P.O. BOX 4023  
KAMO, WHANGAREI  
NEW ZEALAND  
NOUVELLE ZELANDE

Date \_\_\_\_\_

Mr John Webster  
74 Walker Crescent  
Canberra ACT 2604  
Australia

8/7/99

Dear John,

Following today's phone conversation please find a set of photos of the 1970 Austin 3 Litre De Luxe Automatic which is for sale. It is in really excellent condition and presents very well. We purchased it from the previous one-owner Bayne family in our city of Whangarei. Enclosed is also a copy of Bayne's driving experiences which I received last year.

300 of these relatively rare 3 Litres came to New Zealand. Today I think there would be less than 10 in driveable condition and warranted for use on our roads.

On a separate sheet is a history of what was done to the car by the Bayne family and us.

This is a very powerful, comfortable and fast car which I can really recommend. It only had 3 loving owners in its life (Father and son Bayne and myself). We used it as a courtesy car for visiting European (restoration) customers.

The price is AUS\$ 4900.- (firm) which is free-on-board Auckland /NZ.

In other words we pay the costs for delivery and some export documents + port handling.

By roll-on roll-off the shipping costs are NZ\$ 1800.- Import into Australia would be inexpensive because it is 30 years old.

Re other British Leyland cars here in NZ I am quite willing to look out for similar very sound ones and report back to you with photos and if a car looks good enough independent Automobile Association test reports. This can be done on a to be agreed commission basis.

Awaiting your reply with interest.

Kind regards,

Hans Compter

# AUSTIN 3 LITRE DELUXE

## By:

British Leyland Ltd, Longbridge, Birmingham, England.

## INTRODUCTION

The Austin 3 Litre was produced from 1969 to 1971.

Wolsley had just been taken over by Austin - Morris which resulted in the big British Leyland organisation. The big Wolsley car had been very successful in the market place. It was a strong reliable and luxurious car for its time and well accepted by the middle to upper market. Austin had a similar vehicle in the Austin Cambridge - the specifications were almost identical.

Austin now had to do something to hold this market and it was time to put something new out from the new company. Nothing had been designed or was ready - market trends were still being considered along with new design trends in the European market.

Meantime the Austin-Morris Maxi 750, 1100/1300 and mini market were going well. The enlarged family 1800 was just being launched and things looked very good for it.

The 3 litre was therefore developed quite quickly to hold this upper market while the latest trends were being developed. It used the technology of the current production for example the rear window is from the 1800 and the front window is from the Maxi. All the suspension at this time from Austin-Morris was on the Hydrolastic format so the 3L suspension was a beefed up copy with the addition of a unique self leveling pump and rams on the rear trailing suspension run off an additional fan-belt.

Being such a large car (over an imperial ton weight) the power train needed to be quite large. There was one three litre that Austin had produced. It was for the Healey sports car. It was a straight 6 cylinder and could be quite temperamental - run beautifully or like a rabbit. But the power was right so it was redesigned and improved from experiences with the sports car and linking this with the very successful Warner gear box and twin webby carburetors (used by Jaguar and Rover), a very reliable system was put together.

The market was held for these three years while the next car was being designed. It was another 1800 with a wedge shaped bonnet through to a cut back rear window. The market was very reserved about this futuristic looking car.

The Austin 3L is a great car for long haul on the open road. Loves to stretch its legs a<sup>nd</sup> go. Its ride is quite superior for its day with full power braking and steering its handling is surprisingly easy for its weight and length. (it is deceptively longer than it looks). However if the motor is not running it is almost impossible to steer or brake and jump starting or being towed is not a recommended option.

The hydrolastics and self leveling rams on the back suspension give a very smooth yet firm ride and handling (even if one tends to drive through corners too fast because of it and subsequently reduce the tire wear).

While it is vinyl upholstery it is well formed and padded with armrest front and back. Wood grain veneer is used on the four doors and fascia panel. The dash board layout is simple and straight forward with many warning and control lights. The speedo uses a sliding band system which was very popular in its day with several car manufacturers. The automatic gear selector is solid and straight forward but the gear changes are a bit clunky which is common for this age and type of gear box. The gear was used by Ford Falcon in Australia for many years and was very successful in out-back driving.



**Austin 3 Litre De Luxe / Automatic 1969/70**

NZ registration : FI 4040  
Chassis No. : ABSAD7012M  
Engine No. : 29AARCH7217

Mileage per 8/7/99 : 103340

Engine : (1994)

Following a broken outlet valve the motor was completely reconditioned.

Gearbox : (1990)

After losing first gear when towing a trailer the gearbox was completely reconditioned and a higher specification pressure ring from the Falcon was used for first gear.

Steering : (1989)

A new plastic ball joint fitted.

Exhaust : (1997)

New stainless steel mid-way muffler fitted.

Self leveling pump : (1983)

New pump acquired from England and fitted. May need replacing again.

Body : (1998)

Complete rust treatment and repaint in original colour and depth of shine. Car looks beautiful.

Upholstery : (1999)

Light repairs of front seat bottoms, some fabric replacement at back, carpets repairs front & back. New edge trims to all doors. Door cappings : all newly veneered. Interior and dash now look very nice again.

Running gear :

Very good brakes. All lines for suspension good. Rubber covers for rear trailing arms may need to be replaced some time in near future.

Small repairs : (1999)

Bonnet support hinge, L/H front door catch, exhaust bracket. Repair external sun visor.

A large, stylized handwritten signature in black ink, located in the bottom right corner of the page. The signature appears to be 'C. M. Taylor' or similar, with a large circular flourish at the start.



27 July 1999

Daryl Stephens  
Editor Landcrab Magazine  
Mitcham, Vic

Dear Daryl,

I really enjoy reading your magazine, and I get a lot of useful information to keep my 1800s going well. I have used many suggestions for my car, but my biggest success so far is making a suspension pump, and it works well.

In response to your invitation to contribute, I have decided to send you some magazine articles I have collected over the years. These are all related to the 1800 in one way or another. The article on the history of Austin cars is the exception, as it was written well before the introduction of the 1800, but it does give a few interesting stories about the man who started the whole company.

I doubt if there is anything in this pile that can be used in your magazine, but I'll let you be the judge of that. I am not as enterprising as some of your contributors who discover all kind of wonderful short cuts to do a repair job, where scarce parts are to be found and how to make the 1800 a better car.

Some bits that I can contribute on various topics:

**MANUALS:** A list of manuals published for the 1800 would include:

- a. **The BMC Workshop Manual** published by the BMC Service Division, Cowley, Oxford, England.
- b. **The Complete Morris Austin 1800 Workshop Manual** - Scientific Publications. Part No 66
- c. **Gregory's Auto Service Manual** - Book 66
- d. **BLMC 1800 Mk1 & 2** - published by INTEREUROPE LIMITED, ENGLAND, covering Austin Mk I DE LUXE, Mk II DE LUXE, Mk IIS DE LUXE, ditto for Morris, and ditto again for Wolseley 18/85. These cars which were introduced from Oct 1964 to Sept 1969

I can imagine that readers would know about the first three of these, as they were readily available in Australia, but I have only seen one copy of the fourth. Things developed a bit differently in Europe for the 1800, but the manual can be used for all repair jobs. It is my understanding that the Aussie 1800 was modified mainly in the body - having reclining seats on all cars, and having an improved ventilation system, for example.

Are there any other useful manuals about?

For practicality and good advice, I would add to the above list

- e. **Beyond the Manual Pts 1 and 2, and magazines** - Landcrab Club publications.

## FUEL FILTER

I would like to see a note from our experts explaining why fuel filters were not fitted to the 1800 bearing in mind that modern cars would not be without them. If desirable, what is the best way to go about fitting them to an 1800.

**BOOKS** Since I like reading, I would like to see a list of books which have in them yarns about cars, and in particular about the 1800 or other Austins. My library has quite a few books about cars, but only one which contains a lot about the 1800, and that is Evan Green's **Journeys with Gelignite Jack** (on loan, so I cannot give you the publisher). His other books are also wonderful reading. **A Boot Full of Right Arms** (Casell, 1974) is about driving in Africa in a P76. His **Dust and Glory** (Pan 1990) is about a mythical Round Australia Rally. His **Alice to Nowhere** (Futura 1984) is also a good yarn. I believe he wrote other books but I do not have them.

Some other books I have found good reading.

**One For the Road** (A & R 1967) by Jack Pollard is about early motoring in Australia and N.Z.

**Bullock Tracks and Bitumen** (RAA 1978) is about early motoring in S.A. but is of general interest to anyone who likes reading about the early vehicles in Australia.

**Cape Cold to Cape Hot** by Richard Pape (Readers Book Club 1957) is the author's recollections of his trip in an Austin A90 from Norway to Capetown.

**Ice Cold in Alex** by Christopher Landon (Heinemann 1957 and Pan 1959) is a novel about a trip in an Army ambulance (an Austin) through the north African desert during the Second World War.

From the above list, you can see the books I enjoy reading. There are any number of books with glossy paper containing high quality photos of cars of all kinds, (and I have some) but these are of little interest to me. Give me a novel or true story that is well written any day.

No doubt, there are many other avid readers in the Club. I would be very interested in the books about vehicles they have found interesting. If a list of these books could be published in your magazine sometime, it would make me, for one, very happy. It is up to you, of course, if you do anything about my suggestion.

## SUSPENSION PUMP.

I made one using a clutch master cylinder, and found that it needs a one way valve to stop fluid returning to the reservoir as the handle is on the back stroke. As I do not have a supply of these devices in my workshop, I found the problem can be solved by using a vice-grip pliers on the flexible tube (I used the tube and fitting from an old hand pump) between the pump and the car. The pliers must almost completely close off the tube. A bit of experimenting will get it right. The assumption is that the pressure produced by the pump exceeds the pressure in the system, which means more fluid goes into the system than comes out in any complete stroke. Using this method, it is necessary to keep the handle immobile at its forward position while measuring the height of the car, or when taking a breather. This can easily be done with a piece of suitably bent fencing wire anchored to the reservoir. Another short cut I used was to jack up the side to be pumped up, as this makes it easier to get fluid into the system. Of course, it is necessary to bring the car back to the ground before height measurements can be made.

A large trolley jack and piece of 4X2 at the right spot makes raising and lowering one side a breeze.

## FITTING A BRIGHTER INTERIOR LIGHT

like a bright interior light, and the 1800 version leaves somewhat to be desired. For a few dollars, 12 volt halogen dichroic lights are readily available at Dick Smith and hardware shops. They are meant to be used to replace blown lights in modern houses, but work well in cars. Disregard the "ac 50 Hz." The lights are 50 watt, so draw a bit over 4 amps. Five amp wires would be adequate.

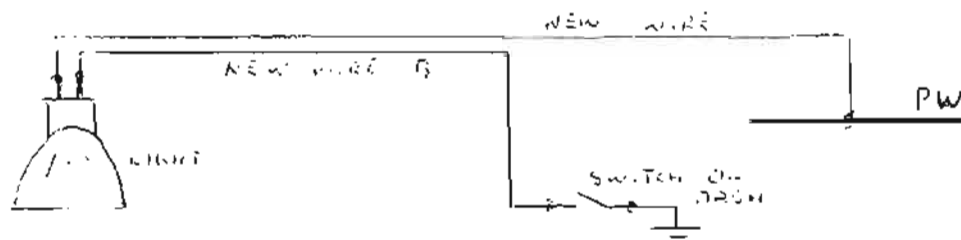
There is a choice of beam angles of 60, 38 or 13 degrees. I've got 38 degrees, but 60 degrees may be better for illuminating the whole interior. Where to put it? I put mine at the centre of the front of the car, held in place by the wiring coming out from between the narrow lining strip above the windscreen and the ceiling panel. It is desirable to have the positive wire to it live all the time, and I chose to come from the purple/white wire going to the existing interior light.

Steps to follow: First, disconnect one battery terminal. Connect a 2m. length of wire to the PW wire. This wire can be threaded through the holes in the tubing up there as far as the windscreen. At this point it is joined by another wire (call it B) which goes down inside the pillar to the dash area. More about this wire later. The two wires are then squeezed behind the lining above the windscreen as far as the centre of the car. They are then soldered to the terminals of the halogen light. Use shrink plastic tubing wherever there is exposed wiring or terminals. This tubing is available in 1m lengths and various diameters from Dick Smith. (Be sure to slip the tubing onto a wire before soldering. The tubing will shrink to about half its diameter by using one of those throwaway cigarette lighters, but will also shrink quite well using the hot end of a soldering iron) This takes a little longer than soldering to a tinned wire, but it can be done if you persevere. Bearing in mind that the light gets very hot when in use, there must be an air gap between the light and the lining, or the lining will go brown. A gap of one cm would be adequate.

Wire B must now be connected to a switch. I used the switch normally used for the instrument lights, as I never switch these lights off. Bring the switch and its wires out to the front, cut off the terminals of these wires, and solder them together, insulating the soldered area with shrink plastic tubing. The instrument lights will now come on whenever the headlight switch is on.

Wire B is now connected to one terminal of this switch. The other terminal is connected to a suitable earth point via a short wire. Put switch back into place. Reconnect battery terminal.

Try it. Whenever this switch is now turned on, your bright light comes on. Great for reading road maps when lost, finding the dropped credit card or 20c, seeing if you have lost anyone on the trip, and so on, but only when the car is stationary, because the light is so bright. The factory installed interior light still works as before.



An obvious improvement is to put the halogen light into some kind of holder or box. This would have to be designed bearing in mind the heat that has to be dissipated. I'm going to let mine dangle in the air for the time being.

Any enterprising person could fit one of these lights in the engine area or in the boot, where more light is often desirable.

All the best and keep up the good work.

Herb S.

P.S

6 April 1999

but sent much later

The latest magazine has just arrived at our place, and I note that you were in our area, and more to the point, needed help. Since it was in the first week of the year, I would have been in Adelaide visiting relatives and going to weddings. Pity, I would have been able to help you, as I have some derelict motors here that are used for parts. I well remember the high temperatures in early January, and think highly of your 1800 getting there and back. Actually, I'm quite sure that there would have been oodles of head gaskets in Albury Wodonga, if you only would have known where to go, but, as you said, Sunday is not a good day to break down. The value of your article goes beyond entertainment, indeed, the experiences you have had could happen to the rest of us, and we can be suitably prepared if we are forewarned.

Do come this way again sometime, and call in. We are at Walla Walla, about 30 minutes north of Albury. And if you need a part of two, I'll have the spanners ready to get them off my spare parts vehicles. It would be my pleasure to look after you.

The latest magazine is again informative and interesting, but best of all was your (and your wife's) recollections of your trip. If you make a similar trip twice a year, that would guarantee entertaining reading for the rest of us soon after those trips!

Sincerely,

Herb S.

# sales

mk 1 1967 77,000 GC no reg Sydney Ron[02] 9833 2290 offers

mk 1 1966 58,000 E.C. \$2,500 [02] 9567 1838 Sydney

mk 11 Auto unreg Somerville { 03 }59 778 416

mk 11 Auto RWC 50,000 [03] 9808 3009

mk 11 auto Reg \$500 Frankston [03] 9789 2739

mk 11 1969 Man 95,000 unreg offers [02] 4868 2077 Berrima

mk 1 Tasman auto [02] 4626 1985 \$150

m 11 auto's Freebie Kynhton Vic 54 222 596

mk 11 man 1968 new clutch 70,000 as new Bairnsdale Vic 051 530 926

mk 11 auto 90,000 offers [03] 9735 3411

mk 11 auto Oxley QLD \$600 Neil Scott 0411 758 133

mk 11 ute Gold Coast [07] 5525 1075

mk 11 auto fair condition unreg. \$1,000 [03] 9878 6547

2 x 1800 bodies and motors

1 x 1100 no motor but all there

1 x 1500 body and motor goes well

2 x 1800 windscreens

2 Seymour Street, Arian Park [02] 6974 1293

FEAR IS FAITH IN EVIL

## INTRODUCING....

Anthony Murray 40 Fifth Street  
Weston NSW 2326

Kimberely

### Editorial or I don't mean to bragg !

I have just installed, or rather watched while David Ealey installed an English Mk 111 1800 **rod gear change** into my mk 1 manual. Basically, I was sick of hydraulic lock. Although I have only driven about 20 k's with it, it makes the old gear change seem very poxy !

A full report will issue next newsletter, if I can finally learn to drive this new computer

---

#### Some Technical Tips for you.

The MGB temperature gauge sender will work in the Austin 1800, but the reading may be lower than the original. this means that once the needle passes the normal area the engine is starting to overheat and its best to stop and check that the engine is OK.

The next time you go to a swap meet try and buy as many small parts for your vehicle as possible, because items like points and the older style coil will one day be no longer available, due to modern cars and their computerised electronic systems no longer use them.

If you damage the large diameter thread which holds the ball joint to the suspension arm of your Landcrab, it can in most cases be repaired by using a 1/4 inch Whitworth plug tap mounted in a suitable holder (a piece of dowel will do) and scrape it along the damaged area.

That's all for now folks Peter J.

SIMPFENDORFER Herb 00	21 Stitt Street Walla Walla N.S.W. 2659 Kin kora Gladstone Qld 4680	[02] 6029 2224	Mk 1 1800
SMALLCOMBE 00 Franklin	90 Illawarra Dve Kin Kora Gladstone QLD 4680	[079] 781 527	2 utes
SNEDDEN Richard00	36 Claremont Ave, Malvern Vic 3144	[03] 9509 9110	2 Wolsley 6's
STEPHENS Daryl 00	22 Davison Street Mitcham Vic 3132	(03) 9873 3038	2 x Mk 1 Mk 11
STEVENSON Bill 00	23 Shinnick Drive Oakhurst NSW 2761	0419 436 914	Mk 11
STRELNIKOV Basil 00	256 Walsh Street Mareeba Qld 4880	(070) 921 535	Mkl Mkll
SUMMERELL Bruce 00	Verona Road, Quaama Via Bega 2550	[02] 6493 8522 B/H[02] 6492 9575	Mk 1 ute
SWILE Rodney 00	35 Dehilia Street Marsden Q.L.D. 4132	320 062 221	Mk 11
TADMAN Peter 00	PO Box 283 Nundah Qld 4012	(07) 3266 4537	Mk II Mk I Ute..
Van De Wiel Hanika 00	456 Ryrie Street East Geelong Vic 3219	[03] 52 298 202	Mk 11 1800
VERKROOST Chris 00 Kim.	26 Kensington Road Summer Hill NSW 2130	[ 02] 9799 9204	Mk 11
VINCENT Andrew 00	44 Heathcliff Cres Balgowlah Heights NSW 2093	[02] 9948 8123	Mk 11 1800
WALDOCK Ian 00	Box 287 Theodore QLD 4719		Mk 11 1800
WATSON John 00	10 Eastcote Lane, Wellington Kent England DA162X	[081] 856 3013	Mk 11 Morris
WEAVER Craig 00	C/- 180 Kees Road Lara Vic 3212	[03] 5282 2518	Mk 11 1800
WILTSHIRE Ian 00	37 Old Borough Drive Onkaparanga Hills SA 5163	[08] 8325 0109	Mk 11 1800 Maxi 1750
WINWOOD Jonathon 01	158 Prince Charles Ave Kurnell NSW 2231	[02] 9668 8406	Mk 1 1800 & Mk 11 1800
WOOD Tony 00	31 All hallows Road Blackpool England FY2 0AS	0011 441 253 352 730	
WRIGHT Cameron 00	The Court House Learmonth Vic 3352	[03] 5343 2390	Mk 11



## *Please Mr. Hans Compter don't change HISTORY*

In Mr Compter's comments on the Austin 3 Litre Deluxe in the last edition of our clubs newsletter he stated that **'Wolseley had just been taken over by Austin – Morris which resulted in the big British Leyland organisation'**.

How far from the truth is this?

Well the truth is this.

1. Wolseley was purchased by William Morris in 1927, and remained his private property until he transferred it to Morris Motors in 1935.
2. When Austin merged with the Nuffield group in 23<sup>rd</sup> November 1951 (it was really a take-over as Austin's COE Len Lord controlled BMC), the Nuffield group consisted of MG, Morris Motors, Riley and Wolseley.
3. The British Motor Corporation (BMC) name was registered on the 25<sup>th</sup> February 1952.
4. British Motor Holdings (BMH) was formed on the 14<sup>th</sup> December 1966 when BMC merged with Jaguar.
5. The British Leyland Motor Corporation (BLMC) was formed on the 14<sup>th</sup> May 1968 and the name lasted until 20<sup>th</sup> May 1975 when it became British Leyland Ltd. BLMC was the take-over of BMH by the Leyland Motor Corporation.
6. From here on the name has changed many times.
7. The Austin 3 Litre was released at the 1967 London Motor Show and was produced until 1971, a total of 9992 examples being made. In fact a full prototype was photographed at Longbridge in April 1963 this prototype was coded ADO61.

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Information for Ian Ripley

Most MG specialists will be able to help him with a camshaft, as they fit Landcrab heads and modified camshafts to MGBs. Most MG specialists are not that expensive these days and will help owners of Landcrabs.

The 1800 tie rod end ball joint is the same as the MGB.

BMC part numbers as requested

- |                        |         |
|------------------------|---------|
| 1. Boot sealing rubber | 24G2942 |
| 2. RHF door seal       | HYA4158 |
| 3. LHF door seal       | HYA4159 |
| 4. RHF door seal       | HYA4160 |
| 5. LHF door seal       | HYA4161 |

HOGG Allan	00	22 Huntingdale Ave Miranda NSW 2228	(02) 9522 8184	Mkl Kimberley A 30, A 90, A 95
HOPKINS Rick	00	PO Box 51 Taralga NSW 2580	(048) 402 309	3 Mk 1s [1 ute] 2 Mk 11 s
HUCK David	00	Leyland Park 585 Burrendong Way, March NSW2800	[02] 6365 8328	Mk 1 1800 Mk 11 1800
JONES Peter	00	4 Yarandin Court Worongary Qld 4213	silent	MkII [not silent
KENNON Tim	00	12 Nirissa Gve Oak Park Vic 3046	(03) 9304 1021	Rally Car SMO 225 G
LEAMONT Scott	00	25 Oliver Street Hardboard NSW	0414 385 673	Mk 1
LEDGEN Quin	00	Box 135 Annandale NSW 2038	(02) 9660 3672	Mk 11 1800
LEIGHTON Adrian	00	20 Clarinda Avenue Faulconbridge NSW 2776	[02] 4751 6926	Mk 1800 Mk11 1800
LENNY Ed	00	51 Prince St Goulbourn NSW 2580	(048) 212 015	Mkl Auto.
LEWIS Chris	00	18 Lucas Street Caulfield South Vic 3162	(03) 9596 5730	Mk 11
LOCKE Richard	00	31 Sunways Ave 7 Mile Beach Tas 7170	(03) 62 486 765	Looking for the right one !
LYLE Ken	00	3/11 Foundry St Mayland Perth WA 6051	(08) 9271 3737	Princess 1800 Mkl Sedan MkII Sedan Mk 11 1800
MARSHALL Clifford	00	69 Enfield Avenue North Richmond NSW 2754	[02] 4571 1211	
MARSHALL Geoff	00	19 Anne St Blackburn Nth Vic 3130	(03) 9877 1425	1800 Ute A70 Ute
MACKELLAR Robert	00	33 Third Avenue Sandgate QLD 4017	[07] 3869 0834	Mk 11Kimberely M 1 Kimberely
McAVOY Jane	00	C/- 180 Kees Road Lara Vic 3212	[03] 5282 2518	Mk 11 1800
McINTYRE Ian	00	18 Yondell Avenue Springwood N.S.W. 2777	[02] 47 514 338	2 x 1800 Mk 11
McLEAN Keith	00	89 Sheechy Street Rockhampton QLD 4701	[07] 4928 1024	Kimberely Ute
McPHAIL Stephen	00	19 Joan Street Chester Hill NSW 2162	(02) 9645 2190	3 x 1800 Mk 11
McVEA Donald	00	8 Rutter Avenue Healseville Vic 3777	[03] 5962 5015	2 Morris Nomad 2 Mk 11s
MATTHEWS David	01	P.O.Box 121 Liadhurst East Sussex U.K.	0011441 892 784 000	Mk 11 Ute
MEDLEN Robert	00	2 Grassdale Rise Woodlea Estate Aberfoyle Park SA 5159	(08) 370 7794	Mk 1 1800

MI



# RUNNING ASSESSMENT

LET ME say here and now that this is not going to be a catalogue of mechanical faults and failures. In 16,400 miles my 1800 has only let me down once, when the petrol pump stuck. A well-placed kick cured this problem and the pump was later replaced under guarantee as a precaution.

BY EDWARD EVES

EARLY reports on the 1800 tended to be tales of disaster. From my vantage point in the Midlands I knew something of the sweat and tears that went into the production development of the car during 1963 and 1966. So late last year when the time came for me to change my car it seemed to be a good idea to have a 1967 model, just to see what progress had been made. After 12,000 miles of trouble-free motoring I had to go to Alec Issigonis and Charles Griffin to learn about the problems they had tackled, so that I could relate them to my experience of the car. The story of these modifications is a fascinating one but it is a pity that at least some of the teags could not have been eliminated in more extensive prototype testing.

THE 1800 was delivered just 10 days before Christmas by the Donald Hickey Motor Company of Warwick. The only proviso made was that the car should be in the latest specification—important at the time because the car delivery strike was causing a big build-up in stocks—and that it should have the optional reclining seats.

That the car had not been specially prepared by the works was evidenced by the fact that the boot refused to shut after the third time of use, and that the driver's door would only remain closed if one pushed it in very discreetly. A heavy slam caused it simply to bounce open. An annoying thing, but not really a fault, was that the spokes of the steering wheel were not level when steering in a straight line. The boot lid was fixed by gently tapping the sixteen U-bolts with a hammer, the door was adjusted by Hickey's at the 600 mile service. Nobody seemed to

## AUSTIN 1800 16,400 MILES

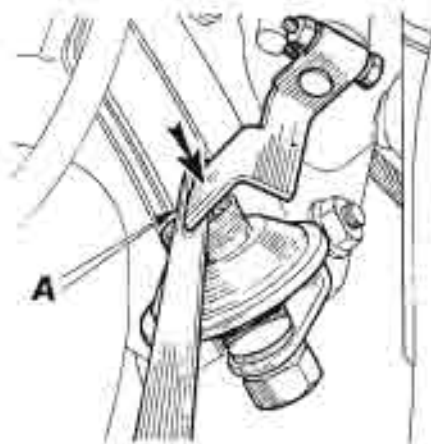
*Austin 1800 in Brussels, by one of Europe's most modern landmarks*



copy

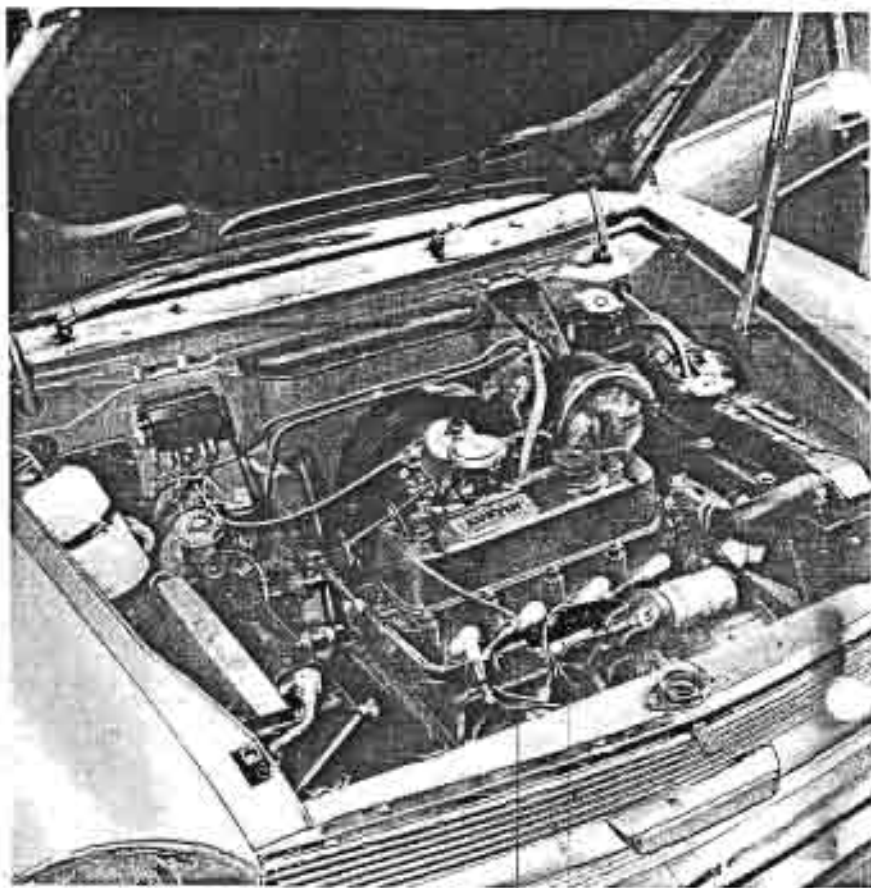
WHO'S WHO  
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A.M.V.C. of Q.L.D.		1376 Old Cleveland Road (07) 3399 1152 Carindale Q.L.D. 415	
A.M.V.C. of N.S.W.		Box 3943 Parramatta (02) 9651 2394 N.S.W. 2124	
A.M.V.C. of W.A.		Box 189 Bassendean (08) 9622 1192 W.A. 6934	
ALLEN Peter	00	6 A Lambeth Place [03] 9534 7726 St Kilda Vic 3182	Mk 1 1800
ANDERSON Graeme	00	3 Buffalo Rd (02) 9816 3389 Gladesville NSW 2111	Kimberley
BAIRD Mary	00	34 Culzean Crescent [03] 524 38154 Highton Vic 3216	Mk 11 1800
BARLING Joe	00	125 The Ridgeway Ching (081) 529 608 London E4 6QU U.K	Wolseley 6x3 Wolsele
BERRY Walter	00	12 Elkin Ave, (02) 4987 1680 Raymond Terrace NSW 2324	Mk 1 & Mk 11 Austin 1800 mk I
BLAND John	00	25 Keats Street [02] 9871 5674 Carlingford N.S.W. 2118	Mk 11 Tasman
BOURDAIRE Rudy	00	436 Maitland Bar Rd (063) 733 633 Mudgee NSW 28	MkII
BRENDLE Clifford	00	133 Old Para Court [03] 9434 2226 Montmorency Vic 3094	Mk 11 1800
BRINKMAN Walter	00	Box 77 Balkins Road [03] 5572 4744 Hamilton Vic 3300	Mk 1 1800
BRIGHT Douglas	0-0-	26 Boynton Street [03] 622 92665 Kingston Tas. 7050	Mk 11 1800
BRYANT Glen	00	18 Lochbuy St (06) 251 7813 McQuarie ACT 2614	Tasman Mk 1
BULL Cameron	00	21 Marcus Road [03] 9551 1880 Dingley Vic 3172	Mk 11 1800
BURFOOT Jim	00	250 School house Road (03) 5964 7356 Woori Yallock Vic 3139	SWB Gipsy LWB Gipsy
CALLARD David	00	54 Collins Street [07] 5597 3847 Bennowa QLD 4217	2 Mk s
CAMERON Derek	00	26 Tudawali Cres Mulgrave 3170 Vic	Mk 1 1800
CAMERON Laurie	00	913 Riversdale Road [03] 9836 6406 Surrey Hills 3123	Mk 1 & 11 1800
CAMPBELL David	00	3 Forest Avenue [07] 5465 7070 Plain Land QLD 4341	Mk 11 Ute
CHAMPLIN Gabe	01	121 Cressy Road [02] 9887 2881 East Ryde NSW 2113	Ute
CODD Peter	00	Box 2351 Nerang East [07] 5545 2204 Q.L.D. 4211	MkI 1966 MkII 1970



Above: A pneumatic damper acting on a lever (A) at the end of the butterfly spindle slows down the throttle closing rate to eliminate sudden over-run loads, which caused some trouble in early models.

Right: Tidy plumbing in the engine compartment; the underside of the bonnet has sound-absorbing padding.



but in this particular process the tools have to pass clear through the bores. This was impossible with the five-bearing 1800 engine because of the main bearing webs, so a diamond bored finish was adopted. While theoretically ideal, the original finish this gave was found to hold insufficient oil during the running-in period, which resulted in piston scuffing and consequent damage to the piston rings. Development of the diamond finishing process has produced a bore finish which will hold oil and the piston manufacturers have also provided molybdenum sulphide coated rings which help to avoid scuffing.

Oil consumption and main bearing life were also improved in 1965 when it was found that the original sump level was far too high, resulting in churning losses and excessive oil beating through contact with the pistons. Oil temperatures in excess of the safe limit were experienced on continuous high speed cruising before the 70 m.p.h. limit. Reduction of the sump capacity from 15 pints to 12½ pints, by simply issuing a longer, re-calibrated dipstick, completely cured the oil heating. Sump temperatures are now lower than in cars with the same engine installed in the north-south position.

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Running-in was conducted according to the advice given in the handbook with the additional precaution that the engine was never allowed to labour. The car

was not driven continuously at 70 m.p.h. until 1,000 miles showed up. A great fillip to the running-in process was given when a business trip to Munich gave some continuous fast running in German autobahnen.

At the low mileage of 15,000 one would hardly expect drive shaft problems. Alex Issigonis told me that a great deal of development had been done to eliminate spline-locking under power, the locking action which binds up the drive shaft splines under power and causes a knocking noise. The original design called for internal splines in the differential, lubricated by engine oil. This lubricant was found not to have the necessary high pressure lubricating properties, so the splines were isolated from the engine oil by seals and packed with molybdenum grease. This in turn tended to disperse itself through the oil seals into the engine oil. The final solution was a design similar to that of the Mini and 1100, with external splines packed with a special grease and hermetically sealed by bellows to take care of the differential piston action of the splines.

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Restriction of the withdraw movement and laminated straps provided an interim cure but the final remedy was to throw away the straps and to spline the withdraw bearing directly to the diaphragm spring.

The clutch withdraw bearing itself called for some redesign. Because of its large diameter the high rubbing speed caused overheating which the mass of the bearing could not soak up. In the first place the withdraw bearing body was increased in size to form a better heat sink. When the bearing was splined to the spring in the final design it was possible to reduce the bearing diameter and the reduction in rubbing speed finally cured the high temperature problem.

Perhaps the throttle damper which was introduced in late 1965 was one of the more subtle pieces of development engineering. On the first production cars the rubber-bushed inboard drive shaft inlets had soft bushes to absorb any engine vibrations which might be transmitted along the shafts and back into the body by way of the suspension. It was found that closing the throttle suddenly at speed created over-run loads which eventually destroyed the rubber bushes. To cure this, harder bushes were fitted which increased

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The answer was simply to slow down the throttle closing rate and eliminate sudden over-run loads by fitting a pneumatic damper actuated by a lever in the end of the butterfly spindle. It was fitted in conjunction with a Smiths progressive throttle linkage which prevented jerky throttle opening and sudden torque loading on acceleration. As a result the rubbers were reinstated and the boom stopped. It was just unfortunate that KUE 388D was made at the time which came after the introduction of the throttle damper and before the return of soft rubber bushes to the production line.

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1994 saw Mary competing in the Variety club bash the crew Anne Nicholls, Ursula Smolen and Jeff Roberts raised over \$30,000 to walk away with the highest fund raiser award. Naturally enough Marys dress was changed dramatically she was covered in flowers had a garden on her roof complete with lawn mower, bugs and sprinklers. The theme was Flower Power with the crew dressed as hippies and All You Need Is Love blasting out of the PA system. Other modifications included flowers on the wipers, a third seat and fridge. After the event we retained the competition number 44 for some time but we ended up starting at the end of the field. When asked why we were using 44 we joked that it was the average age of the bash crew and the measurement of one of my ex-wives thighs!

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*Second in class in the 1999 Rally in the Valley*



*Mary and her support vehicle.*

# Something About Mary

HRA stalwarts, Paul Nichols and Peter Shearman have campaigned the familiar Austin 1800 Land Crab (affectionately named Mary) for quite a few years. Paul explains here how Mary came to be, and what they have gone through getting her there.



## Mary, as Driven by Peter & Paul

(ON A TALE OF TWO BLOKS WITH CRABS!)

ONCE upon a time I was under the impression that to "rally" required a licence that was practically unobtainable. So getting involved in the Variety Club Bash seemed like a good alternative, after all the only thing required to "bash", in money.

I got a call one day from a bloke called Jim Ryan, who told me the car club he belonged to was due to meet at the Anchor and Hope in the same room and on the same night as the bash – could we share the venue? We did, and I was introduced to HRA.

I entered my first HRA event with John Coleman in his Peugeot 403. Preparation

was extensive – a map light wired direct to the battery! Half way through the daylight navigation section it dawned on me that I was supposed to make a note of those numbers on the cute little white boards on the piece of paper an official gave us at the start. The night section was in the Heathcote forest and was being used as practice/shakedown by a number of the forthcoming London to Sydney entrants in a variety of brilliantly prepared vehicles. There we were in a 403 with a map light that had just melted. The occasion was made even more memorable by my introduction to Ron Verschuur. We stopped to offer assistance after he had head-busted a tree in the company ute!

Peter Shearman and I had been officials

on the Tour T Adelaide. Terry Lawrie the TTA director had a complimentary entry into the "Repco Mountain Rally" and as he was doing the "London to Sydney" he passed it on to Peter and I. The problem was, we didn't have a car. We didn't have any experience in preparing a car or even knowing what vehicle to select (anything but a Peugeot).

Eventually I settled on the idea of an Austin 1800 – they were cheap. In fact we only paid \$150 for Mary in running condition, and for the first couple of years, every event we went into we were offered cars free or for rent in addition. Not many people were using "Land Crab" to rally, probably realising their limited potential. Even the factory gave up after a couple of years, but I did remember seeing a vehicle in Adelaide, an ex-works London to Sydney car that had impressed me.

Peter Shearman and I did one of Glad Fish's navigation school courses and entered the George Woods Trial. We did three sections and the hydrobolic suspension (This Car Floats on Field's) burst on one side, we got lost, then bogged and decided to cut and run to the finish. Besides that Peter was getting sore from getting thrown all over the standard front seat as his seat belt kept on coming loose. My seat wasn't much better but at least I had the steering wheel to hold onto! If we were going to keep doing this we needed to develop the vehicle and our skills.

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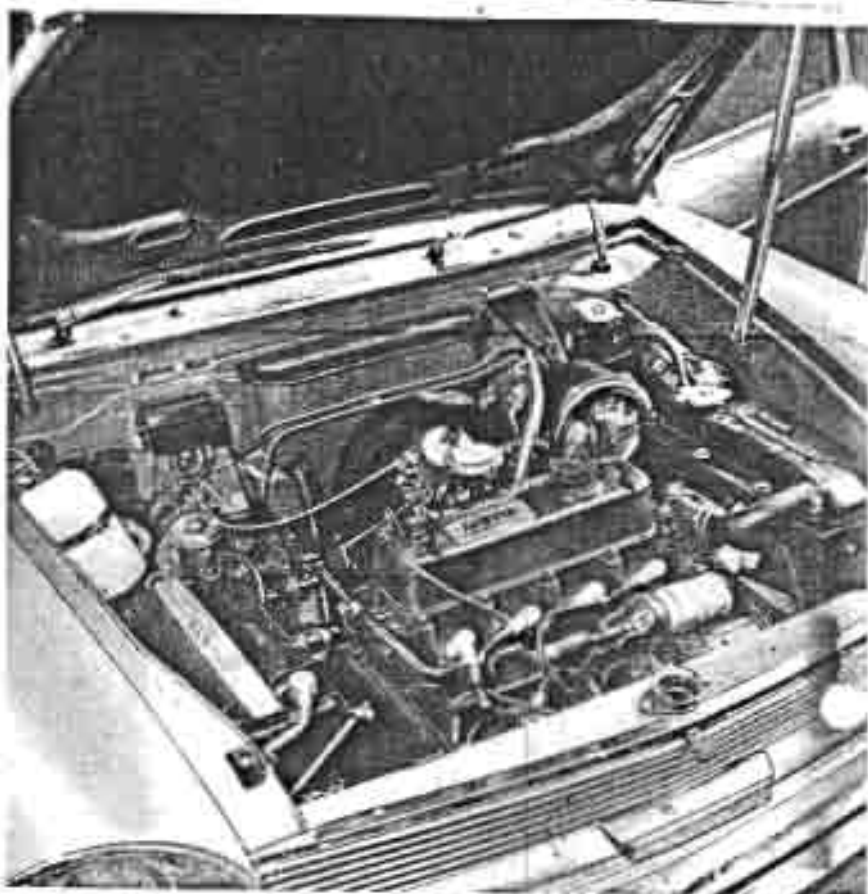


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A.M.V.C. of Q.L.D.		1376 Old Cleveland Road (07) 3399 1152 Carindale Q.L.D. 415	
A.M.V.C. of N.S.W.		Box 3943 Parramatta (02) 9651 2394 N.S.W. 2124	
A.M.V.C. of W.A.		Box 189 Bassendean (08) 9622 1192 W.A. 6934	
ALLEN Peter	00	6 A Lambeth Place [03] 9534 7726 St Kilda Vic 3182	Mk 1 1800
ANDERSON Graeme	00	3 Buffalo Rd (02) 9816 3389 Gladesville NSW 2111	Kimberley
BAIRD Mary	00	34 Culzean Crescent [03] 524 38154 Highton Vic 3216	Mk 11 1800
BARLING Joe	00	125 The Ridgeway Ching (081) 529 608 London E4 6QU U.K	Wolseley 6x3 Wolseley
BERRY Walter	00	12 Elkin Ave, (02) 4987 1680 Raymond Terrace NSW 2324	Mk 1 & Mk 11 Austin 1800 mk 1
BLAND John	00	25 Keats Street [02] 9871 5674 Carlingford N.S.W. 2118	Mk 11 Tasman
BOURDAIRE Rudy	00	436 Maitland Bar Rd (063) 733 633 Mudgee NSW 28	Mk11
BRENDLE Clifford	00	133 Old Para Court [03] 9434 2226 Montmorency Vic 3094	Mk 11 1800
BRINKMAN Walter	00	Box 77 Balkins Road [03] 5572 4744 Hamilton Vic 3300	Mk 1 1800
BRIGHT Douglas	0-0-	26 Boynton Street [03] 622 92665 Kingston Tas. 7050	Mk 11 1800
BRYANT Glen	00	18 Lochbuy St (06) 251 7813 McQuarie ACT 2614	Tasman Mk 1
BULL Cameron	00	21 Marcus Road [03] 9551 1880 Dingley Vic 3172	Mk 11 1800
BURFOOT Jim	00	250 School house Road (03) 5964 7356 Woori Yallock Vic 3139	SWB Gipsy LWB Gipsy
CALLARD David	00	54 Collins Street [07] 5597 3847 Bennowa QLD 4217	2 Mk s
CAMERON Derek	00	26 Tudawali Cres Mulgrave 3170 Vic	Mk 1 1800
CAMERON Laurie	00	913 Riversdale Road [03] 9836 6406 Surrey Hills 3123	Mk 1 & 11 1800
CAMPBELL David	00	3 Forest Avenue [07] 5465 7070 Plain Land QLD 4341	Mk 11 Ute
CHAMPLIN Gabe	01	121 Cressy Road [02] 9887 2881 East Ryde NSW 2113	Ute
CODD Peter	00	Box 2351 Nerang East [07] 5545 2204 Q.L.D. 4211	Mk1 1966 Mk11 1970





# RUNNING ASSESSMENT

LET ME say here and now that this is not going to be a catalogue of mechanical faults and failures. In 16,400 miles my 1800 has only let me down once, when the petrol pump stuck. A well-placed kick cured this problem and the pump was later replaced under guarantee as a precaution.

BY EDWARD EVES

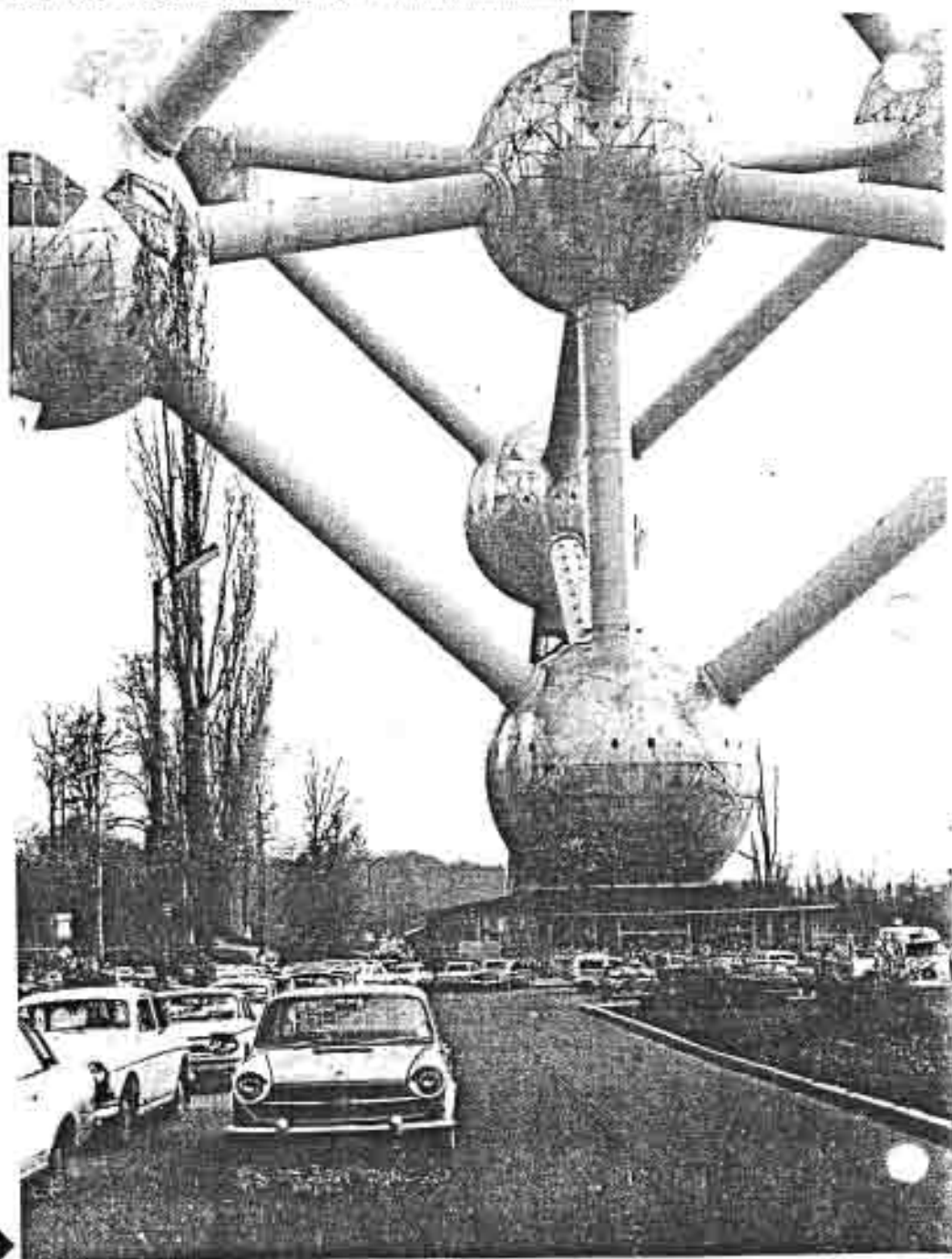
EARLY reports on the 1800 tended to be tales of disaster. From my vantage point in the Midlands I knew something of the sweat and tears that went into the production development of the car during 1963 and 1966. So late last year when the time came for me to change my car it seemed to be a good idea to have a 1967 model, just to see what progress had been made. After 15,000 miles of trouble-free motoring I had to go to Alec Issigonis and Charles Griffin to learn about the problems they had tackled, so that I could relate them to my experience of the car. The story of these modifications is a fascinating one but it is a pity that at least some of the snags could not have been eliminated in more extensive prototype testing.

KUE 38RD was delivered just 10 days before Christmas by the Donald Healey Motor Company of Warwick. The only proviso made was that the car should be to the latest specification—important at the time because the car delivery strike was causing a big build-up in stocks—and that it should have the optional reclining seats.

That the car had not been specially prepared by the works was evidenced by the fact that the boot refused to shut after the third time of use, and that the driver's door would only remain closed if one pushed it in very discreetly. A heavy slam caused it simply to bounce open. An annoying thing, but not really a fault, was that the spokes of the steering wheel were not level when motoring in a straight line. The boot lid was fixed by gently tapping the striker U-bolt with a hammer, the door was adjusted by Healey's at the 600 mile service. Nobody seemed to

## AUSTIN 1800 16,400 MILES

*Austin 1800 in Brussels, by one of Europe's most modern landmarks*



HOGG Allan	00	22 Huntingdale Ave Miranda NSW 2228	(02) 9522 8184	Mkl Kimberley A 30, A 90, A 95
HOPKINS Rick	00	PO Box 51 Taralga NSW 2580	(048) 402 309	3 Mk 1s [1 ute] 2 Mk 11 s
HUCK David	00	Leyland Park 585 Burrendong Way, March NSW2800	[02] 6365 8328	Mk 1 1800 Mk 11 1800
JONES Peter	00	4 Yarandin Court Worongary Qld 4213	silent	Mkll [not silent]
KENNON Tim	00	12 Nirissa Gve Oak Park Vic 3046	(03) 9304 1021	Rally Car SMO 225 G
LEAMONT Scott	00	25 Oliver Street Hardboard NSW	0414 385 673	Mk 1
LEDDEEN Quin	00	Box 135 Annandale NSW 2038	(02) 9660 3672	Mk 11 1800
LEIGHTON Adrian	00	20 Clarinda Avenue Faulconbridge NSW 2776	[02] 4751 6926	Mk 1800 Mk11 1800
LENNY Ed	00	51 Prince St Goulbourn NSW 2580	(048) 212 015	Mkl Auto.
LEWIS Chris	00	18 Lucas Street Caulfield South Vic 3162	(03) 9596 5730	Mk 11
LOCKE Richard	00	31 Sunways Ave 7 Mile Beach Tas 7170	(03) 62 486 765	Looking for the right one !
LYLE Ken	00	3/11 Foundry St Mayland Perth WA 6051	(08) 9271 3737	Princess 1800 Mkl Sedan Mkll Sedan
MARSHALL Clifford	00	69 Enfield Avenue North Richmond NSW 2754	[02] 4571 1211	Mk 11 1800
MARSHALL Geoff	00	19 Anne St Blackburn Nth Vic 3130	(03) 9877 1425	1800 Ute A70 Ute
MACKELLAR Robert	00	33 Third Avenue Sandgate QLD 4017	[07] 3869 0834	Mk 11 Kimberley M 1 Kimberley
McAVOY Jane	00	C/- 180 Kees Road Lara Vic 3212	[03] 5282 2518	Mk 11 1800
McINTYRE Ian	00	18 Yondell Avenue Springwood N.S.W. 2777	[02] 47 514 338	2 x 1800 Mk 11
McLEAN Keith	00	89 Sheechy Street Rockhampton QLD 4701	[07] 4928 1024	Kimberely Ute
McPHAIL Stephen	00	19 Joan Street Chester Hill NSW 2162	(02) 9645 2190	3 x 1800 Mk 11
McVEA Donald	00	8 Rutter Avenue Healseville Vic 3777	[03] 5962 5015	2 Morris Nomad 2 Mk 11s
MATTHEWS David	01	P.O.Box 121 Liadhurst East Sussex U.K.	0011441 892 784 000	Mk 11 Ute
MEDLEN Robert	00	2 Grassdale Rise Woodlea Estate Aberfoyle Park SA 5159	(08) 370 7794	Mk 1 1800

## *Please Mr. Hans Compter don't change HISTORY*

In Mr Compter's comments on the Austin 3 Litre Deluxe, in the last edition of our clubs newsletter he stated that **'Wolseley had just been taken over by Austin - Morris which resulted in the big British Leyland organisation'**.

How far from the truth is this?

Well the truth is this.

1. Wolseley was purchased by William Morris in 1927, and remained his private property until he transferred it to Morris Motors in 1935.
2. When Austin merged with the Nuffield group in 23<sup>rd</sup> November 1951 (it was really a take-over as Austin's COE Len Lord controlled BMC), the Nuffield group consisted of MG, Morris Motors, Riley and Wolseley.
3. The British Motor Corporation (BMC) name was registered on the 25<sup>th</sup> February 1952.
4. British Motor Holdings (BMH) was formed on the 14<sup>th</sup> December 1966 when BMC merged with Jaguar.
5. The British Leyland Motor Corporation (BLMC) was formed on the 14<sup>th</sup> May 1968 and the name lasted until 20<sup>th</sup> May 1975 when it became British Leyland Ltd. BLMC was the take-over of BMH by the Leyland Motor Corporation.
6. From here on the name has changed many times.
7. The Austin 3 Litre was released at the 1967 London Motor Show and was produced until 1971, a total of 9992 examples being made. In fact a full prototype was photographed at Longbridge in April 1963 this prototype was coded ADO61

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Information for Ian Ripley

Most MG specialists will be able to help him with a camshaft, as they fit Landcrab heads and modified camshafts to MGBs. Most MG specialists are not that expensive these days and will help owners of Landcrabs.

The 1800 tie rod end ball joint is the same as the MGB.

BMC part numbers as requested

- |                        |         |
|------------------------|---------|
| 1. Boot sealing rubber | 24G2942 |
| 2. RHF door seal       | HYA4158 |
| 3. LHF door seal       | HYA4159 |
| 4. RHF door seal       | HYA4160 |
| 5. LHF door seal       | HYA4161 |



SIMPFENDORFER Herb 00	21 Stitt Street Walla Walla N.S.W. 2659 Kin kora Gladstone Qld 4680	[02] 6029 2224	Mk 1 1800
SMALLCOMBE 00 Franklin	90 Illawarra Dve Kin Kora Gladstone QLD 4680	[079] 781 527	2 utes
SNEDDEN Richard00	36 Claremont Ave, Malvern Vic 3144	[03] 9509 9110	2 Wolsley 6's
STEPHENS Daryl 00	22 Davison Street Mitcham Vic 3132	(03) 9873 3038	2 x Mk 1 Mk 11
STEVENSON Bill 00	23 Shinnick Drive Oakhurst NSW 2761	0419 436 914	Mk 11
STRELNIKOV Basil 00	256 Walsh Street Mareeba Qld 4880	(070) 921 535	MkI MkII
SUMMERELL Bruce 00	Verona Road, Quaama Via Bega 2550	[02] 6493 8522 B/H[02] 6492 9575	Mk 1 ute
SWILE Rodney 00	35 Dehilia Street Marsden Q.L.D. 4132	320 062 221	Mk 11
TADMAN Peter 00	PO Box 283 Nundah Qld 4012	(07) 3266 4537	Mk II Mk I Ute..
Van De Wiel Hanika 00	456 Ryrie Street East Geelong Vic 3219	[03] 52 298 202	Mk 11 1800
VERKROOST Chris 00 Kim.	26 Kensington Road Summer Hill NSW 2130	[ 02] 9799 9204	Mk 11
VINCENT Andrew 00	44 Heathcliff Cres Balgowlah Heights NSW 2093	[02] 9948 8123	Mk 11 1800
WALDOCK Ian 00	Box 287 Theodore QLD 4719		Mk 11 1800
WATSON John 00	10 Eastcote Lane, Wellington Kent England DA162X	[081] 856 3013	Mk 11 Morris
WEAVER Craig 00	C/- 180 Kees Road Lara Vic 3212	[03] 5282 2518	Mk 11 1800
WILTSHIRE Ian 00	37 Old Borough Drive Onkaparanga Hills SA 5163	[08] 8325 0109	Mk 11 1800 Maxi 1750
WINWOOD Jonathon 01	158 Prince Charles Ave Kurnell NSW 2231	[02] 9668 8406	Mk 1 1800 & Mk 11 1800
WOOD Tony 00	31 All hallows Road Blackpool England FY2 OAS	0011 441 253 352 730	
WRIGHT Cameron 00	The Court House Learmonth Vic 3352	[03] 5343 2390	Mk 11

## INTRODUCING....

Anthony Murray 40 Fifth Street  
Weston NSW 2326

Kimberely

### Editorial or I don't mean to bragg !

I have just installed, or rather watched while David Ealey installed an English Mk 111 1800 **rod gear change** into my mk 1 manual. Basically, I was sick of hydraulic lock. Although I have only driven about 20 k's with it, it makes the old gear change seem very poxy !

A full report will issue next newsletter, if I can finally learn to drive this new computer.

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#### Some Technical Tips for you.

The MGB temperature gauge sender will work in the Austin 1800, but the reading may be lower than the original, this means that once the needle passes the normal area the engine is starting to overheat and its best to stop and check that the engine is OK

The next time you go to a swap meet try and buy as many small parts for your vehicle as possible, because items like points and the older style coil will one day be no longer available, due to modern cars and their computerised electronic systems no longer use them.

If you damage the large diameter thread which holds the ball joint to the suspension arm of your Landcrab, it can in most cases be repaired by using a 1/4 inch Whitworth plug tap mounted in a suitable holder (a piece of dowel will do) and scrape it along the damaged area.

That's all for now folks Peter J.

# sales

mk 1 1967 77,000 GC no reg Sydney Ron [02] 9833 2290 offers

mk 1 1966 58,000 E.C. \$2,500 [02] 9567 1838 Sydney

mk 11 Auto unreg Somerville [03] 59 778 416

mk 11 Auto RWC 50,000 [03] 9808 3009

mk 11 auto Reg \$500 Frankston [03] 9789 2739

mk 11 1969 Man 95,000 unreg offers [02] 4868 2077 Berrima

mk 1 Tasman auto [02] 4626 1985 \$150

m 11 auto's Freebie Kynhton Vic 54 222 596

mk 11 man 1968 new clutch 70,000 as new Bairnsdale Vic 051 530 926

mk 11 auto 90,000 offers [03] 9735 3411

mk 11 auto Oxley QLD \$600 Neil Scott 0411 758 133

mk 11 ute Gold Coast [07] 5525 1075

mk 11 auto fair condition unreg. \$1,000 [03] 9878 6547

2 x 1800 bodies and motors

1 x 1100 no motor but all there

1 x 1500 body and motor goes well

2 x 1800 windscreens

2 Seymour Street, Arian Park [02] 6974 1293

FEAR IS FAITH IN EVIL