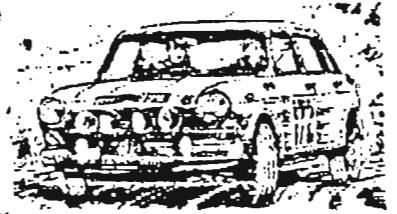
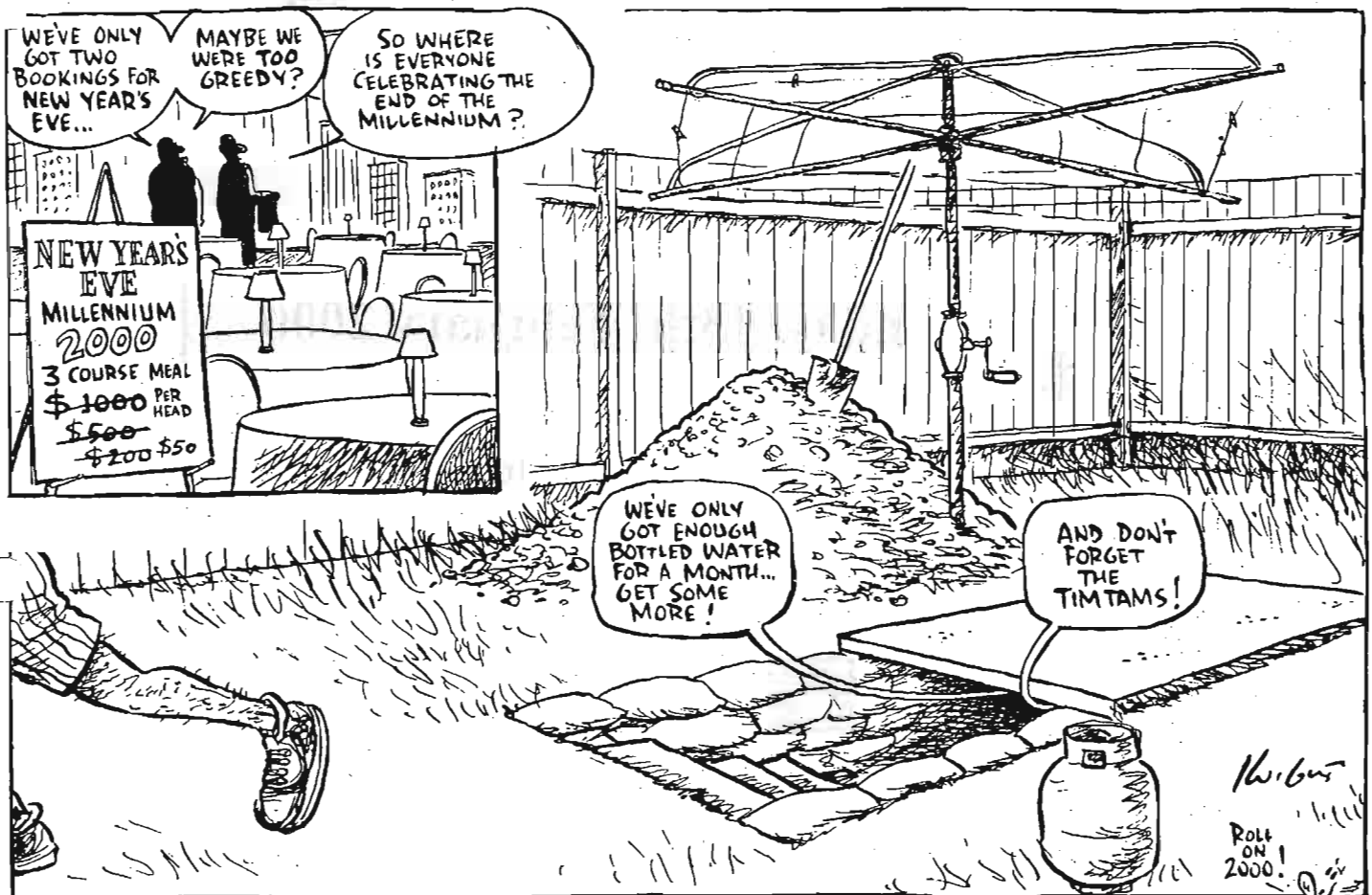


LANDCRAB

CLUB OF AUSTRALASIA INC.



Welcome to newsletter number 90 for February and March 2000



Introducing ...

Garry Fry

6/ 84 Wellington Street
Bondi NSW 2026

[02] 9130 6591

Garry has a really interesting fleet ! He has an Austin 3 litre
A **turbo charged Kimberely, a 2.6 litre kimberely** the ex Richard Locke Rally car, a
Wolsely 18/85 and a mk 1. He also is starting his own Hovercraft business.

ANOTHER
INVITATION to ATTEND the
**19th¹/₂ BRITISH CAR
DISPLAY Day**
&
swap meet

Sunday 13th February 2000

At

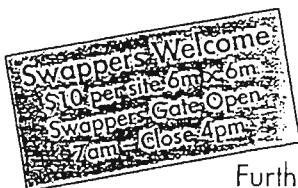
Liverpool Catholic Club

Cnr Hoxton Park and Joadja Roads

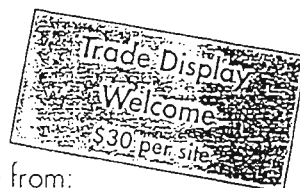
HOXTON PARK

This replaces the washed out venue at Eastwood.

Gates Open 7am - Close 4pm



Refreshments
available



Further details available from:

Colin Smith 9607 6134

Robert Brandes 9481 8256

or 0419 274 004

ASSOC. BRITISH CAR CLUBS

or PO Box 6004

Silverwater NSW 2128

Recipient Charity: Camp Footloose,
Arthritis Foundation of NSW



FROM THE BACK SEAT

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KEEPER OF THE SPARES.

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4 Wayne Avenue, Boronia Vic 3155

Mike Gilmour 02 4681 8887
Lot 57 Remembrance Drive
Tahmor NSW 2340

DATA REGISTRAR

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4 Yarandin Court, Worongary QLD 4211

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Mitcham. Vic. 3132

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Melbourne; Paul Nichols 47 Moores Road, Monbulk Vic. 3793 03 9752 1489
Sydney; Mike Gilmour as above

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

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

Austin the Man

The formative years

Herbert, the second son of Clara and Giles Austin, was born on 21 November, 1866 in Buckinghamshire. His father was a farmer but agriculture was in a depression and Giles was lucky to obtain a post of farm bailiff on the Wentworth Estate in Yorkshire. The whole family moved up to their new home while Herbert was still a child. Three more sons were born - Walter, Jack and Harry - and finally a daughter Albedo.

Herbert's schooling began at the local village school and his father was able to afford to send him to Rotherham Grammar School. At the early age of six, he developed an unexpected talent for free-hand drawing, and he remarked in his later years that he was encouraged in his "scrawling", as he described it, with a pencil because there were few diversions to keep him amused during the long winter evenings.

He could best express his ideas by sketching, producing with a little stub of pencil a sketch on a scrap of paper, tablecloth or shirt cuff with a few cryptic notes. While the usual picture stuff was of little interest, he was fascinated by geometrical and perspective drawing and developed a keen eye for sizes and proportions.

Due to the tragic death of his elder brother, Ernest, Herbert had to leave Rotherham Grammar School and complete his education at Brampton Commercial College. After leaving college he was initially apprenticed as an architect to his uncle but he was soon disillusioned with this type of drawing. While waiting for an apprenticeship with Northern Railways, his mother's brother, Walter Simpson, visited from Australia.

He was so enraptured by his uncle's stories of the outback that he vowed he must go to Australia with him. Eventually in 1883 they set sail in *The Austral* and arrived in Melbourne some two months later. He began work at the general engineering firm, Mephan Ferguson, in northern Melbourne. After two years he moved to Cowan's to break away from his uncle's influence and gain experience in high quality engineering. He moved on to the Longlands Foundry Company. While he had mixed memories of his time there, he felt he then a great debt of gratitude for "a through training as a mechanic".

About this time he met and fell in love with a Australian girl, Helen Dron, and they were married on 26 December 1887. Three days before the wedding, Herbert left Longlands and started as manager of an engineering workshop owned by Richard Pick-Up Parts who were developing a new sheep-shearing machine for an inventor named Frederick York Wolseley.

The challenges required to make the sheep-shearing machine work was just what Herbert required to put him on his mettle and bring out his own inventive ideas. He worked day and night to improve the crude and primitive driving mechanism. His enthusiasm and ability so impressed Wolseley that after three months he was asked to join his company as its engineer. Herbert spent several weeks on a large sheep-shearing station at Avoca studying the machines in the hands of the operators.



In March 1893 Herbert transferred all his patent rights to the Wolseley Company in exchange for a mere eighty fully-paid five pound ordinary shares. During the summer of that year he accepted the managership of the newly formed British company Wolseley Sheep-Shearing. So in the latter part of 1893 Herbert, with his wife and two daughters, set sail for England and the start of what was to become "AUSTINS".

Before leaving the Australian era it should be mentioned that Herbert studied at the Hotham Art School and also submitted a design for a swing bridge over the Yarra River at the end of Spencer Street Melbourne. While he did not win the competition he did receive a special commendation.



ALEX W GRANT VIOLINS

Austin 1800 Car Club
22 Davison Street
Mitcham
VIC 3132

Thursday, 25 November 1999

24 November 1999

Dear Sirs

RE: RENAISSANCE WAX POLISH

As Australian importers, I would just like to briefly introduce Renaissance Wax to your car club members.

Renaissance Wax, as you can read in the accompanying literature, is a modern synthetic microcrystalline wax developed at the British Museum and, unfortunately, confined to the closed doors of their conservation workshops for far too long. Australian museums have also been using it for a number of years but only now is it reaching the public.

Because of its pH-neutral synthetic base, Renaissance Wax will remain safe on the most sensitive surfaces, unlike some other natural saponifiable waxes in which acids can spontaneously occur.

The wax, again because of its synthetic base, is amazingly versatile and can be used on just about any surface which requires protection, which is why I use it on a daily basis to protect the sensitive varnishes on old violins – and also on my motorbike! (I can't afford the car that I want !!).

The wax is available in 65 ml (sample size) and 200 ml (normal size) and, because microcrystalline waxes have a far greater spread, small dabs go a long way and so on a straight cost comparison, it works out to be best value for money.

At \$21 and \$48 respectively (postage included anywhere in Australia) this is a wax polish for the genuine car enthusiast who wants to have the finest protective finish.

For same day processing of your member's orders, we can accept Mastercard, Visa, Bankcard and American Express by phone, fax or email (grantviolins@bigpond.com). Orders paid for by cheque are subject to a short delay in processing.

I hope this is of interest to you and your club members - please feel free to use any of the information provided in your newsletter; it may make a good "new products" article. If we can be of any further assistance please don't hesitate to contact us.

03 9417 4930

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Austins Over Australia 2001

Thursday 12th April to Monday 16th April 2001

Web Site:

<http://homepages.tig.com.au/~bayo/aoa.html>

OR Email contact:

bayo@ihug.com.au

Newsletter No.2 January 2000

2001 - An Austin Odyssey
2001 - Centenary of Federation of Australia
International Year of the Volunteer
UN Year of Dialogue among Civilisations
Chinese Year of the Snake

All correspondence to:
The Secretary AOA 2001
PO Box 50
SYLVANIA SOUTHGATE
NSW 2224
Phone/fax: 02 9522.8184

G'day - Happy New Year.

Planning is well under way for the 2001 event. The Committee has been busy with firstly organising the venue, of which you are aware, but the event doesn't stop there. We are looking at things like meals, runs/rallies and a range of merchandise at competitive prices etc., and we feel that AOA 2001 will be filled with activities that will keep you occupied, yet at the same time enable you to socialise with your fellow Austincers.

Full details of these things including costings will be given in the No.3 newsletter.

At this stage we would appreciate you indicating on the attached form if you intend to join us or not for AOA 2001, including the number of people with you and ages of children (if any). If intending to join us we ask that you please return the attached form by the END OF FEBRUARY 2000 together with a \$50.00 deposit. Your receipt will be forwarded to you with the next Newsletter. If, in the eventuality you find that you cannot attend, your deposit will be fully refunded up to the time of the close of entries.

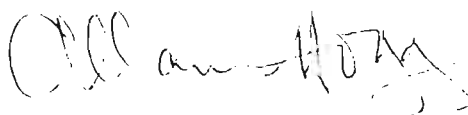
We urge you to consider your accommodation if you have not already done so. Our information is that Queanbeyan/Canberra becomes very busy at Easter time and so accommodation can be somewhat difficult to obtain.

2001 is well within the GST period and as NSW/ACT are arguably the most expensive states, we have been very mindful of costs. It is our intention to contain costs so that there will be as little financial burden on entrants as possible.

It is anticipated that you will receive the No.3 newsletter mid 2000. Our web site can be accessed at any time and will be updated regularly. If you know of anyone who has not received a newsletter, or not on our mailing list, please ask them to contact us, or in your travels you see an Austin, pop a copy of this newsletter under their wiper.

For any questions please do not hesitate to contact us by phone, fax, email or post.

Yours in Austincering,



Allan Hogg - Secretary
on behalf of the Austins Over Australia 2001 Committee
Phone/fax: (02) 9522 8184



AOA 2001 Committee :

Ken Gardiner -

Warren Hopgood -

Allan Hogg -

Rally Director

Assistant Rally Director

Secretary

YOU DON'T BUY AN AUSTIN - YOU INVEST IN ONE

Austins Over Australia 2001

Thursday 12th April to Monday 16th April 2001

Provisional Entrant Application Form

(please tick the appropriate box and fill in details below)

☐ I WISH TO ATTEND Austins Over Australia 2001 at Easter Weekend 2001

☐ I AM UNABLE TO ATTEND Austins Over Australia 2001 and wish my name to be deleted from the mailing list.

Full Name:

Address:

..... State: Post Code:

Contact numbers: phone: mobile:

fax: email:

Number of people:

Adults *(including yourself)*:

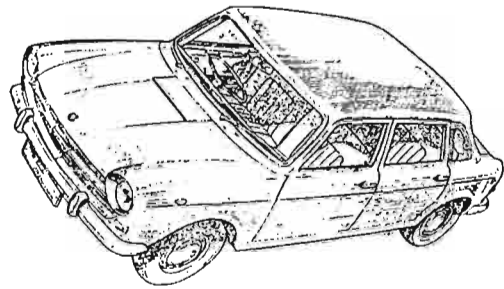
Children *(please include ages)*:

My cheque/money order for \$50.00 deposit is enclosed

Please return completed form to:

The Secretary AOA 2001
PO Box 50
SYLVANIA SOUTHGATE
NSW 2224

BY THE END OF FEBRUARY 2000



DORK, PORK, AND STORK !

By Daryl Stephens

1999 began with a magnificent holiday in Coffs Harbour. Followed by the caravan not coming home because it burnt to the ground. At least unpacking was easy !

Things did not fall into place and a replacement was not forthcoming in time for Easter. Just as well because son Adam's tent burnt down. Our new caravan, being on the same site, would have gone up again !

April saw me trying out as an umpire for Auzzie rules football. We met at Croydon athletics track. Warm up was 4 laps- an old fashioned mile. Followed by 8 laps with sprinting down the straight. Followed by 30 30 metre sprints. A fortnight later, I could walk normally. No I will not umpire.

We temporally stopped caravan looking as we gained a daughter in Winter. None of the usual grunting and groaning at 3 a.m and revolting nappies. All I did was answer the phone !

Some years ago, we altered the format of the house to gain a dinning room. We turned Adam's room into a dinning room and built him a new room. At the same time, we turned our bedroom into a study, built us a new one and included a walk in robe and en- suite. Now with Donna here - at 16 I presume for 5 years or so- I turned the dinning room back to her bedroom. Trouble was, we updated our computer during this period and I lost the floppy disk with all the club stuff on it !

Naomi obtained her P's in June. As a year 12 student, she had no income and no car. But she remembered that my folks were in Queensland for the Winter and the automatic mk 1 was in their garage. It was here next day !

Three days later, she was cleaned up by a 4 wheel drive who was doing 80 k's. Hit her that hard that she did a full 360. The weekend after she got it back from the panel beaters, she cleaned up a petrol bowser with one door on the way into a garage and another door and bowser on the way out

The olde man promptly sold the mk 1 to her, while there was enough left to sell !

This necessitated buying him another 1800 some time before they came home. A manual mk 11 fell out of a tree. That same weekend, Adam blew his mk 11 up. Easy really. He is saving up to get married and was not replacing the vast quantities of oil that he was burning.

He took over the new mk 11 till we could fix his. I got a nudge nudge wink wink RWC for it. Donna on her L's- in Victoria, L's can be gained at 16 - drove it home when a leaking front disc calliper died

Those with mk 11's sometimes gloat over the extra safety of the mk 11 split braking system. It is codswallop ! The break pedal collapsed, and the rear wheels locked up. Stopping was effected by using 1st gear. Pulling on the hand brake is as good as the split system.

October came and Adam had not started his mk 11. His grandparents were screaming blue murder for their car. Or his head. Or both ! Naomi passed year 12 and her registration was due. It is still unpaid because I said, "Get off your backside and get a job"

On the caravan scene, we hit the jackpot ! [A new Jay Swan or equivalent leaves not much change from \$20,000, and is worth \$15,000 the following day] An 18 months old Goldstream in country Victoria had been in the Trading Post for a few weeks for \$17,000. I rang and said if he would take \$13,000 we would be there in 2 hours.

Naomi drove us down in her mk 1. We left a deposit on the 'van and Donna drove home, cleaning up a retaining wall in the process !

Donna and I went to collect it the following weekend. Donna was pinged for doing 125 k's [105] in my mk 1 and another \$270 for failing to stop when directed to do so ! 6 demerit points before turning 17.

Our old van had only mechanical over ride brakes. The new one has electric brakes. Since I did not have the brake controller in the 1800, we came home with no caravan brakes. The difference between no brakes, and mechanical over ride brakes was minimal. I took the 1800 and van in for the controller to be fitted. Peels of laughter. You won't go fast enough to need brakes! etc. Anyway, after the thing was installed we went for a test run. The installer was so flabagasted by the punch of the 1800 with the van on, that we did another test run with the back seat full of formerly scoffing caravan mechanics.

A couple of weeks later, Donna was at it again. This time, she ran us out of petrol. Then she locked the keys in the car ! Not to be outdone, somebody crashed into Naomi again. Then a guy rang me offering a genuine suspension pump. Naturally, it is here now.

We have just returned from 3 weeks at Port Macquarie. Whilst in the region we looked up club member Eric O'Meley and his family. On the appointed meeting day, we were running early and decided on a cheapskate cruise down the Nambucca river.

It was beautiful. Down the river and out to sea. Unfortunately, the cheapskate cruise did not include a boat, just a bogie board. When the rip, which started in the river finally released us, shore was 3 k's away. Anyway, after a couple of hours, the cavalry arrived, and we eventually got to Eric's feeling like drowned rats [I strongly suspect that even an atheist would have been praying in this situation]. Interestingly, Eric's mk 1 Kimberley is probably the only one left with the twin side draft SU's, as they were recalled and fitted with semi down draft to cure a persistent flooding problem. [Eric supplied the article a while ago on fitting a passenger side stabiliser to the little six]

On our last night in Port Macquarie, the caravan park was over run with hooligans. We therefore hitched on and departed at 1 am- arriving back in Melbourne at 10 pm that night. Such is the enormous capacity of the 1800 to swallow miles, that the 1400 or so k's had made us tired, but not exhausted.

Due to time constraints, the promised article on the brilliant rod gear change will appear next newsletter.

Mailbag

Neil Melville
Cowaramup
W.A. 6284

I see from our subs list that I have become a non financial non member, so to avoid the shame and stigma of ex communication and dis fellowship, I attach a cheque of \$150 which will preclude the up coming GST imposition and give us 5 years club currency.

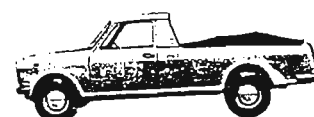
Thanks for your newsletter persistence and initiative- the humorous { Noah, GST, Adams rib particularly] is widely appreciated and quoted - and the priceless tech that are of real value.[e.g. the Edward Eves article threw new light on the cars design evolution and idiocrasies which I continue to live with today]

Your personal experiences are appreciated when you obviously work your car hard in an adverse environment so you forewarn us of modification success or failure.

Our 4 units continue to serve us well and attract favourable comment, aided by 9 wrecks and an abundance of NOS spares, and sharing the family stable with 2 Holden HR utes and 3 Landrover 11A firetenders keep us in a 1960's time warp among the recycling slant eyed plastic peanuts.

So I am grateful for your enthusiastic application to the cause.

Bill Stevenson
23 Shinnick Drive
Oakhurst
NSW 2761



1500 Ute - First Introduced July 1960

I thought it was about time I wrote to let you and club members know what my Austin and I have been up to.

Together with my brother in law, John Winspear, I have done 4 rallies for cars built before 1976. All part of the Classic Rally Championship. In April we completed in the Ginty O'Leary Rally from Marmen to Wagga Wagga and back over 2 days. We finished 27/40 in a very competitive field

Next was the Banjo Paterson Festival Historic Rally, again a 2 day event from Lithgow to Orange and back to Lithgow. This was a route chartered, medium timed event, set on dirt, at a very fast pace. We finished 3/18.

On the 8 th and 10 th of October, we did the Classic Rally Club's Premier event for the year, the Alpine Classic. Start and finish in Lithgow, overnight stay in Orange and about 800 k's of very difficult navigation in between. This event was extremely well organised and proved to be both tough and rewarding.

The field included some of the country's top crews and a magnificent line up of cars including; Mini Cooper S, Lancia [including 2 Stratos] Jags, Falcon GT, Mustang, Customline, Cortina GT, Escorts, Alpha's, Porche, MGB, MGC, Spitfires, Big Healeys, TR3., and my Landcrab.

John's wife- my sister- Dot came along on this one as 3 rd crew.

We managed to clean sheet 1 section on the Sunday and came very close on a couple of others. We finished a very creditable 1/4 outright.

To finish off the year, John and I competed the Liberty Midnight Run, a Saturday night event where we came in 15 th

All in all, the Austin has completed 2500 ks of rallying last year without mechanical fault, and the only servicing all year was an oil change and suspension top up.

I've included some information from Brown and Gammons about a Derrington cross flow head. Maybe somebody has enough money to buy one.

This head is exactly the same as I bought from Evan Green's rallycross car in the '70's and then used it in the 1979 round Australia and in state championships Rallies in subsequent years.

Graham Anderson
3 Buffalo Road
Gladesville NSW 2111

I am in the process of converting my 2 Kimberely's to run on unleaded juice. Two heads have been modified with hardened seats.

I have re built one head and will fit it to the car next week. I don't anticipate problems as the 8>6 compression is not too high for standard unleaded. I have tried a couple of tankfuls in one car and it seems OK without pinging.

I think leaded will be discontinued sooner than the pollies tell us. A new service station near here does not have leaded pumps - only unleaded and diesel ! I THINK THIS IS TELLING US SOMETHING !

Added to this, Caltex is planning to close two refineries soon and will be importing petrol from Asia where it is cheaper to process.

I am planning to drive to Perth soon, via Broken Hill. It should be a good test for the reliability of the Kimberely, with the modifications I have done.

Was visited recently by Gary Fry as he wanted to determine the correct angle to drill the oil gallery in the 2600 cc P76 motor he is installing in his kimberely. He was lucky- I have a motor with the gearbox off it..

Chris Lewis
18 Lucas Street
Caulfield South, Vic, 3162
Australia

Tel: 61-3-95965730

Wednesday, 11 August 1999

Mr. Daryl Stephens Editor/Secretary
Landcrab Owners Club of Australia
22 Davidson Street
Mitcham, Vic, 3132

Dear Daryl

Enclosed please find my cheque for \$30.00 being membership renewal payment for 1999/2000.

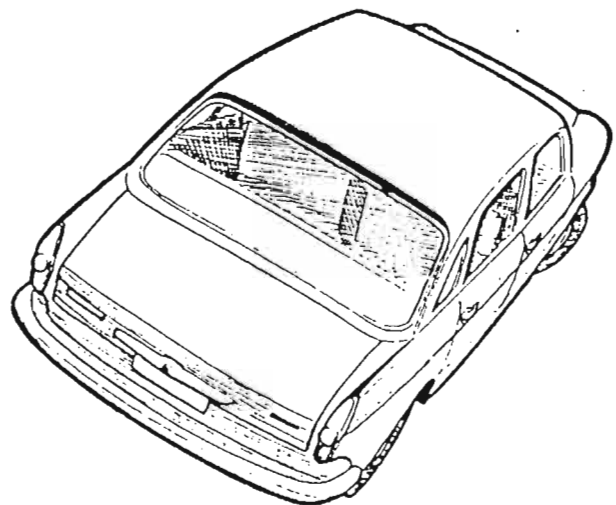
Following our recent 3 car convoy duty I was inspired to use the 1800 when I took the family (5) for a 3 day tour through the western district. With the five of us and the boot and roof rack full of luggage (see photo) the car performed faultlessly and received many admiring looks and comments along the way.

An American we met said "Austin, I've never seen one of those before." He was staggered when I pointed out the leg-room in the rear and dumbfounded by the fact that the car floated on fluid.

Keep on crabbing !

Yours sincerely

Chris Lewis





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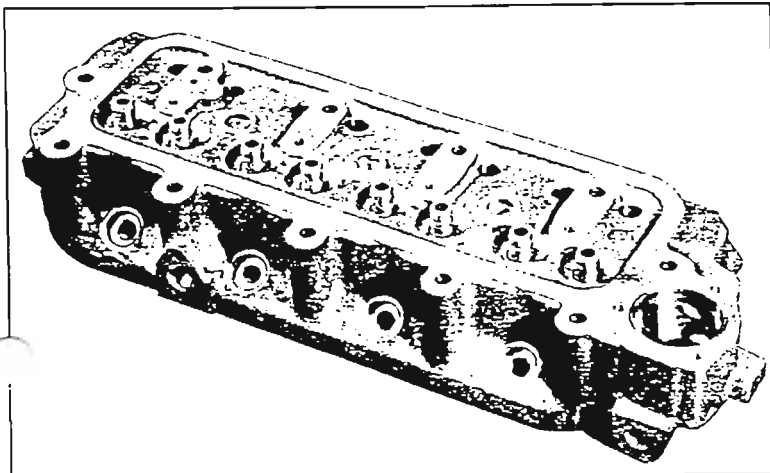
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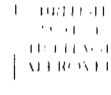
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QUOTATION

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29550	STE0150					27/07/99	129550	1	

Product Code	Product Description	Quantity Delivered	Unit Price	Per	Net	Val Code
RG 1001	HRG CYLINDER HEAD WITH STUDS	1.00	UKP 850.00	EACH	UKP 850.00	4
RG 1002	HRG WEBER MANIFOLD - PAIR	1.00	125.00	PAIR	125.00	4
RG 1003	1.1/2" SU MANIFOLD - PAIR	1.00	175.00	PAIR	175.00	4
RG 1003A	ADAPTOR	1.00	2.16	EACH	2.16	4
FD 0001	INLET VALVE 1.625" TUNING	4.00	8.75	EACH	35.00	4
FD 0003	EXHAUST VALVE 1.344 TUNING	4.00	8.75	EACH	35.00	4
EH 1679C	VALVE SPRING SET(DOUBLES) A B\$	1.00	14.80	SET	14.80	4
RG 1007	SET 8 VALVE SPRING SEAT SHIMS	1.00	11.20	SET	11.20	4
EH 3309KIT	CAP VALVE SPRING KIT MGB MGA \$	1.00	25.00	EACH	25.00	4
EH 2117	VALVE COTTER *EACH* MGB/C MGA	16.00	0.45	EACH	7.20	4
S 0537	VALVE STEM OIL SEALS	8.00	0.41	EACH	3.28	4
TM 1163	HEAD GASKET SET MGB 1800 \$	1.00	13.35	EACH	13.35	4
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All goods shall remain the property of the Seller until the price has been discharged in full. A cheque given by the Purchaser in payment shall not be treated as a discharge until it has been cleared.

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TOTAL VAT



A NEARLY CAR

Graham Robson didn't care for the 1800 when he last drove one in 1969. How does he rate the second-placed works London-Sydney car all these years later? Photos by John Colley

By almost any standards, British Leyland's historic London-Sydney Marathon BMC 1800 of 1968, SMO 226G, looks like a seriously neglected old car, but at least it's still quite original, very genuine, and coated in the patina of old age. Made famous by Paddy Hopkirk when he came so very close to winning that original marathon, it has been stored for many years, shown sometimes, and spruced up only occasionally. It seems to be an orphan.

This famous 1800 lives at the new Heritage Motor Centre, run by the British Motor Industry Heritage Trust. The BMIHT doesn't believe in restoring certain of its historic relics, but merely preserving them in their once-famous state. When we inspected it, at 1993 London-Sydney Marathon time, its last licence disc had expired in 1990. BMIHT's Restoration Manager, Ron Whitehead, admitted that it had rarely even been fired up in the previous 18 months, the battery was high-on flat, and the old car was in desperate need of love. When we gave it a run out, though, its engine was still willing, and the tank-like character shone through.

In some ways this famous old car is as original today as the day it reached Warwick Farm, Sydney, in December 1968, but like many other ageing ladies of my acquaintance, it has gradually lost

its looks over the years. The *basic* car survives – along with the identity and the competition numbers on the doors – but the rally plates are long gone, the driving seat is now non-original, the gear lever knob is loose (and, in any case it's the wrong type as no 1800 ever had a five-speed gearbox!), its thread stripped, details such as the splash-guards around the front wheelarches are missing, and almost every supplier's decal on the flanks has disappeared.

On the other hand, the special dash (with rev counter ahead of the driver, speedometer ahead of the co-driver) is intact, the pump-it-up-yourself handle for the Hydrolastic suspension is still on the back parcel shelf, and details like

the instant ignition-timing adjustment quadrant (to allow for poor quality fuel in the Middle and Far East) are still there, under the parcel shelf.

Because the driving seat is not as originally fitted, I don't know if the arms' stretch driving position, with a bus-driver type of steering wheel alignment, was what Paddy had chosen. But the comfy-looking front passenger's seat is still intact, as is the special third seat in the rear. Instead of two spare wheels on the roof, there is now only one. The original Minilite wheels (now 25 years old, and presumably very brittle) are on the car.

So, how can I possibly rate this ex-Marathon machine, with only 21,000



SMO 226G enjoys a rare outing from its home at the Heritage Motor Centre, with author Robson at the wheel (above). Among special Marathon features is a rear mounted metal grid where a pushing passenger could stand (left), after the car had regained traction in mud or sand

miles on the clock, which put up such a formidable performance in the hands of Paddy Hopkirk, Alec Poole and Tony Nash?

First of all, let's try to assess how special it was, and what made it tick. Peter Browning's team had looked at the challenge, decided that their best bet was to develop a 'tank' rather than a 'greyhound', and proceeded to evolve what they hoped was an unbreakable battle-cruiser.

Starting on the basis of the conventional four-door 1800S, and using all the experience gained on previous works cars – particularly the Safari cars – the famous Abingdon team tuned the engine as far as they dared, stiffened up the structure and the suspension, and added a great deal of equipment to the spacious interior. At 3360lb without crew or petrol on board, it was a lot heavier than the Lotus-Cortinas which were the pre-rally favourites.

Starting with a bare bodyshell at Abingdon, the team added strength in detail in all areas, but there was no cross-bracing in the engine bay, and the roll-cage comprised a simple hoop above the front seats, and one central tube leading back.

A roo-bar (to sweep up errant oxen and kangaroos rather than have them damage the engine bay in a collision) was bolted to the car at five points, this also helping to support the four extra driving lamps.

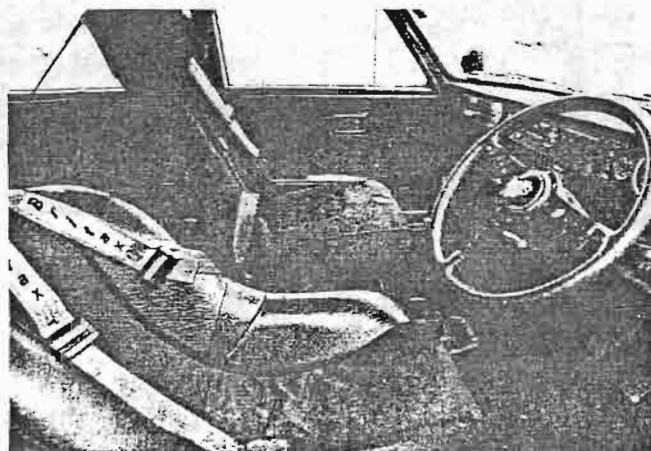
To try to get the weight down a bit, Browning had the BMC press shops provide him with aluminium pressings for the bonnet, door and boot-lid panels, and there were Perspex windows in the rear doors, though not at the front. It was amusing to see one particular 'get-you-home' fitting. Behind the rear number plate there is a metal grid where the unfortunate crew member elected to push the car out of sticky conditions could stand once the front wheels had regained traction, and there is also a grip handle on the rear of the roof panel for him to hold on to.

The fascia panel is one of those black-trimmed and gloomily functional displays with dials, knobs and switches seemingly scattered around at random. There is a row of electrical relays ahead of the Moto Lita steering wheel, and every switch is clearly marked. A Halda Twinmaster mileage recorder sits in the middle of the fascia, and the clocks are ahead of the co-driver (but the clocks in this car were removed in December 1968 as they would have been attractive souvenir items for 'enthusiasts').

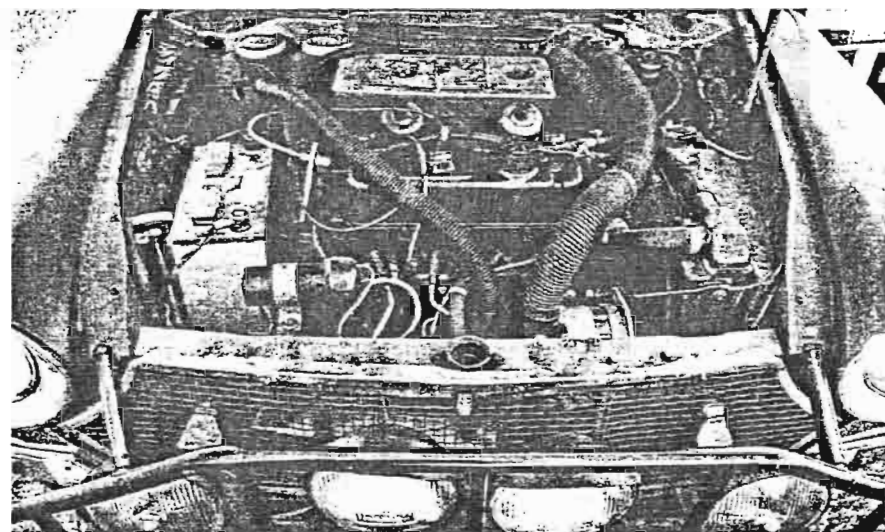
Because there was a three-man crew, special arrangements were made in the rear. As far as Bombay there was a rather complex bed, but for the



Some of the decals have disappeared, but rally number with Daily Express and Sydney Telegraph identities remain

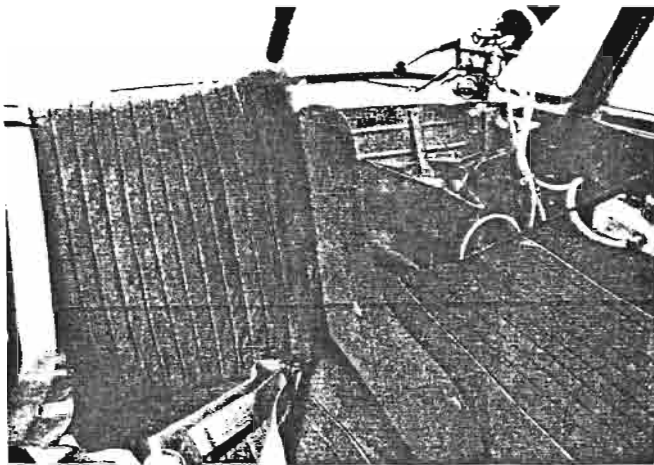


Driver's seat is non-original, but most of the special dashboard survives intact. Unsupportive seat and steering wheel's 'bus driving' angle give a poor driving position

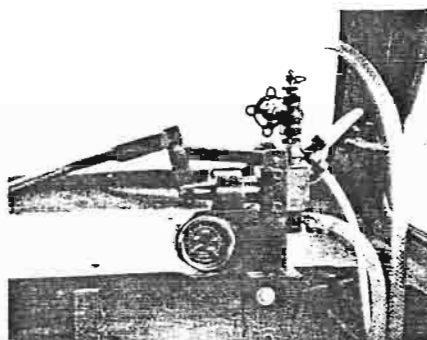
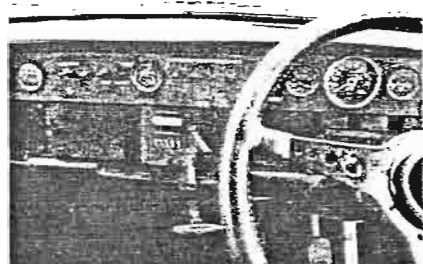


Four-cylinder engine with twin SU carbs (above) is overbored to 1845cc and produces around 100bhp, but Abingdon's rolling road confirmed power at the wheels as an underwhelming 77bhp. Roo-bar was essential protection against straying animals (right)





Unique interior features include rear passenger seat (left), special dashboard with rev counter in front of driver and speedo ahead of co-driver (below left), and Heath Robinson pump-up mechanism for the Hydrolastic suspension (below)



relatively short Australian 'sprint' a special 'armchair' was fitted, and remains on this car, although it's now a bit moth-eaten.

The twin-SU equipped engine itself was enlarged (by overboring 0.040in) to give a capacity of 1845cc, and with a 9.5:1 compression ratio it gave 100bhp at 5500rpm 6000rpm (or an underwhelming 77bhp at the road wheels, as confirmed on the rolling-road at Abingdon). The gearbox was standard – which meant that there was a long-travel change – although the overall gearing was dropped by fitting a 4.1:1 final drive and there was no limited-slip diff. In those days limited-slip diffs were rarely found on front-drive cars.

There was a vast fuel tank across the car, between the rear wheel arches. Even though there was ample fuel when I drove it, the electrical SU pumps rattled away like busy woodpeckers for some time, before settling down to click reluctantly for the rest of the trip. Twin snap-action fillers were fitted, one each behind the cabin, on the crown of a rear wing.

Except that enlarged Hydrolastic units were fitted at the rear, with extra Aeon rubber bump-stops added at the rear only, and higher fluid pressures than normal, the suspension was virtually standard, and the car still has that rather lolloping ride for which all such BMC cars were famous at the time. The workshop-type pump-up mechanism was mounted on the rear bulkhead, with an extra-capacity

reservoir slotted into a pouch in the left-side rear door.

The brakes were so standard that the production car's awful pull-handle handbrake was still in place, below the Halda Twinmaster; clearly the vacuum servo is no longer working, as colossal pressures were needed to stop the car from any decent speed.

DRIVING IMPRESSIONS

Even when it was new, we knew that the 1800 was not a fast rally car, but SMO 226G was even more ponderous than I expected. There wasn't much low-speed torque (perhaps the engine was nearly worn out, as there was a great deal of blue smoke from the

exhaust pipe when the car was pressed), but once above 3000rpm it came to life, and revved happily all the way up to 6000rpm. My immediate impression is that 5000rpm, used continuously, might have been easy for the engine, but very tiring for the crew.

Not only was the brake pedal heavy, but so were the steering efforts (no power assistance), while the seat backrest was very flexible, which made sitting four-square rather difficult. Inside five minutes, my admiration for Paddy Hopkirk had increased considerably.

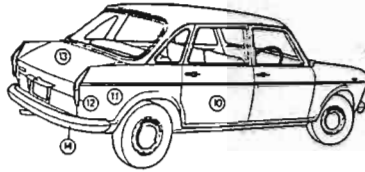
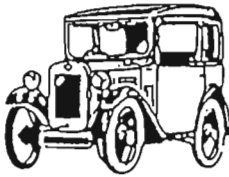
There wasn't the urgent character of a works Mini-Cooper S, and there certainly wasn't the impressive express-lift performance of a Big Healey, but this 1800 had a presence all of its own. Once it fired up, you could almost feel the car coming to life, cocking its head at the driver, and saying: 'How far is it to Sydney? 10,000 miles? OK, leave everything to me.'

The object, one felt, would be to keep rolling at all costs, for there was brisk but not startling acceleration. Like all 1800s, it handled a lot better than appeared possible, although the combination of Dunlop knobbles on the front and near-bald SP Sports road tyres at the rear made it tail-happy when I tried it.

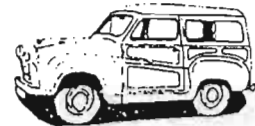
Andy Dawson fell in love with the Lancia Stratos when he drove it again after a gap of 15 years for the last issue of *HRC&R*. I wish I could report that I fell for the old 1800, but no. It was too big, too ponderous, and too slow for me when I drove it in 1969, and nothing has changed. Which makes British Leyland's achievements on the London-Sydney Marathon even more praiseworthy.

We left the old car in a corner at Gaydon. But I swear she had been happy to have a run out.





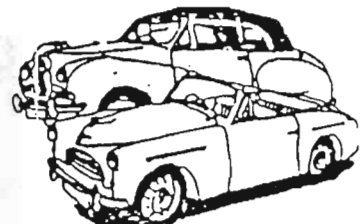
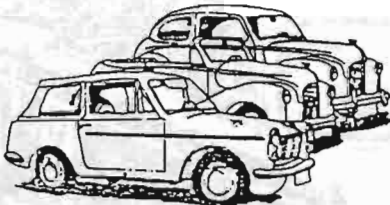
The Austin Car



*The Austin is my auto I shall not want- another
It maketh me lie down in wet places
It soileth my soul
It leadeth me into deep waters
It leadeth me into the paths of ridiculous for its
name sake
It prepareth a breakdown for me in the presence
of mine enemies
Yea, though I run through the valleys, I am towed
up the hills
I fear much evil while it is with me
Its rods and its engine discomfort me
It anointeth my face with oil
Its tank runneth over me
Surely to goodness the darned thing won't follow
me all the days of my life or I shall dwell in the
house of the insane forever.*



extract from magazine dated 1971

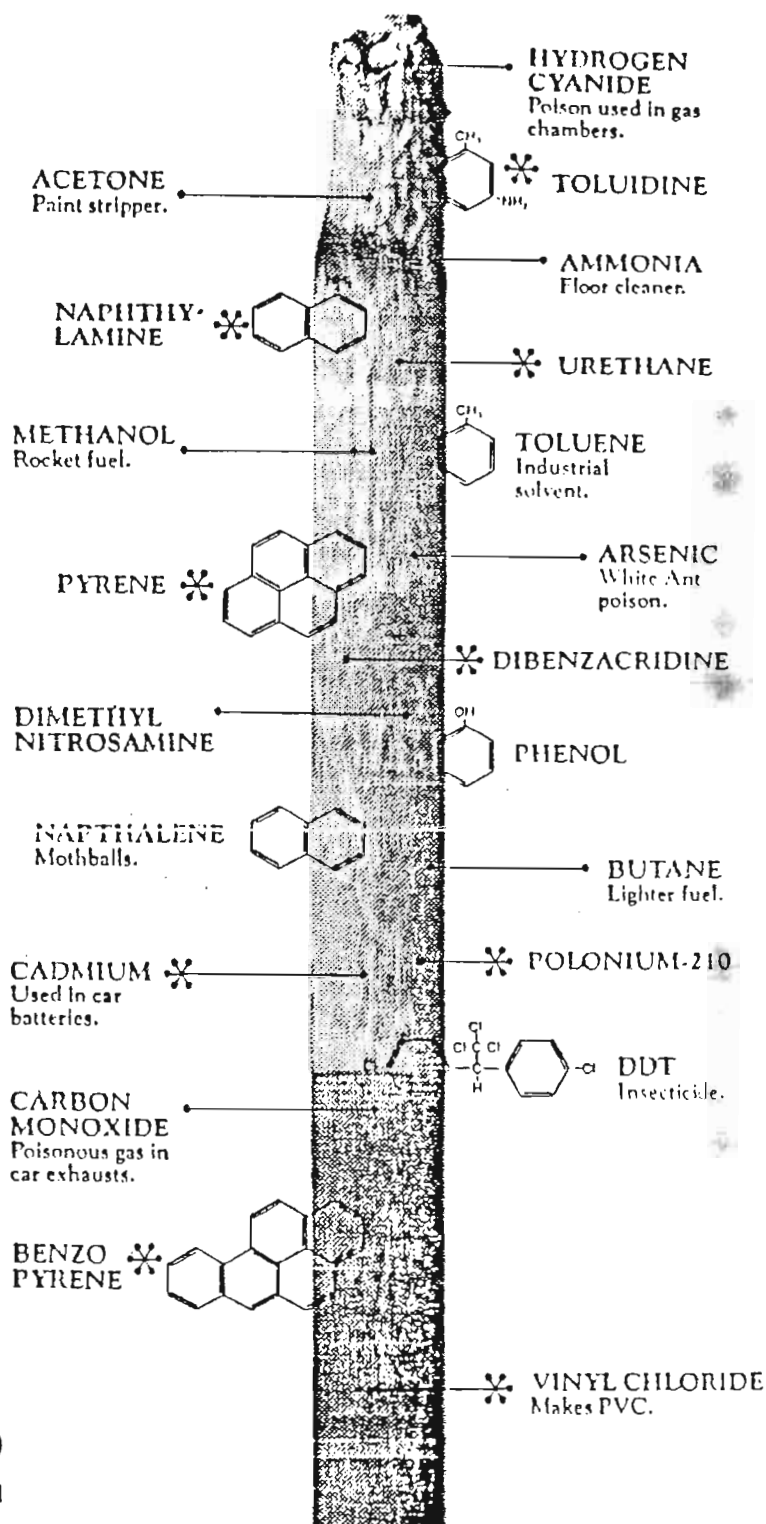


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your

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Tasman 1971 auto G.C.\$250 4626 1985 Campbelltown NSW

1800 67 Man 77,000 miles GC offers Ron [02] 9833 2290

Tasman 1972 Mk 11 gold Autoo \$700 Brian Simpson Manly NSW 3396 0447

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Austin **2200** 1973 6 pot – similar to Kimberely- Re built engine runs on gas- refurbished
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1800 Ute manual with tarp, unused for some time so not running. VGC and no rust Mark
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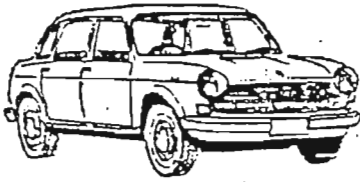
1800 mk 11 manual 58,000 miles Lane Cove NSW 9801 8644

1800 mk 1 1966 One owner 58,000 miles grey/ green \$2,500 Roickdale NSW
9567 1838

1800 mk 11 Auto 60,000 miles no RWC \$1,500 Melbourne 0414 394 746

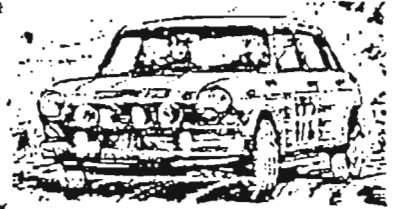
1800 mk 11 VGC \$500 **Also** ute \$500 Rick Geary Canberra [02] 6294 4989

Politicians, like nappies
should be changed regularly
for the same reason

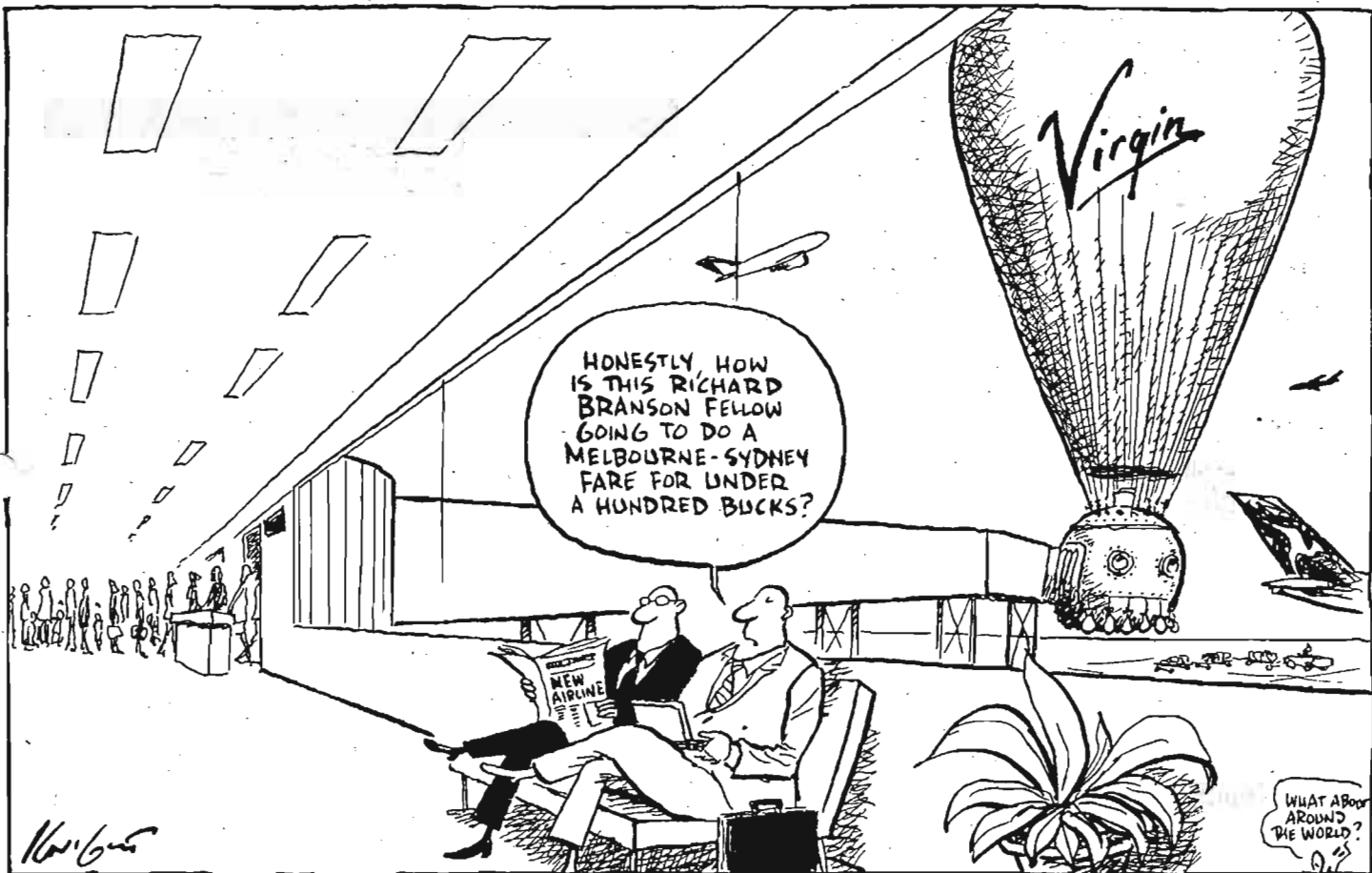


LANDCRAB

CLUB OF AUSTRALASIA INC.



Welcome to Newsletter number 91, for April and May, 2000



INTRODUCING...

Matt Hill 47 Bendigo Street
Richmond Vic 3122

[03]9428 5651

mk 11

Matt's sugar cane/ maroon mk 11 would have to be among the best unrestored mk 11's around. The vehicle is currently in storage overseas. ie Tassie

FROM THE BACK SEAT

PRESIDENT/ TREASURER/ LIBRARIAN REGALIA OFFICER
KEEPER OF THE SPARES.

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ROD GEAR CHANGE

By Daryl Stephens

Those who have not experienced hydraulic lock on their vehicles are very lucky. Or are about to. My vehicle is in use every day, and therefore must behave itself.

When the last bout of hydraulic lock was experienced, I decided if possible to convert the trusty mk 1 to the English Mk 111 rod gear change. Research showed that it shared most parts with the rod gear change Mini's.

A phone call to **Tony Wood** in the U.K. [0011 441 253 352 730] revealed that the cost for him to supply everything necessary and air freight it to Melbourne was cheaper than buying a reconditioned cable gear change. It had to be the way to go !

Installation proved straight forward with the following proviso's

- 1/ On the selector forks, the 3 rd & 4 th fork needs an extension welding in as it is too short.
- 2/ The rod clears the H.P. extractor exhaust system. It may foul on the standard exhaust.
- 2/ The Girling hand brake needed a decent belt as it was in the way.

Conclusion. The cable gear change can follow the rubber universal joints and the standard 4.1 diff into the rubbish bin.

GEARCHANGE CONTROL ROD [3]

Removal (Fig. H:2)

1. Move seats right back and remove front carpet. Remove gaiter retaining plate and slide gaiter up lever. Remove gear lever by releasing bayonet cap that holds it.
2. Drive out roll pin holding gear change rod to selector shaft protruding from gearbox. Do this with a square ended, parallel sided drift that just enters the hole. Any other drift will simply expand the pin and make removal impossible.
3. Remove nut and bolt holding remote control steady rod to gearbox. Remove nut and bolt holding remote control housing to mounting bracket.
4. Remove remote control assembly.

Replacement

Replacement is reverse of removal procedure but note:

- a) A new roll pin must be used. Roll pins must never be used more than once.
- b) Pack the remote control assembly copiously with Shell Retinax A or an equivalent and smear each bearing with grease as it is assembled.

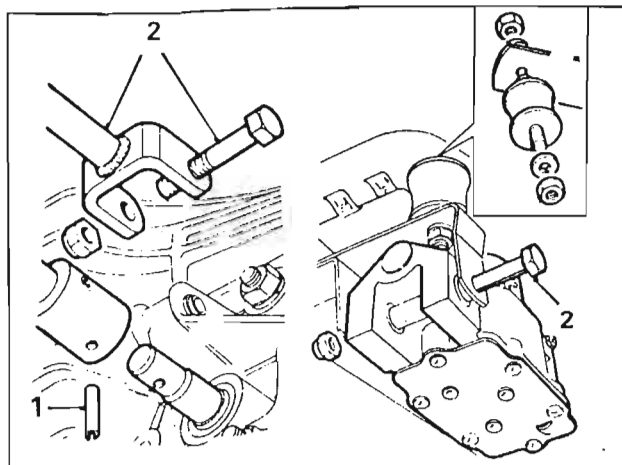
Dismantling (Fig. H:4)

1. Hold assembly in vice and remove bottom cover plate.
2. Drive out roll pins holding extension rod eye to shafts and withdraw the parts. Use square end punch that just fits into bore of hole.
3. On first type eye, dismantle by driving out the ball-end bearing seat from the eye; this will dislodge the retaining clip.

Installation

Installation is reversal of the dismantling procedure but note:

- a) New roll pins must be used. Roll pins must never be used more than once.
- b) Smear each bearing with grease as it is assembled and pack assembly copiously with Shell Retinax A grease or equivalent.



1. Roll pin, gearchange rod to selector shaft
2. Bolt, steady rod to gearbox
3. Bolt, remote control housing to bracket

Fig. H:2 Removing the gearshift remote control housing on later rod-change models

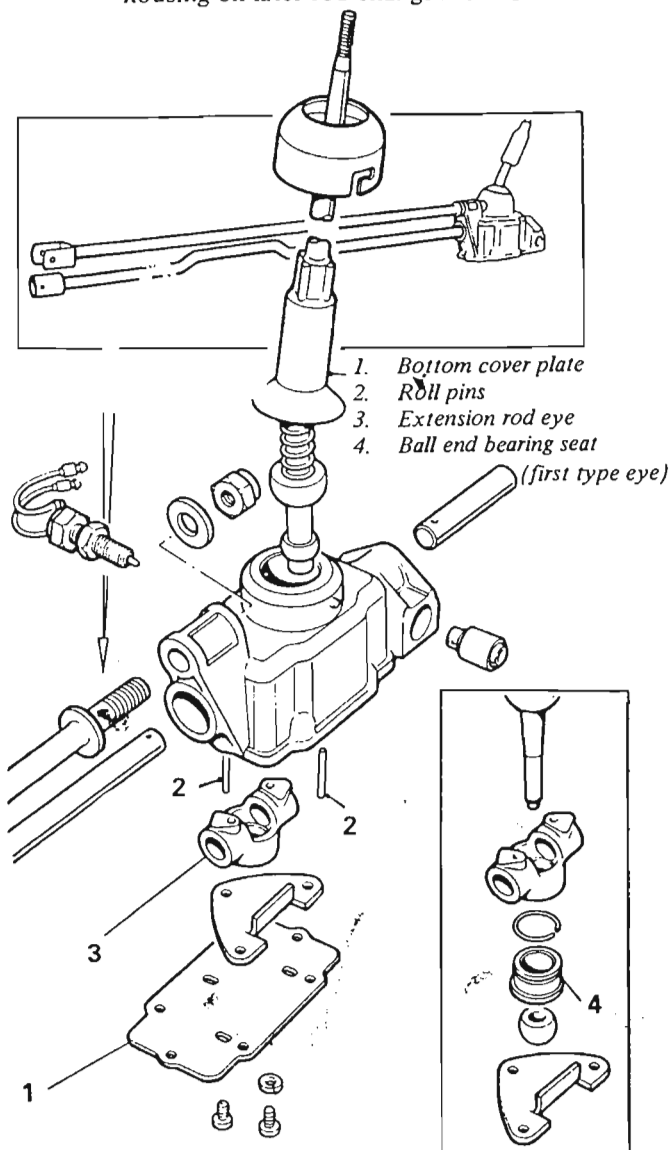


Fig. H:4 Details of the gearchange remote control assembly components

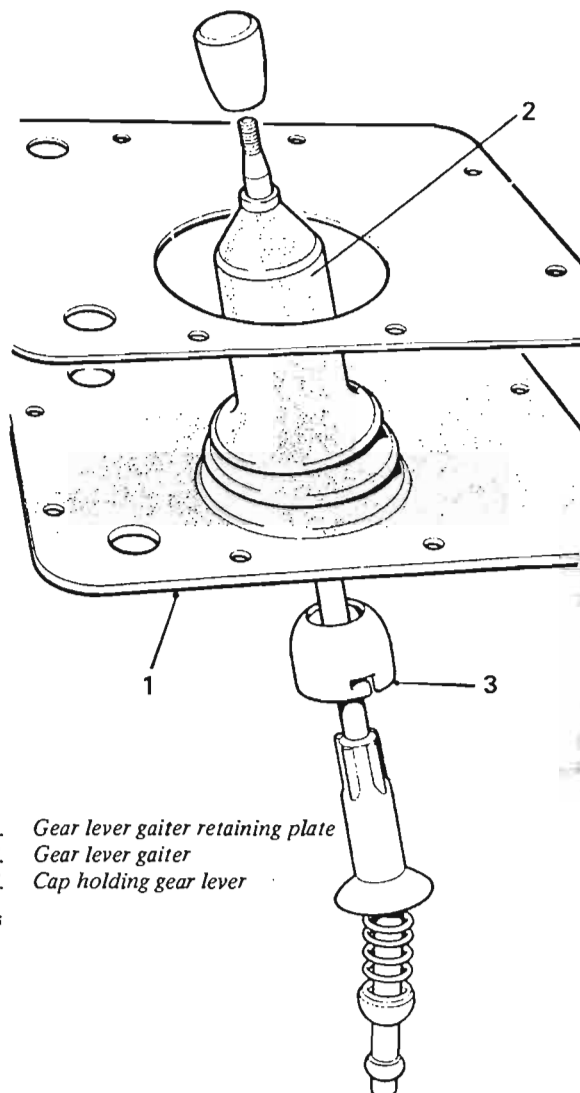
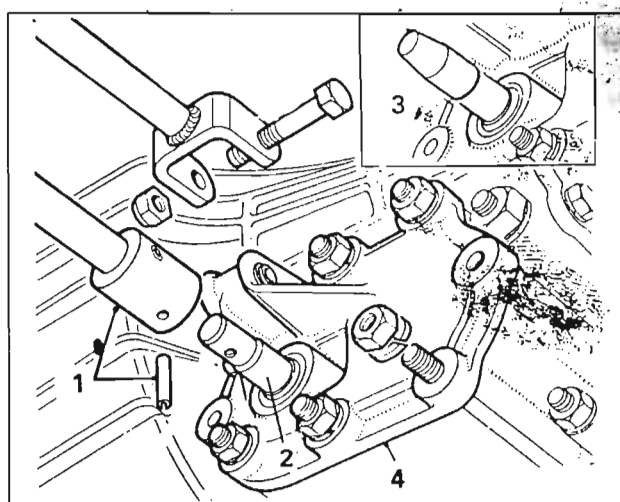


Fig. H:3 An exploded view of the gearchange lever assembly components



1. Roll pin, gear change rod to selector shaft
2. Oil seal
3. Using tubular drift to insert oil seal

Fig. H:5 Replacing the gearchange rod oil seal on later models

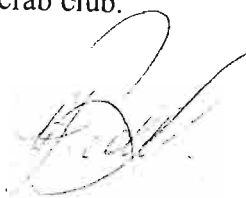
Daryl Stephens
22 Davison street
Mitcham. VIC. 3123
Editor / Secretary

Dear Daryl,

Our names are Bill & Margaret Randell, we have a 1968 Austin 1800 car. our daughter Stella runs a 1970 1800 living in Townsville. QLD. and a problem she was having with it last Xmas. In relating the story to one of her friends down here & after much laughter the enclosed story is the result. would you consider it for the magazine. Bill is a member of the Landcrab club.

THANK YOU

Bill Randell
65 Relesah drive
NINGI QLD 4511
07 5497 5823



HUDSON,S STORY.

One day, while sitting at the kitchen table for morning tea, a certain man (namely Hudson) with Bill and Margaret and Hudson was looking through the Land Crab Magazines Austin 1800 Club and found a 1800 for sale out at Inglewood, Qld. Hudson suggested he may ring up about it and being no time like the present, Margaret got up and rang.

This was all without Hudson's wife, Ita, knowing anything. Marg's relatives in Inglewood checked it out and decided it was a good buy. All arrangements were made for Max, Bill, Rob and Hudson to go on a field trip to Inglewood to scout for old cars and purchase the 1800. On the way home, the 1800 developed a left-side lean as the suspension displacer had blown at Gatton. The men pulled up at a farm and got a few pieces of wood to prop up the suspension to continue home. On the journey home, Rob made a comment about the lean and subsequently the car has become known as 'EILEAN'. When the adventurers returned, EILEAN was put in Bill's shed and repaired. The next morning tea, Hudson bought Ita out to see what she thought of the car (still not knowing). Ita liked the car and asked who owned it. Hudson says "It ours". When Ita picked her jaw up off the ground, and muttered some well-chosen words, Ita has fallen in love with EILEAN. Unfortunately three other suspension displacers have blown as someone had put oil in them and destroyed them. Now Hudson and Ita are happy motorers in their club rallies with EILEAN.

Question: How do blondes tune their Austin 1800?

Answer: with long distance phone calls to their semi-retired mechanic father.

The Blonde (who has two university degrees with honours), in Townsville, rings her father, in Caboolture, and says the car is not running right and is burning black smoke. Father then goes through a list of things to check. Eventually the carburettor is removed and sent to Dad who then reconditions it. During this time, Blonde comes home to Caboolture for Christmas. When Blonde goes back to Townsville, the carburettor is packed into her camel-skin backpack with masking tape on the carby stating what needs adjusting. All set, Blonde hops on train back to Townsville. Blonde refits carby to Austin but is 'missing thing from throttle to carby', so rings Dad, who had told her she needed a link but Blonde can't find one. Dad then instructs Blonde to go to her wardrobe to get a wire coat-hanger and cut to fit. Later another mobile call, Blonde says "Dad, listen to this" and proceeds to put mobile to starter motor while friend hits the key. Dad says "battery is low, get starter leads". About half an hour later, another call "Hey Dad, still can't get it started". Blonde then relays instructions from Dad to friends in car to do adjustments. Then Blonde gets friend to hit the key and starter motor goes. Squeals of happiness ring down the phone. Then, "What did you turn it off for?" and key-turner friend says "Because it was over-revving." Dad says "Push the choke in and start it again" Car starts. Dad then instructs friends via Blonde to adjust the idle screw and mixture. Once this is done, Blonde holds mobile under the bonnet again and says "Does this sound right now, Dad?" Yes. "Thanks Dad, we're on the road again. Bye."

(PS. All friends are university graduates with honours and doing PhDs.)

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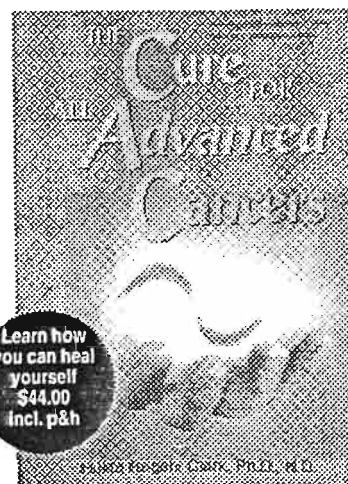
Hulda Regehr Clark is an independent research scientist. Dr Clark has a Bachelor of Arts, Magna Cum Laude, and Master of Arts with high Honours from the University of Saskatchewan, Canada. She received her Doctorate Degree in Physiology in 1958 from the University of Minnesota. She spent 10 years doing government-sponsored research prior to beginning private consulting in 1979, and earned a Naturopathy degree. Her observations led to the breakthrough described in this book.

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Is my leaded car a lemon?

The end is nigh for leaded petrol, so what will your not-so-new car run on now? Stuart Ballingall charts the options

If you own a pre-1986 car running on leaded fuel, the imminent end of leaded petrol means a change will be necessary. The good news is you won't have to replace your vehicle, and in most cases won't even need to make any mechanical modifications. The solution will simply be a switch to lead replacement petrol (LRP).

It is expected most motorists will not notice any difference between the two fuels. Evidence from Europe, where a number of countries already use LRP, supports this claim. To ensure a smooth transition, it is planned that LRP will be sold from the same bowser where you currently get leaded fuel.

Price should not be an issue. Leaded petrol currently attracts a fuel excise 2.2 cents greater than unleaded fuel because of its lead content. This additional excise should not apply to LRP. However, petrol manufacturers are claiming this benefit will be offset by the extra cost of producing the new fuel. Thus, LRP should be priced about two cents per litre more than unleaded, like leaded fuel currently is. RACV will monitor pricing of LRP when it is introduced in Victoria.

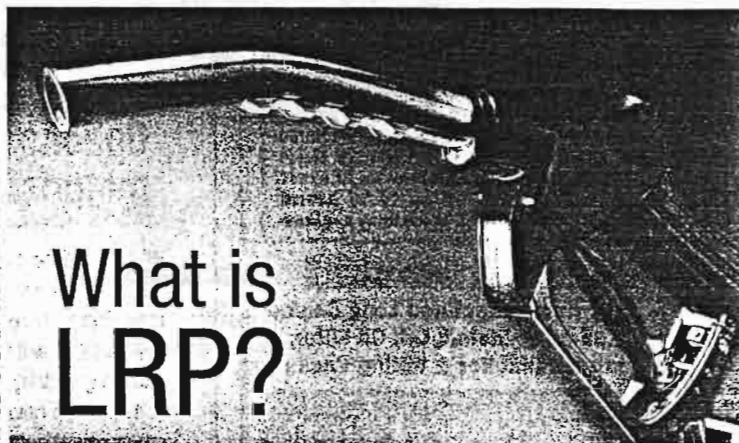
Despite the fact no firm

date has been set for the compulsory end of leaded petrol nationally, major petrol companies are planning to replace their leaded petrol with LRP in the not-too-distant future. Victoria can expect to see it on sale in the next year or two.

LRP is now a fact of life in Western Australia, where leaded fuel ceased to be sold on 1 January. This was ahead of any decision by the Federal Government, which is waiting on an assessment by Environment Australia regarding the feasibility of a national phase-out date for leaded fuel of 2003.

Leaded fuel is being phased out worldwide, due to the health problems that lead is known to cause with humans. Studies have found a connection between the exposure of children to lead and reductions in their intellectual performance. The exposure of adults to lead has also been linked to elevated blood pressure, causing hypertension, heart attacks and premature death.

Although petrol is not the main contributor to lead-related health problems, concerns about human exposure to lead has seen Australia – along with many other countries – progressively reduce the level of lead in leaded petrol. ▷



Lead in petrol serves two main functions. It is used to increase the octane level, and thus prevent knocking in engines. Knocking occurs when the fuel mixture explodes early, and can result in serious engine damage. Lead is also added to prevent valve seat recession (VSR) of the exhaust valves. Valves in engines designed for leaded fuel are relatively soft. Lead oxide formed by the combustion of lead alkyls prevents VSR by forming a thin layer of lead oxide on the valve and valve seat faces.

Lead replacement petrol (LRP) uses anti-VSR additives, which may include phosphorous, potassium, sodium or manganese. During fuel combustion, the additive burns and forms an oxide coating on the exhaust valve seats. This provides similar protection to lead oxide.

The new fuel will have the same octane level as leaded petrol, which will be obtained by blending in more high-octane components.

Depending on how sales of LRP go in Western Australia, one manufacturer has suggested LRP could go on sale in Victoria as early as the middle of this year. RACV will monitor what happens in WA.

New Zealand abolished the sale of leaded petrol in 1996. However, it was not replaced with LRP, as is planned in Australia. NZ motorists with vehicles unable to run on unleaded petrol have the option of using a lead replacement additive in their tank of petrol to insure against VSR. The most common aftermarket lead replacement additive in NZ is Valvemaster. This is a phosphorous-based product, sold either in a small container for single use, or in a bottle for multiple use.

RACV believes LRP, with lead replacement additive already included rather than having motorists add the treatment, is the best way to go. Reports from NZ indicate many motorists do not use the additives in the correct quantity or as frequently as required, because they don't feel any short-term difference in engine performance. Using these additives in such an uncontrolled manner can result in serious engine damage.

Is my leaded car a lemon?

Many countries have already abolished the sale of leaded petrol, including the United States, Japan, New Zealand, Germany and Austria. The rest of the European Community will drop leaded petrol some time this year.



When the time comes that leaded petrol is phased out in Victoria, motorists with vehicles built before 1986 will have the following options:

1. Use the new lead replacement petrol.
2. Use unleaded petrol (ULP). Up to 30 per cent of leaded vehicles can operate satisfactorily on ULP and do not suffer VSR or other ill-effects. RACV recommends motorists check with the vehicle manufacturer first.
3. Use premium ULP. This is more expensive at the pump, and care regarding VSR needs to be exercised.
4. Use an octane-enhancing additive in ULP to prevent knocking. Although this is a common practice in New Zealand, RACV does not believe it is cost-effective, and it does not address the VSR issue.
5. Modify the engine. This is the most expensive option. Leaded engines can be modified to run on ULP, a re-conditioned ULP engine can be installed, or a dedicated LPG conversion can be done.

Stuart Ballingall is a program engineer in RACV's public policy department

No added

Longer engine life, smoother operation, greater efficiency ... who could resist something which promises all these benefits?

There is a vast range of aftermarket oil additives available to motorists. You will have no trouble finding one which promises whatever you desire.

But how do you know that the additive will actually achieve what it claims? And if it does, how do you know it isn't having an adverse effect on other performance factors, or even doing long-term damage to the vehicle?

In short, some additives provide limited benefits for specific problems, but they are not a miracle cure. The important question is, does your car really need an extra additive? In most cases, the answer is no.

The oil in a modern engine is called upon to perform a multitude of functions. Not only must it maintain a high standard of lubrication over a wide range of temperatures and pressures, it must also seal, clean, disperse excess heat, absorb contaminants and perform a variety of other operations.

To achieve all this, today's engine oils are complex blends which come to you with a carefully balanced package of additives already in them. Additional additives should not be required.

International standards are laid down to ensure that automotive oils meet the vehicle manufacturers' requirements and provide optimum performance. To achieve these ratings, the oil has to meet test requirements in areas such as viscosity, volatility and filterability at varying temperatures and pressures.

It costs the oil companies hundreds of thousands of dollars just to have their products tested to these stringent standards. Vehicle manufacturers then specify an oil with a performance rating to suit the needs of their particular vehicle.

The use of an aftermarket oil additive can change the finely balanced chemical make-up of the oil, and may invalidate its performance specifications. Of particular concern is the fact that aftermarket additives are often used by consumers in relatively uncontrolled amounts and at varying frequencies.

bonus

Motorists are advised to check with their vehicle handbook or dealer before using any aftermarket additives. The use of an additive which is not recommended by the vehicle manufacturer can void the vehicle manufacturer's warranty, if the warranty claim involves a failure that can be attributed to the use of that additive.

There is also the risk that by adding an additive to improve one particular performance factor, it will do so at the expense of another. For example, if an oil additive is used that claims to reduce oil consumption, it may do so while also increasing fuel consumption, and may result in increased wear to the engine's components.

Many claims for lubricant additives involve anecdotal evidence which cannot be verified or scientifically supported. Others quote test results which RACV believes in today's environment are irrelevant and do not reflect normal engine operation.

For example, in 1981, RACV oversaw a limited test of oil treatment products sold by Nulon. That particular test was conducted on a 1972 model Holden Torana, and it involved a one-off drive from Mildura to Melbourne.

Nulon has used RACV's name on its

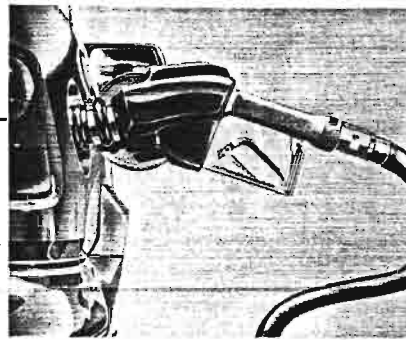


IMAGE: KIM PASSEY / IMAGE BANK

packaging, despite the fact that RACV does not endorse the product, and has not given permission for the use of the RACV name.

It is important to note that this reference is now being made to a test that occurred 19 years ago, and on a vehicle that would now be 28 years old.

Feedback from consumers confirms that some buyers see the RACV name on the packaging and assume that it is approved by RACV. This is certainly not the case.

This experience highlights the need for consumers to be careful when considering the claims of additive products.

RACV suggests that motorists keep to the manufacturer's specifications and only use recommended fuel and oil products.

The addition of aftermarket oil additives can be an unnecessary and expensive addition to the cost of maintaining your vehicle.

Stuart Ballingall

The big issue

A new year brings new challenges to RACV, particularly when it comes to protecting the interests of our members.

The first challenge is to ensure the price of petrol does not increase as a result of the GST. The Government proposes to reduce excise by 7cpl and then add GST. Because of the existing high prices in the country, this formula will lead to higher, not lower, petrol prices.

Thankfully the Federal Minister for Transport, John Anderson has said that the 7 cents "was not set in concrete". He has guaranteed that when the new fuel tax arrangements begin, the Government will reduce the excise on fuel by an amount equivalent to the GST.

With a large range of prices across the country, we

will be watching with interest how the Government intends to deliver on its promise of no petrol increases.

This leads to our next challenge: petrol tax. Shell has published data showing that since 1980 all of the increase in petrol prices have been due to higher taxes. In fact, the Government's take has increased from 6cpl to 43cpl over this period – in 1980, the 6 cents was 21 per cent of pump prices; today the 43 cents is 57 per cent.

Even before adjusting for inflation, the price of petrol excluding tax has declined since 1980. However, after allowing for inflation, the price ex-tax has halved.

The graph shows how the pre-tax price of petrol has declined over two decades, while the prices of other basic goods have soared.

The petrol tax is linked to the CPI and increases twice yearly without debate or justification. A tax on a tax is unconscionable.

Before the GST is introduced, this indexation must

cease, otherwise the price of petrol will dramatically increase in 2000, as the GST is inflationary.

Recent research undertaken for Australia's auto clubs shows the price of petrol is the most frequently mentioned concern when motorists are asked to nominate, in an open-ended question, the most important issue affecting them as drivers.

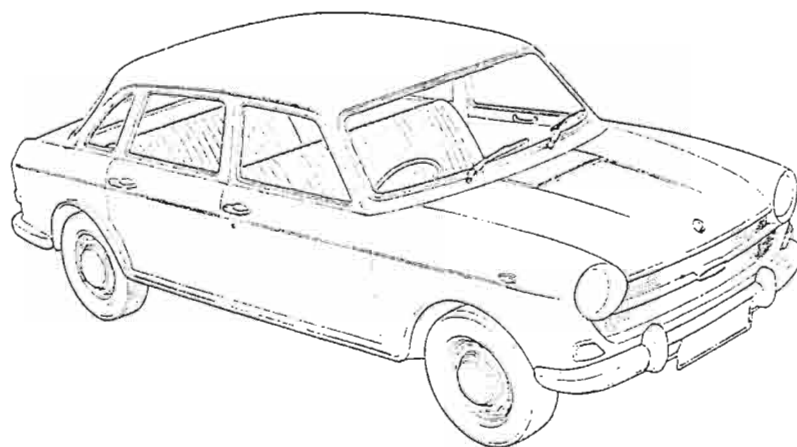
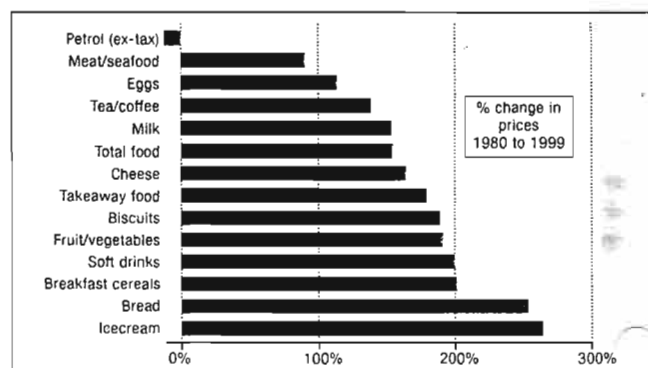
Motorists are not just concerned about the current price of petrol, but also the variations in prices, the tax collected from petrol, and



the difference between city and country prices. There is also anger at the small amount – the equivalent of 6cpl – spent by the Federal Government on roads. Another challenge for the year is to campaign strongly for more road funds for Victoria.

Let's hope Canberra is listening, as it promises to be a very interesting year as we campaign vigorously for some sense to be applied to the petrol tax absurdity!

Ted Johnson is RACV managing director and CEO



Greetings from the Sunshine State

Our club now has it's first WEB site, generated from the Gold Coast. The purpose of this site is to inform members of swap meets and other important events which are being held in Queensland, so if you either live up here or are planning a holiday, check out the site.

As well as this information, the site has links to other sites which may be of interest to members interested in BMC history, there is also a link to tourist information in regard to Queensland.

The URL address for this site is :-

http://homepages.go.com/~loca_qld/news.html

My plan is to update the site during the 1st week of each month and this will also bring some improvements to its lay out. If you visit the site and need more information in regard to events listed, then email me at,

loca_qld@go.com



I will be checking this site weekly and will return an email with the required details. The WEB site also has a visitors page, please visit it and make some comments (leaving your contact details).

.....

Help Required

Can any member please help me with some information and details?

As part of my research into the history of BMC/BL in Australia, I am up to the stage of obtaining details in regard to the dealer network, and below is listed the details (items I need),

- Copies of old dealers receipts, letterheads etc..
- Copies of old dealer plates and window stickers.
- Copies of old BMC/BL adverts.
- Photos of dealer sites both now and when they were a BMC/BL dealer.
- Even copies of old BMC/BL parts packets, anything.

If you can help me please either email me at my own address (not the one listed above) at,
paj50@hotmail.com

or snail mail me at, 4 Yarandin Ct, Worongary, Q, 4213.

.....

Landcrab Tip

The steering rack ball joints fitted to the Austin 1800 are the same as fitted to the MGB, and are available from most auto parts suppliers. One after market part number for these ball joints is TE125R.

Upper and lower ball joint rubbers can also be obtained aftermarket, and the part number is TE3.

Peter Jones

The Shorter History of Austin

Building the Empire 1939 - 1960

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 quarrelled 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 utilised 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 BMC 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.

The Shorter History of Austin continued

Embolden 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 take-over, and from thenceforth on all engineering and design was concentrated in Longbridge.

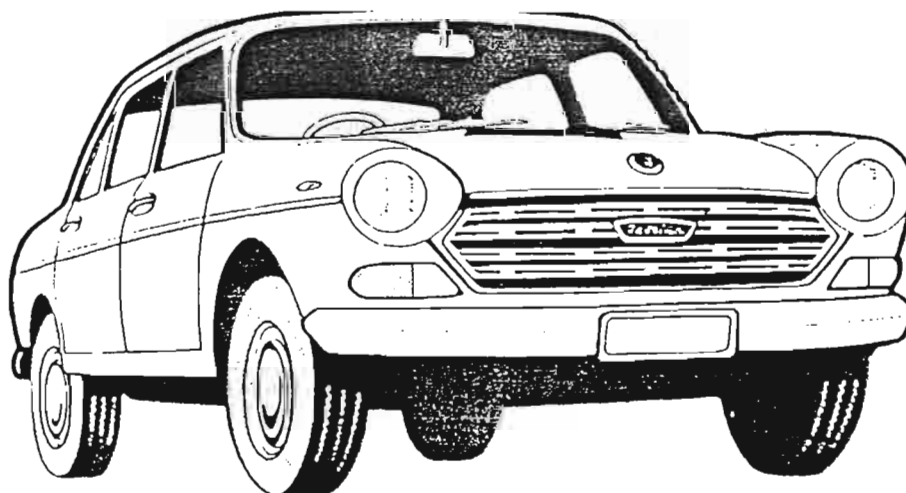
Lord's 'Grand Plan' called for three basic engines that would power an entire range of cars appealing to vastly disparate markets, and these duly appeared as the A, B and C series engines.

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 Farina family.

Then in 1959 came to 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.

PaJ



DOWN UNDER DIFFERENCES

Pat Farrell in Australia wrote in with a list of differences between the Australian Landcrabs and those in the UK. The list includes some of the 40 improvements that BMC of Australia made to the original design in October 1965, when the Austin was released in Australia.

It was considered that the UK Landcrabs were not rugged enough for the harsh Australian road conditions. Altogether there were over a hundred modifications made to the Australian built car over the five years they were on sale over there (October 1965 – October 1970).

The first 700 cars sold were fully imported from the UK. The modifications made to these cars began with the following:

- The road wheels were completely new and locally made. The English specification which required wheels to withstand 30,000 cycles on the destruction machine was not considered strong enough for our roads. The Australian wheels were built to withstand 100,000 cycles.

- New type progressive speed-up throttle opening was introduced, operated by a graduated cam; early pedal travel is long but it shortens progressively as speed rises. With the new throttle goes a non-jamming plastic-lined acceleration cable.

- A similar type of non-jamming cable was soon after applied to the choke.

- The engine mountings were made here and strengthened. The British method of rubber-to-metal bond was considered too weak for bad roads.

- Exhaust pipe mounts were strengthened – also the joints between pipe and muffler.

- Gearbox sealing was improved to stop persistent oil leaks around the push-pull cables leading from the remote-control lever into the box.

- A new type steering rack was fitted giving a more direct ratio. The British 1800 need $4\frac{1}{2}$ turns of the steering wheel to bring the road wheels from lock to lock; BMC Australia sensibly reduced this to approximately $3\frac{1}{2}$ turns.

- The handbrake was lengthened because it was found that a driver wearing a three-point safety belt could not reach it. Its general design was improved and a new type non-jamming cable was used. The result was an excellent positive reaction.

- Height addition to the hydrolastic suspension.

- The speedometer cable was lengthened for easier travel.

- A recessed drain plug was fitted into the fuel tank.

- A hole was made in the spare wheel carrier to enable easy access to the spare wheel's valve when checking inflation pressure.

- A better and quieter brake servo was fitted and a wood strip added to the fascia.

After the first cars had been running for some months in Australia it was found necessary to go a lot further than this and the result produced a far better vehicle than its English equivalent. The final changes were:

- Radial ply tyres were fitted as standard.

- Door handle and door lock mechanisms were completely redesigned and were made here. The original Wilmot Breedon hardware proved completely unsuitable for local conditions; the locks tended to work loose or jam with dust and striker plates would not keep register.

- Dust sealing was improved throughout – considerable redesigning of the boot lid proved necessary.

- Window glasses here are cut to three times closer tolerances than British ones, to make them slide better and improve water and dust proofing.

- The seats have been deepened and strengthened, particularly the front seat cushions which have been given an extra inch of padding because the testers found their butts hitting the framework in the original setup.

- Full lay-back front seats, giving a camper sleeping version, were fitted as standard. The straight backs are also adjustable to in-between angles.

- Three-point safety belts for driver and front passenger were fitted as standard – making the 1800 the first volume production car in this country with this important provision – and anchorages were provided for optional belts to the rear seats.

- Trim and upholstery were redesigned throughout to suit our climate and raise Australian content. Sound proofing was improved particularly at the engine bulkhead.

- The full-width parcel shelf under the dash has been covered in anti-skid material (to prevent articles sliding about) and a central divider added.

- Twin padded sun visors were fitted as standard (the English model had only a driver's side visor); the visors swivel sideways to prevent side glare.

- The excellent heater-demister was standard. Press button type screen washers were standard.

- The headlining is one piece and thickly padded with fibreglass for extra insulation.

- Electric fuel pump was moved to the boot for better protection on Australian roads.

- Higher grade of carpeting.

- Armrests on the front doors (the English model did not have these).

- Sumpguard fitted as standard.

- The jack was redesigned as the English one was considered too weak.

- An altered clutch design.

- Better camshaft with greater engine torque characteristics.

- New oil control rings.

- A bonnet lock.

- Softer rubber universal joints for added quiet.

- Galvabond exhaust system to resist corrosion.

Later, on the Mk II, a new wiper motor was fitted with more power; yet another sumpguard added; and PBR brakes with a dual system fitted (regarded as superior to the Girling brakes).

fuel in late 1985 may have been a step forward for the environment but it was a step backwards in efficiency and performance when its octane rating dropped significantly below super leaded petrol.

However, the wider availability of premium unleaded is restoring some of the lost efficiency and allowing the return of small and efficient engines.

Octane rating is a measure of the fuel's ability to resist spontaneous combustion, better known as knock, detonation or pinging. The higher the octane number, the better the fuel's knock resistance.

For maximum engine efficiency, engine designers strive for the highest compression ratio while avoiding this premature detonation in the cylinders.

If the fuel has a low octane rating, engine designers have to start winding back the efficiency of the engine to avoid detonation and look for other ways of providing performance and economy.

Premature detonation must be avoided at all costs. The spark plug is designed to ignite the fuel-air mixture at precisely the right moment but if the fuel-air mixture ignites too early of its own accord, the engine starts fighting itself.

As the crankshaft is pushing the piston upwards and the ignited fuel-air mixture is trying to push it down, something has to give.

This detonation will cause overheating followed by piston and head gasket failure. A detonating hot-running engine will also crack cylinder heads and destroy oil seals.

First, let's look at the numbers. Before unleaded arrived, standard petrol was 89 octane, super was 97 octane and both were leaded. Standard was dropped and super has since been pegged back to 96 octane with half-lead content.

Engines are very sensitive to octane changes and this reduction in one octane point has already created problems for some high-compression leaded engines.

Why was less-efficient unleaded petrol introduced? Tough, new emissions laws took effect in 1986, and the catalytic converters vital to the new emissions control systems are poisoned by lead.

The reduction of airborne lead was a welcome bonus for children growing up near high density traffic although removing lead from household paint had a much wider impact.

THE sharp drop to 91 octane in local unleaded was an expedient way of containing fuel price increases during the change-over, but was not required for technical reasons.

Lead compounds are cheap octane boosters, and to refine unleaded fuel to match 97-octane super costs more and would have discouraged Australians from changing over. Australia's basic unleaded fuel was aligned with basic American unleaded and the compromises started.

In the US, such a sharp drop in octane rating was not critical with big V8 engines even if it did have a major impact on efficiency.

Holden dropped the imported 5.7 litre Chevrolet V8 from the + Monaro and Statesman in 1974 after the power output of the

Action Stations

Car manufacturers are striving to develop the ultimate, efficient, unleaded engine. It's no easy task,



Efficient: Holden's re-engineered Vectra out-performs Ford's Mondeo.

unleaded version of this big Chev V8 dropped below that of the much smaller Australian 5.0 litre V8 running on leaded fuel.

In other words, a 5.7 litre V8 running on 91-octane unleaded could not match a similar 5.0 litre V8 running on 97-octane super.

Small, efficient engines that rely on high-octane fuels simply didn't have enough in reserve for such a big drop in octane. The introduc-

But this extra size was rarely enough to restore performance and economy, and by 1990 most small car manufacturers were offering multi-valve heads, multi-point fuel injection and serious computer power to extract the best from small cars on such low-octane fuel.

These big increases in engine size and technology then dictated heavier structures, beefier transmissions, bigger tyres and brakes and an explosion in costs.

No wonder the price of many smaller unleaded cars rocketed past the price of a large Australian family car.

Large Australian family cars demonstrate that one of the most cost-effective ways of getting the best out of 91-octane unleaded is to build a big car with a big and simple engine that rarely has to work above idle.

Those who criticise Australian Holden and Ford engines for being too big and powerful don't realise that they represent one of the cheapest and simplest solutions for our 91-octane unleaded fuel.

Europeans pay up to four times more for fuel than Australians, and space is at a premium. The bigger engines and cars generated by a switch to 91-octane unleaded was not an option for Europe.

Europe settled for a base unleaded petrol of 95 octane, or the equivalent of premium unleaded

The use of unleaded fuel is not just an environmental issue

tion of 91-octane unleaded fuel had a big impact on small-car buyers in Australia.

To run on Australia's low-octane unleaded, which is almost as low as the old standard fuel, engine efficiency was sent backwards by almost 30 years.

To compensate, manufacturers had to replace a small, efficient 1.2 or 1.3 engine with a bigger 1.6 or 1.8 unleaded engine. Cars sold elsewhere with frisky and frugal 1.6 engines were given lifeless 2.0 litre unleaded lumps for Australia which soon grew to 2.2 or 2.4 litres.

in Australia. European premium unleaded is 98 octane. Getting European and Japanese vehicles to work on 91 is not easy if they have been engineered to run on 95.

Retarding the ignition timing can sometimes allow a high-octane engine to run on low-octane fuel, but because this delays the ignition of the fuel it will often cut power and economy while causing overheating, burnt-out valves, engine running-on and poor starting.

ALL of this is familiar to owners of some European cars that were superficially adapted for 91 unleaded before premium unleaded became available. Modern knock sensors can help avoid the damage but are rarely sufficient to make a 95 engine run efficiently on 91.

The four-cylinder Ford Mondeo and Holden Vectra are perfect examples of what happens in the transition. On 95 octane in Europe, the Mondeo is a lively and superior car to the dullard Vectra.

Here, the position is reversed after Holden totally re-engineered the Vectra engine for local fuel, and the Mondeo's winning sparkle in Europe got lost in its more superficial adaptation to 91 unleaded. The Mondeo's other rivals,

such as Audi, Citroen, VW and Peugeot, don't even try and require premium unleaded.

The latest versions of the Subaru Impreza WRX and Porsche Carrera are designed for high-octane fuels not available here.

There was a powerful argument for outlawing high-octane unleaded fuels when increased benzene content, a dangerous carcinogen, was the most practical method of boosting octane. Petrol companies claim that they have alternatives which now leave benzene content in premium unleaded well under government limits and only slightly higher than 91-octane unleaded.

They argue that they are not in a position to produce a fuel that will kill their employees during manufacture and delivery, or at their retail outlets.

At present, 95-octane premium unleaded can cost 5-10 cents above 91-octane unleaded, a cost difference that could plummet to 3-4 cents if it was more widely used. If leaded petrol was finally withdrawn, at least one major oil company would consider offering three grades of unleaded fuel: 91, 95 and 98 octane.

For those who still use their leaded cars every day, you can see which way this argument is going.

OIL SEEPAGE EVALUATION

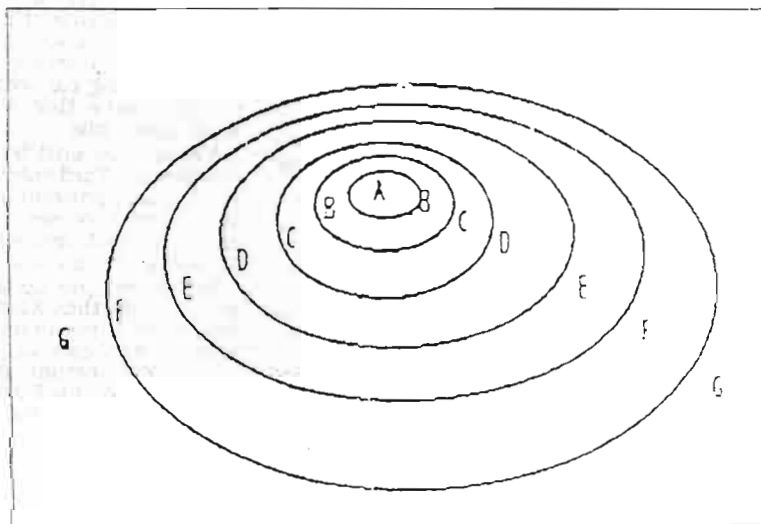
If you have been noticing an oil spot on the garage floor you can use this 'Oil Seepage Analyser' to assess the severity of the problem.

Instruction:

- 1 Make photocopies of the 'Test Area' shown below
- 2 Place the test area under each leak after the engine has been warmed up to operating temperature
- 3 Shut off the engine and wait 5 minutes
- 4 Evaluate the oil spot on the test area

ANALYSIS: AREA SIZE A - Check oil level - must be empty
 AREA SIZE B - Did you wait 5 minutes?
 AREA SIZE C - Begin to think about maintenance
 AREA SIZE D - Call in a mechanic, plan to cash in your CD's
 AREA SIZE E - Big trouble, buy oil company stock
 AREA SIZE F - Make sure drain plug has not fallen out
 AREA SIZE G - Consider 90 W oil, bid for contract for oiling country roads

NOTE: If you are evaluating a British car, enlarge the test area THREE TIMES incidentally, British cars do not leak oil, they have controlled seepage



Dork, Stork and Pork- part 11

Three tourists swept to sea

BY HAL WILLIAMS

Three Victorian holiday makers swimming in the Nambucca River were washed nearly a kilometre out to sea past the Vee Wall on Thursday (20th) and had to be rescued by Nambucca Surf Life Saving Club members.

Daryl and Janice Stephens were swimming with daughter Naomi, 19, and Donna Williams, 17. "We decided to catch the Nambucca River, as it looked so beautiful, and went out to sea," said Daryl, of Melbourne.

The foursome were in Nambucca for a day trip from their holiday in Port Macquarie when the near-tragedy occurred. "I prayed as I've never prayed before," said Donna, who was washed to South Beach and waited there to be rescued, unable to help the others.

Nambucca lifesavers Honi Frewin and Angus Westaway set off in the club's IRB in search of the swimmers - who had at this stage been in the water for almost an hour as no-one raised the alarm for some time.

"I realised it could turn nasty when I could feel the cold



Safe and sound, and wiser for the experience. From left, Janice and Naomi Stephens, Donna Williams and Daryl Stephens, pictured after their ordeal.

water of the current," said Daryl. "Janice isn't a strong swimmer and the others aren't exactly fish."

Daryl swam alongside Naomi and Janice, clinging to a boogie board as they were swept south in the rip. They were rescued by the lifesavers, who found them in good spirits. "They were nice and calm, really

good," said Mr Frewin, "but I think the young girl (Naomi) thought she had seen her last Christmas."

Rescue teams and police were on the scene within 10 minutes of being notified, said Daryl, "but unfortunately it took 50 minutes for them to be notified". Apparently people watching failed to realise

their predicament.

Mr Frewin said he would like to see the installation of an emergency phone on the Vee Wall to prevent delays which could cost lives.

Snr Constable Andrew Veale, who attended the scene, warned holiday makers and locals alike to take care in the river and to make them-

selves aware of prevailing conditions.

The experience has not put the visitors off Nambucca. "It's just beautiful, isn't it?" said ex-ANZ Bank employee Daryl, who rated the rescue as "less scary" than the two armed hold-ups he experienced some years ago while working for the bank in Melbourne.

HEAPS OF SPARES

club member Colin Day is having a major
clear out of spare parts. 03 5456 8227.

FOR SALE...

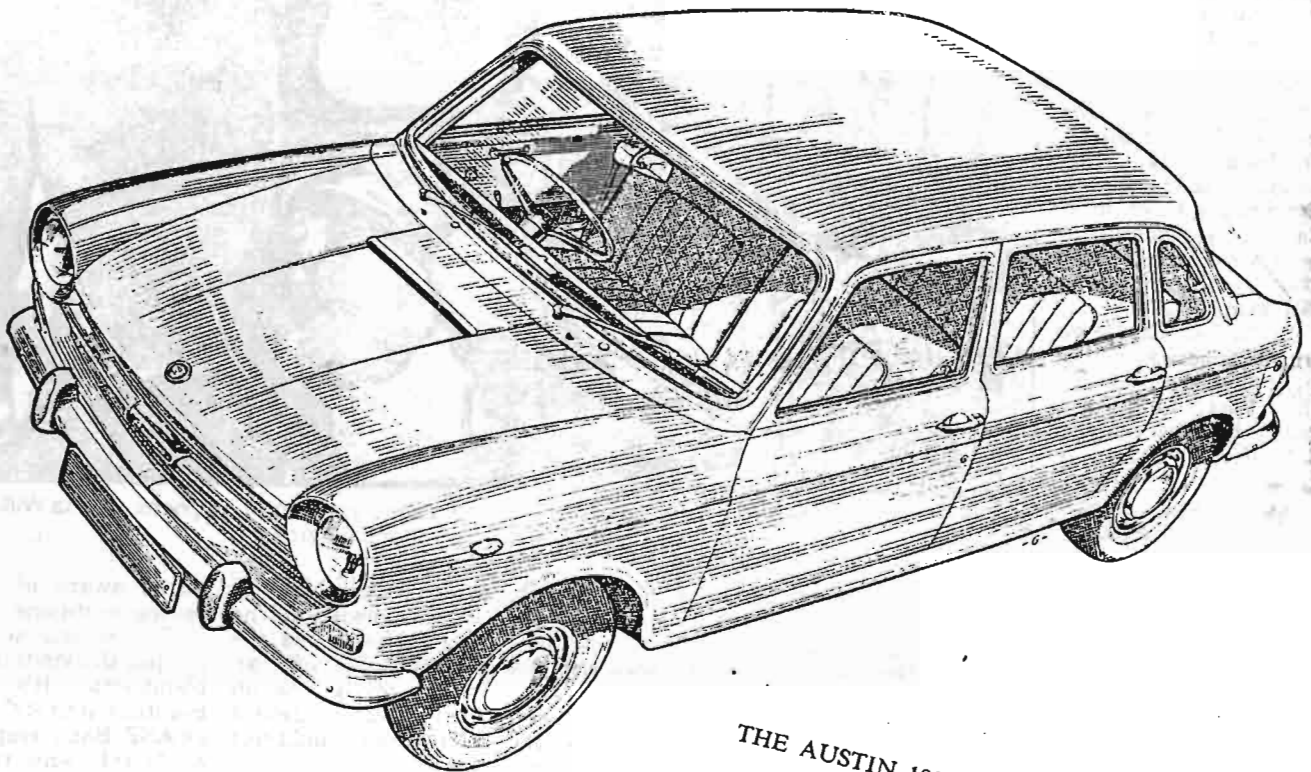
Mk 11 1800 auto QLD reg 47,000 miles Anna Soya [03] 9532 7720 \$2,500

Mk 11 Kimberley auto 30,000 miles Mark Knowles [03] 9830 4603 offers

Mk 1 1800 Man E.C. 5 months reg RWC White/ red \$2,000 [03] 9761 3435

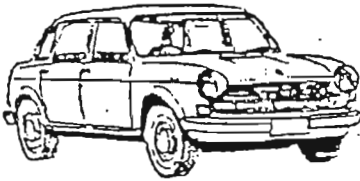
mk 1 auto goog condition, but needs work \$450 Newport NSW 02 9918 0847

Tasman man. bucket sears plenty of spares \$400 Kenilworth QLD 07 5446 0186



THE AUSTIN 1800

SHUT UP, GET OUT AND START
PUSHING!

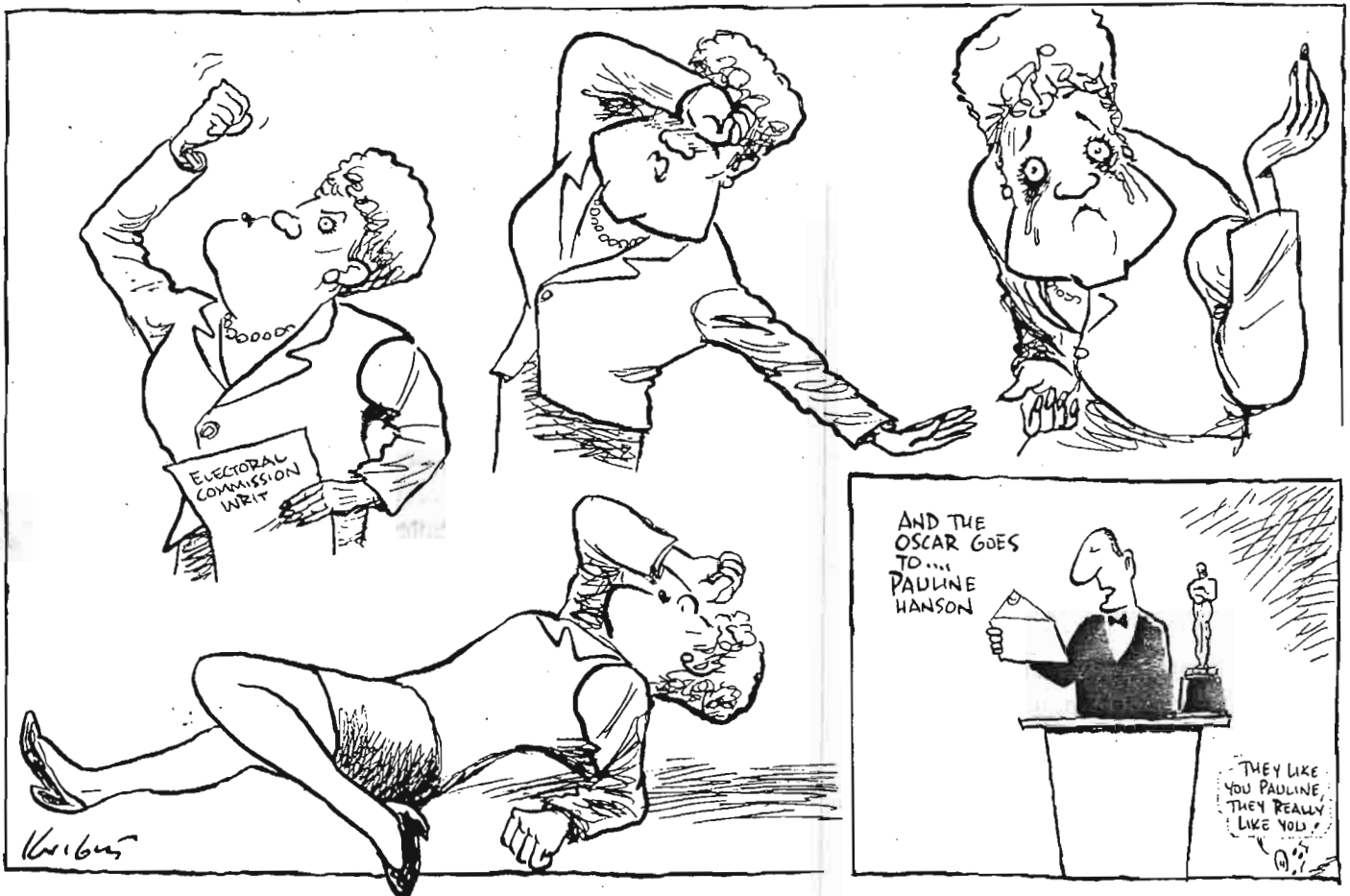


LANDCRAB

CLUB OF AUSTRALASIA INC.



Welcome to Newsletter number 92 for June and July. 2000



WATER LEVEL INDICATOR

I have read, and think it would be true, that an engine like the one in the Austin 1800 cannot be damaged from overheating if the radiator is full of water. The theory is that water exposed to atmospheric pressure cannot be at a temperature of higher than 100 degrees C, no matter how much heat it is exposed to. Water in the radiator under working conditions is at a pressure higher than atmospheric pressure, because of the seal in the filler cap, so it would be at a higher temperature, but still at a temperature which would cause no harm to the motor.

It would seem logical then to have some device which would tell the driver if the radiator is full of water. It could even be argued that this information would be at least as valuable as knowledge of the temperature of the water.

Such a device can be bought commercially for a considerable amount of money, and some cars have a Low Level indicator built into the car at manufacture but it is quite simple and cheap to fit it yourself. Dick Smith sells 15VDC High Bright 5 mm flashing green light emitting diodes (Cat.Z4046). One of can be fitted at a convenient place inside the car, and is connected in series with a 12V source (only when key is in the on position) and a terminal in the radiator header tank. It is possible to take the radiator out and solder into the header tank a gas fitting to take a terminal used in XF Ford Fairmont radiators. These cost a few dollars. I have done this on one of my Austins, as the radiator needed cleaning and the radiator repairman was only too happy to solder on the fitting. It works very well.

It is also possible to have the terminal built into the radiator cap if the radiator out job seems too daunting. On another 1800, I used a long gutter bolt which had thread all the way to the head, a nut for this bolt, two fibre washers and some silicon. This bolt and nut can be made of any metal that does not rust. Length should be about 5 cm. I drilled a hole into the centre of the cap and through the seal, making the hole a little bigger than the diameter of the threaded section of the gutter bolt. It is essential that the metal of the gutter bolt and nut have no direct metal connection with the metal of the lid or the radiator. A small alligator clip can be used to connect the wire from the diode to the top of the bolt, if this seems desirable. A suitable terminal with lug will then have to be used. This will make it easier to undo the cap to check the water inside the radiator.

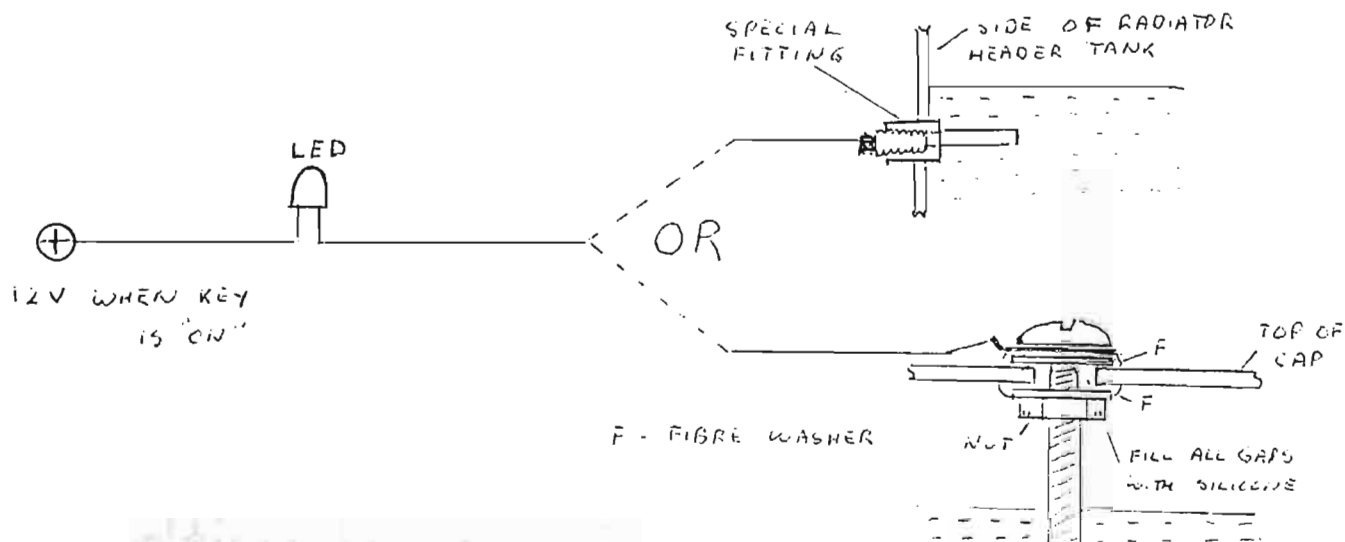
See the circuit below. This is how it works: if the tip of the gutter bolt reaches the water in the header tank but not any metal of the radiator or cap, current from the 12V source flows through the diode (causing it to flash) to the water in the radiator, via the metal in the gutter bolt, and then to earth. Pure water is a perfect insulator, but the water in a radiator is nowhere near pure, so acts as a conductor. When the water in the radiator goes below the tip of the gutter bolt, there is an open circuit, and the diode ceases to flash.

I used a flashing green diode because green means go, and flashing because it is rather difficult to see if a non flashing diode is on in the day time. You may prefer a flashing red, or a non-flashing green or red one. Be sure to connect the long terminal of the diode to the positive source, otherwise the diode will suffer terminal damage.

When the ignition is switched on, the diode starts to flash and will continue to flash

Until the motor is turned off, or if the water level in the radiator header tank goes low. To check the system, turn on the ignition, and unscrew the radiator cap, earth the edge of the cap, and the flashing should now stop. If it doesn't, there is a conductor link (probably metal) between the gutter bolt and the metal of the radiator cap. It will have to be taken apart and done again.

With this device fitted for less than \$10 and working properly, you will never again have to stop the car and allow the motor to cool down, if you want to know how full the radiator is.



Herb Simpfordorfer

For those with 13" wheels, there is a problem with re tyreing. The obvious replacement for the 175 x 13 is 185/75/13. However, this tyre requires a 5" rim, which the 13" rims do not have. All is not lost because Michelin **MX** is available in a 175 x13. Expect to pay \$125-00, which includes fitting, balancing and a new tube.

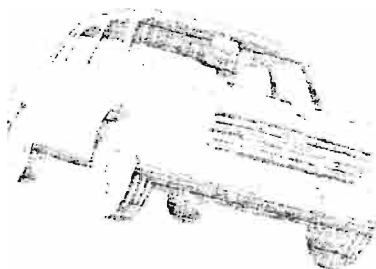
1800 and/ or Tasman &
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EDITORIAL

There are some people in the Club who think the constant shambles of my private life is the best part of this magazine ! However, apart from a friend murdering his wife recently, I am happy to report that we are masquerading as a normal family at present.

But we did have some fun in February !

We had to visit Swan Hill [about 350 k's] one stinking hot weekend. The previous not as hot weekend, one of Germanies finest had gone belly up !

We, that is Naomi and Donna- Janice and Adam having more sense- left about 9 am after an airless night. Probably about 30 oC.

I firmly believe in the 100 k speed limit, as I do not want Ken Patience or any other octogenarian doing 160 near me. However, sometimes there is no alternative

From Bendigo to Swan Hill is probably 200 k's of nothing. By now, the temperature was in the high 40's. Naomi tipped a bottle of cold water over me, and it burnt me. We were all really suffering.

For those poor souls who have never driven a tuned 1800, the next bit is unbelievable. [Mine has noticeably more power and higher gearing] One is constantly holding the thing back. To increase speed, one just stops reigning it back.

An informed, sensible decision was made to escape the heat before one of us became a medical emergency. This necessitated pointing the speedo at 130. I was about to add another 20 k's when the only car we saw on the entire section winked its headlights at me.

The Law poked his head in the window, which caused his ample posterior to block off half the road. He then made this observation

" You were doing 130 ks. Why ? "

" This old car would not do 130 if you dropped it from an aeroplane. Just listen to the way it is idling "

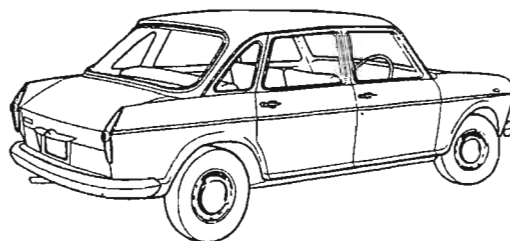
Often a rough idle in an 1800 is burning out no 2 or 3 exhaust valve.

Or a different camshaft

" Well, it certainly doesn't look or sound like it could go fast. Just have your speedo checked back in Melbourne "

He walked off, and then spun around. " Why do I think you are conning me ? "

And thundered off into the distance !



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This firm offers same day service on key cutting for our cars. The 'passport to service' instruction book has the key identification numbers in it, if the key is lost or the numbers stamped on it have worn off

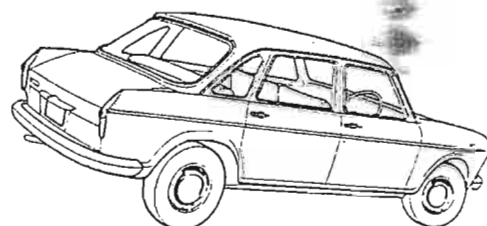
They key the number eg FS901 or whatever into a computer -it makes a noise like mother in law when I put her in the car boot- and two minutes later the new key pops out. They also make keys on the spot for locks without keys.

And they have new locks for our cars.

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AUSTIN 1800 Mk 11.



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51 *Butter versus Margarine*

Is butter better than margarine? This question sustains a marketing battle waged in the media by dairy boards and oil processors. Everyone loves a good controversy. This one has become a good advertising tool for both sides, keeping both products on our mind. Let's look at the health effects of butter and margarine in light of what we know about fatty acids and their metabolism in our body.

Butter

About 500 different fatty acids have been isolated from butter. Butter contains butyric acid (4:0) and other short-chain fatty acids (6:0, 8:0, 10:0), which are easy to digest. Score 1 point for butter.

Butter is low in essential fatty acids (EFAs), containing only about 2% linoleic acid (LA, 18:2w6) and virtually no alpha-linolenic acid (LNA, 18:3w3). Human milk fat, in contrast, contains between 7 and 14% LA and up to 2% LNA. The milk fat of vegetarian mothers contains up to 32% LA and 3% LNA. Since the composition of human milk provides a natural standard for humans, and butter fails to meet that standard, take 1 point from butter.

Butter contains about 9% stearic acid (SA, 18:0), 19% oleic acid (OA, 18:1w9), and 38% palmitic acid (PA, 16:0), a total of 66% of its total fat content. These three compete for the enzymes that metabolize LA and LNA and, in excess, can interfere with the functions of EFAs, especially if the latter make up less than about 5% of total fat content. Take 1 point from butter.

A pound of butter contains about 1 gram of cholesterol, a substance required by all of our cells. Some people's cholesterol level increases from eating cholesterol-containing foods. Others' cholesterol levels are unaffected by dietary cholesterol. According to old dogma, elevated (oxidized) cholesterol levels are associated with atherosclerotic deposits – made of proteins, fats, cholesterol, calcium, and other materials – in our arteries, and deaths from heart attack, stroke, and kidney and heart failure.

Newer research blames North American diets' lack of antioxidants, minerals, vitamins, and fiber for failures in cholesterol metabolism. While we hold butter blameless for these dietary inadequacies, butter lacks factors required for its own metabolism (oil seeds do contain these factors). Take 1 point from butter.

Butter versus Margarine

Butter concentrates pesticides about 5 to 10 times more than oils of vegetable origin. Take 1 point from butter.

Dairy farmers use antibiotics,¹ in both cattle feed and injections. These find their way into butter. Antibiotics encourage the growth of yeasts and fungi (including candida) in humans, and can cause allergies, tiredness, sugar craving (to feed candida), hypoglycemia, skin afflictions, and other conditions. The use of antibiotics also kills susceptible bacteria, allowing antibiotic-resistant bacteria to thrive. Their resistance factors can be transferred to disease-causing bacteria. These findings, just starting to get attention, have ominous implications. Take 1 point from butter.

Butter contains up to 6% *trans*- fatty acids. *Trans*- fatty acids are produced by bacteria in the stomach of cows, and are mainly *trans*- vaccenic (t18:lw7) acid, which is more easily metabolized than most *trans*- fatty acids found in hydrogenated oils, fats, shortenings, and margarines; therefore they constitute a *minor* risk to health. Take 1/2 point from butter.

Butter can be used for frying and other high-heat applications because its mainly saturated and monounsaturated fatty acids are relatively stable to light, heat, and oxygen. Its low content of EFAs is an advantage here. Score 1 point for butter. Total score for butter: plus 2, minus 5.5 = minus 3.5.

If butter comes from an organic farm, it contains no antibiotics or pesticides. Then it scores -1.5. If our diet contains the necessary nutrients, cholesterol is not a problem. Then butter breaks even.

That's what butter is. A neutral fat, not good, not bad. Useful for frying and easy to digest. But not necessary and, in excess, dangerous.

Margarine

Margarine contains few short-chain, easily digestible fatty acids. Take 1 point from margarine.

The oils from which margarines are made contain ample EFAs. But partial hydrogenation destroys many of these EFA molecules, or changes them into altered substances. The finished product is low in EFAs and contains toxic molecules. Take 2 points from margarine.

Margarine's non-essential 18-carbon fatty acids compete with the EFAs it still contains, further lowering the functional amount of EFAs in the product. Take 1 point from margarine.

Margarine contains no cholesterol. Score 1 point for margarine. But like butter, margarine lacks the minerals and vitamins for its metabolism. These were left in the seed cake as well as processed out of the oil, and are not present in margarine. Take 1 point from margarine.

¹ Before the advent of antibiotics, farmers kept cattle healthy by feeding them cooked flax mash and other natural, nutrient-rich foods.

The Fats of Life

Margarine contains less pesticides than butter. Take 0 points from margarine. Margarine contains no antibiotics. No point for or against.

Margarine contains *trans*- fatty acids in substantial amounts. Some samples of margarine tested contained 60% *trans*- fatty acids.² *Trans*- fatty acids have properties different from natural *cis*- fatty acids, interfere with EFA functions, are concentrated in heart tissue, burn slower than *cis*- fatty acids and, for this reason, may help cause cardiovascular disease. Take 1 point from margarine.

Hydrogenation produces dozens of other non-natural chemicals. Many are toxic or have not been adequately studied to determine their effects on human health.

Almost 10 pounds of altered fat substances are consumed each year by each person, more than twice the amount of all other food additives combined. More than half of these altered fat substances come from margarine. Take 2 points from margarine.

Margarine is a source of unwelcome aluminum (and nickel) in our foods. Aluminum is a serious concern, associated with senility, osteoporosis, and cancer. Take 1 point from margarine.

Margarine is not suitable for frying, because the double bonds (unsaturated fatty acids) it still contains are further denatured by heat, light, and oxygen. If you fry with margarine, take 1 point from margarine. If you don't use margarine for frying, no point for or against.

Margarine is often advertised in a misleading way as high in polyunsaturated fatty acids, which the public equates with good health because EFAs are polyunsaturated. However, some of margarine's polyunsaturated fatty acids (PUFAs) are non-natural, chemically altered PUFAs that are bad for health. Take 1 point from margarine.

The water present in margarine³ – almost 20%⁴ – slowly destroys double bonds, creating altered products during storage, transit, or display. Take 1 point from margarine. Total score for margarine: plus 1, minus 11 or 12 = -10 or -11

Other Possibilities

It is possible to make margarine without pesticides.

It is also possible to make margarines without *trans*- fatty acids (such as the brand name *Becel*, in which refined sunflower oil is hardened with refined tropical fats). Margarines and shortenings containing *trans*- fatty acids are dangerous to health. The more we consume, the more dangerous they are. They're completely harmless if we leave them on the shelf.

² Some of these margarines contained less than 5% of the essential linoleic acid (18:2w6).

³ Butter also contains about 20% water, but since saturated fatty acids are not altered by water, butter loses no points on this count.

⁴ Water is an inexpensive ingredient.

Spreadable oil-water reverse emulsions that contain no *trans*- fatty acids, no cholesterol, no tropical fats, no hydrogenated products, and plenty of EFAs may appear on the market. They are made by mayonnaise technologies, usually using fully refined deodorized oils with salt, flavor, and preservatives added. These emulsions may be preferable to margarines in terms of health. They cannot be frozen or heated without coming apart, which somewhat limits their applications. How good they are for health depends on their freshness and the freshness and quality of the oils and other ingredients used.

In countries like Spain, people spread neither butter nor margarine on bread. Instead, they cut a tomato in half, squash the open tomato into their bread to close the holes, and then pour fresh virgin olive oil directly onto the bread. In Italy, people simply dip their bread in virgin olive oil. That solves the butter and margarine question for them, and gives them better health.

The Trophy Goes To . . .

Butter wins easily on taste, digestibility, usefulness for frying, and naturalness. Lower cost is the main factor favoring margarine, but the key issue – how to get optimal amounts and balances of both w6 and w3 EFAs, and avoid the killer saturated and hydrogenated fats – is not addressed by butter, margarine, becel, or new spreads.

History of Butter and Margarine

Our story of butter and margarine would be incomplete without historical perspective. Butter has been part of man's diet since cows were domesticated thousands of years ago. Degenerative diseases on a large scale are more recent in origin, having risen from rarity to epidemic proportions in the last 100 years, while butter consumption decreased. It is unlikely that butter, the cholesterol it contains, or the cows that provide us with both are to blame for the meteoric rise of degenerative disease.

The history of margarine is shorter. It began in France under Napoleon III, who was looking for a cheap source of fat for the 'cheap' classes of people in his country: the army, the navy, and the poor. He held a contest in 1867, inviting inventors to submit recipes and samples. Professor Hippolyte Mege-Mouris won the contest by mixing beef fat (suet) with skim milk to create the first margarine. The concoction tasted awful. As late as 15 years later, in 1882, poor working housewives were being dissuaded from using this 'artificial butter' because "its taste is disagreeable, and it is harmful for health."

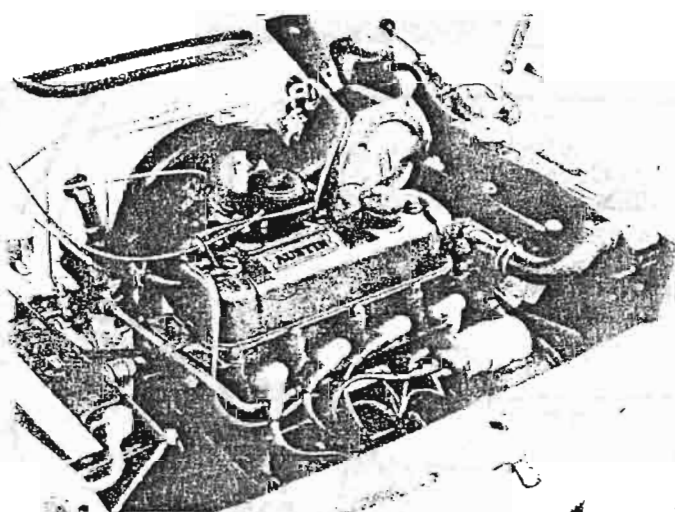
Since then, the story of margarine has been twofold: experiments to concoct tastier mixtures; and the hype of image-making campaigns to free margarine from its image as the 'poor people's butter' and to dress it up as 'heart-healthy'.

The most common starting materials for margarines today are cheap seed oils: refined cottonseed, soybean, canola, and corn oils. Sometimes fish and whale oils are also used in mixtures of several oils. Hydrogenation makes it possible to chemically 'harden' any liquid oil to the desired plastic consistency (see Chapter 17, From Oil to Margarine).

The image-making campaign has been largely successful. Margarine is far cheaper than butter to make and, although it costs less to buy, leaves large profits for manufacturers, with money left over to continue image making

Re manufactured ball joints are now available through the club. quality is higher than the originals, However, the adjusting shims need to be re used as they could not be re manufactured.

FLOAT-ON-FLUID AUSTIN 1800



TRANSVERSE engine is based on MG-B's, has five mains.



With plenty of power, great suspension and leech-like cornering, the 1800 sets new standards in comfortable, safe family motoring, says Douglas Armstrong

AFTER flogging around the Scottish Highlands for three days during a special pre-release Press preview of the Austin 1800 I am sure that the British Motor Corporation have done it again.

The four-to-five-seater 1800 (different badge-engineered versions of other B.M.C. brands are sure to appear) follows the usual Alec Issigonis configuration of front-wheel drive, transverse engine and Hydro-lastic suspension with a wheel at each corner to gain incredible interior space within tight overall dimensions.

Of all-steel unitary construction, the body follows the same theme as the 1100, but an extra bulge on the rear of the trunk brings the luggage capacity up to 17cu.ft., and although this is not so large as some 1½-litre cars, it is a well-shaped boot.

Inside, the 1800's rear seat width is 56in., and legroom both front and rear is outstanding in spite of an overall length of only 14ft. 6½in. — more than nine inches shorter than the Austin A60, which the new model supplements.

The 1798c.c. pushrod, o.h.v. engine puts out 84 b.h.p. (net) at 5300 r.p.m. on a compression ratio of 8.2:1 and a single SU HS4 carburettor. The basis is derived from the MG-B block with identical bore and stroke dimensions of 80.26mm. and 88.9mm. The new engine, however,

has five main bearings, and would seem to be the herald of a new five-bearing MG-B at a later date.

The current three-bearing MG-B's power-output of 94 b.h.p. gives some idea of how an interesting new Mag-nette could eventually emerge as a high-performance version of the Austin.

Despite Issigonis' views and remarks on synchromesh for low gear, the new car has it. The four-speed gearbox is in unit with the engine and is a delight to use, although the travel of the floor lever could be reduced with advantage. Changes go through very quickly with a light movement and second and third gears are good but audible, and in top there is a certain amount of gear-whine.

The lightness of the controls, good driving position, powerful (self-adjusting front) brakes and excellent visibility make the 1800 an extremely pleasant car to handle.

Everywhere the accent is on providing the maximum seating, luggage and oddment space without adding to external dimensions. The transverse engine, of course, lends itself admirably to the scheme, but to gain the maximum the more sophisticated Hydrolastic units have been mounted horizontally within the crossmember at the front of the car.

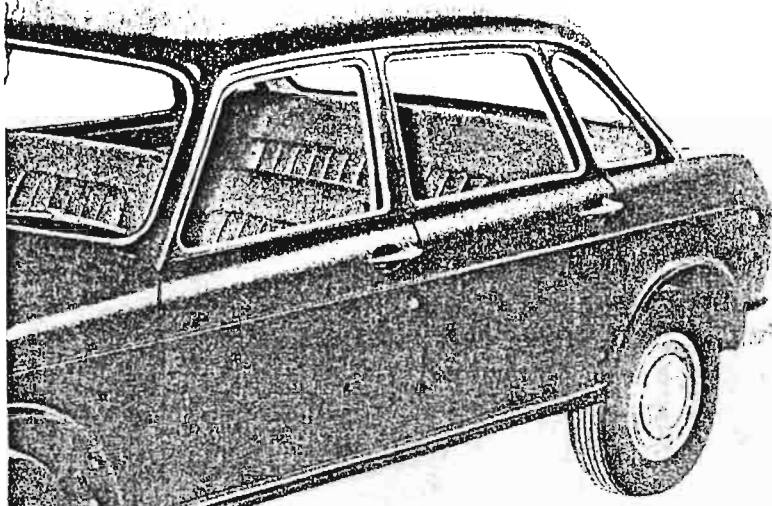
For once it is possible to report that the driving position is excellent on a new model, the front seats slid-

ing back far enough for a tall driver to have ample arm- and leg-room. The front seats have a reasonable amount of squab rake (reclining seats will be available on de luxe models) and the amount of space for arm movement is good.

Even with the front seat slid back to the full extent of its generous travel there is unusually lavish knee-room for the rear-seat passenger. With a near-six-foot driver at the wheel, a similar-sized rear-seat passenger has five inches clear knee-room and ample leg-room. Rear occupants' feet fit into gaps beneath the front seats. All four doors have rigid parcel/map pockets, there are twin ashtrays in the front-seat backs, and there is a full width parcels tray under the facia in addition to the customary shelf behind the rear seats.

The seats are well shaped, both back and front, but another couple of inches of support on the thigh area would make them even better.

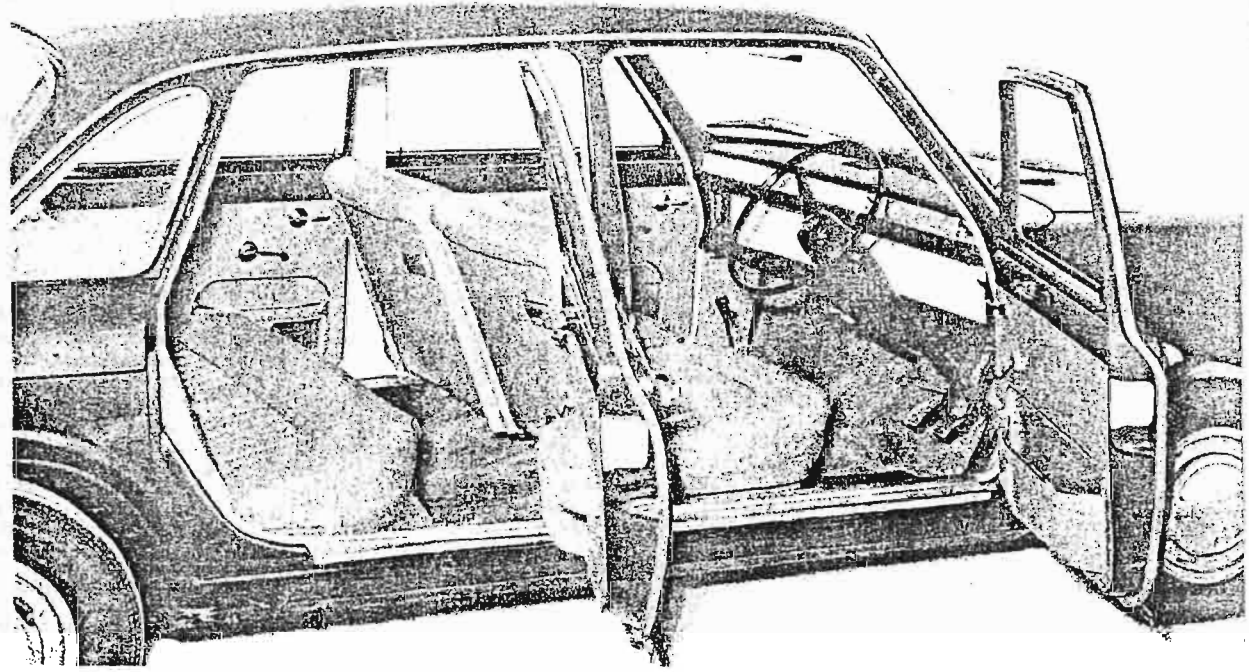
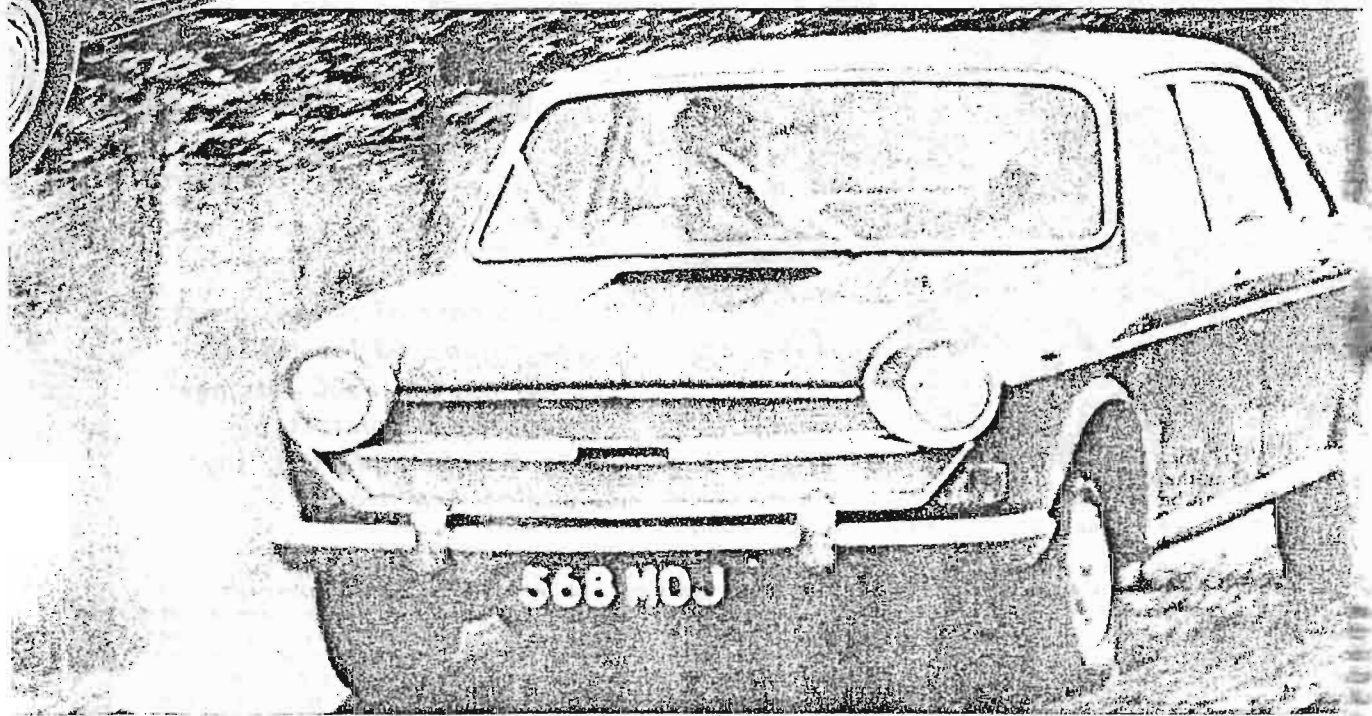
There is a splendid ventilation system built-in to each side of the facia, consisting of plastic boxes with two levers each which control swivelling louvers to direct cold air in any direction. There is another three-stage lever under the boxes which controls the amount of air required, and so the front-seat occu-

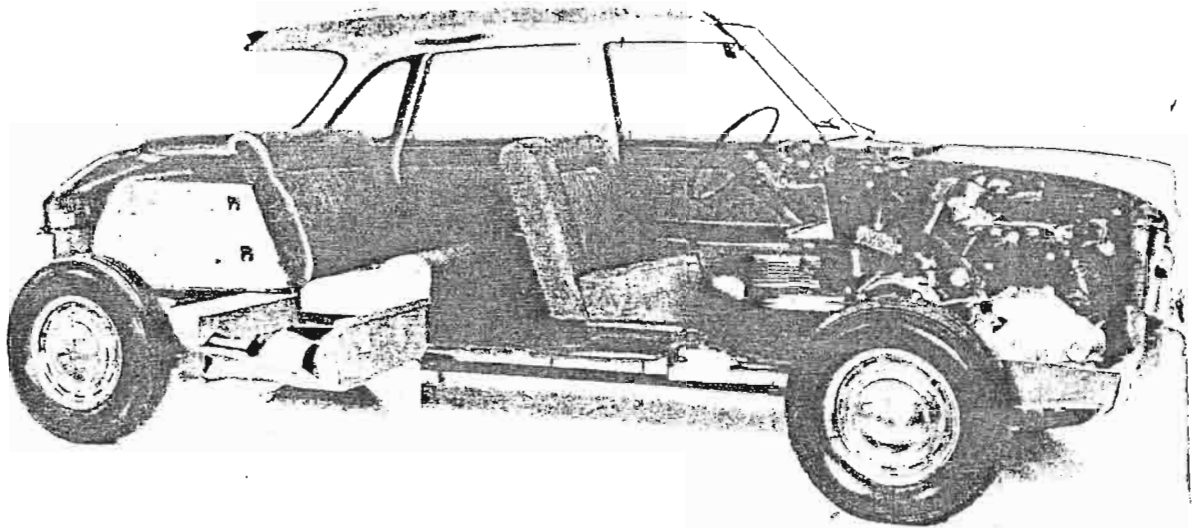


LEFT: General shape of 1800 is close to 1100's, but on grander scale, still with a wheel at each corner.

BELOW: Rough roads suit 1800's Hydrolastically suspended wheels. Handling is great on these surfaces.

BOTTOM: Wide interior has space for five, easy access, door bins and ample glass for good visibility.





ABOVE: Sliced 1800 shows how little room engine uses, and large boot
BELOW: Although tail is stumpy, there's 17cu.ft. of luggage space.

pants can sit with hot air flowing over their feet from the heater, and cool air over their faces. The air can also be directed on to the front-door windows to keep down mist in damp weather.

The heating and demisting controls are positioned beneath the parcels tray, and although the heating was first-rate and the demisting reasonable, the levers are marked by a surprisingly cheap-looking pair of adhesive labels on the crash-safe padding.

The wind-up door windows have no swivelling quarter-lights and thus provide the maximum visibility. To supplement the ventilating system the windows can be wound down a couple of inches to allow extra air to enter the interior.

Performance, Economy

Tearing about through the glens, sheep, and mountains in the two test cars I sampled produced a fuel consumption average of 25 m.p.g., even though the gearbox was used to the full. The engine was flexible, pulled strongly from 15 m.p.h. without pinning, and would run up to 70 m.p.h. on any reasonable straight.

Rough acceleration figures (two-up)

in the wet indicated 0-50 m.p.h. in 13sec. and 0-60 came up in 18sec. In the dry these were improved upon, and the manufacturers' claimed 0-50 in 11.5 and 0-60 in 15.5sec. seem realistic enough.

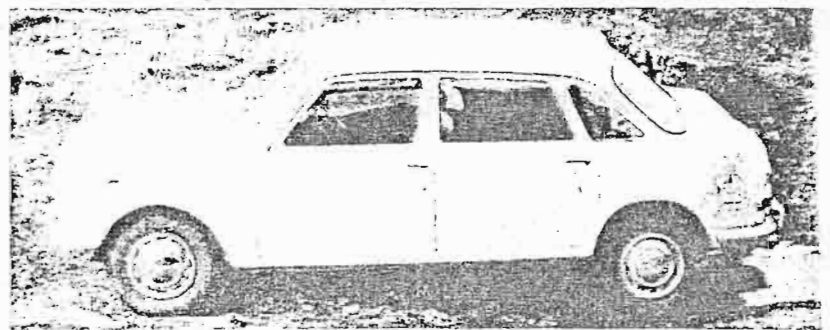
Best speedometer reading on the short straights of the Highlands was 87 m.p.h., so the claimed maximum of 92 can hardly be in doubt. The Austin was still accelerating strongly at 87, and had recorded 75 in third with no trouble at all.

At around 50 m.p.h. the cars were exceptionally quiet, but on one the

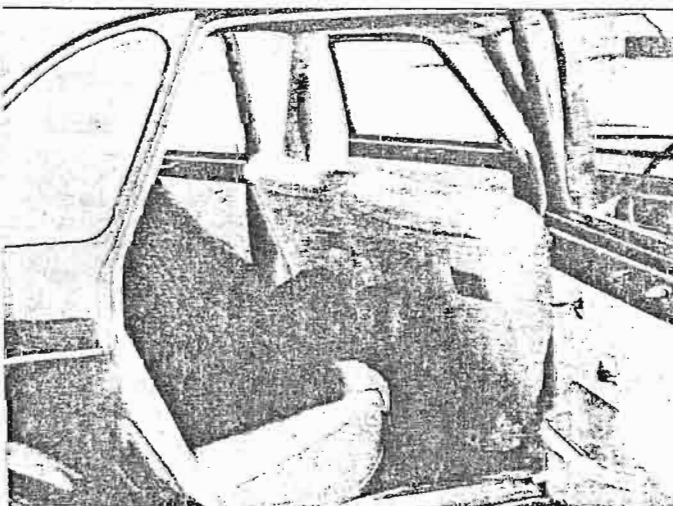
structure rumble was marked at around 55, and on the second car at 60. A fair amount of road noise was evident on the sections of coarse tarmac which are so plentiful in the Scottish Highlands, but the car was not noisier than most monocoque designs. There are one or two mass-produced British cars which fit in the same buyer's belt as the new Austin, however, which are definitely quieter.

A great deal of thought and testing have gone into the ADO 17, but there is still more to be done to the engine

(Continued on page 92)



HEFTY six-footer Armstrong tries front and back compartments, finds there's plenty of space for his legs



AUSTIN 1800

(Continued from page 46)

gear unit on the score of idling quietness. At the moment the transfer gears between engine and transmission rattle happily at idling speeds, but this is ironed out as the revs rise. If the clutch pedal is pushed out at idling speeds, the noise disappears as the gears stop revolving. B.M.C. will probably find the answer to the problem as the production line gets under way, but it would appear that early buyers will have to put up with a little clatter at low revs.

Although B.M.C. stress the use of a multi-blade fan for quietness of operation in their publicity, it emits a healthy yowl as revs mount in the gears; but provided the engine is kept below three-quarter throttle (about 3900 r.p.m.), it is unobtrusive.

Excellent Handling

Four and a half years ago Alec Issigonis told me that he believed the time was fast approaching when cars would all have to be designed around a braced-tread tyre. It is now quite obvious that he had the ADO 17 in mind as he spoke, for it is shod with Dunlop SP41 braced-tread tyres, and there is no doubt that these wonderful roadholders

improve the handling of an already outstanding car.

Sensational, also, is the fact that the new model feels less like a front-drive than any in the B.M.C. range. The 1800 can be thrown fast into damp bends and corners, and even if the throttle is released abruptly there is practically no wind-up and the car keeps to its line as though on rails.

Front/rear weight distribution (unladen) is 63/37, yet the car has almost neutral steering characteristics. When cornered hard with power full on, there is a little understeer; but if the throttle is closed this does not snap to savage oversteer.

It is a delightful car to drive fast through uphill and downhill corners, and the amount of roll is negligible. The Dunlop SP41 (the new SP with C41 tread) tyres aid the already remarkable roadholding, and in the wet the road surface can be practically ignored.

Over rutted cart tracks the ADO 17 could be driven at 55 m.p.h. with sure-footed steering, little deviation from the set course and complete absence of tramp. The Hydrolastic suspension could be heard working overtime with plenty of clonks and bonks through the bodywork, but the structure remained good and rigid.

It's a good thing that the driving position allows freedom of movement: the rack-and-pinion steer-

ing is ultra-light, but 4.4 turns from lock to lock does result in a lot of work for the keen driver trying to exploit the performance.

In the dry it was easy enough to record 1g. on the Tapley meter (30.2ft. from 30 m.p.h.), and even in the wet .85g. was possible (35.6ft. from 30 m.p.h.). There was no sign of fade during the testing, which extended to about 200 miles a day.

With 25 m.p.g. consumption under hard driving on difficult terrain, elimination of all greasing points (except one on the pull-out hand-brake cable), just one oil reservoir to keep filled and changed, and a sealed water-cooling system, the new Austin should be a cheap car to keep on the road.

Australian release date?—Late 1965, I'm told, and the car will appear under the Austin name, which suggests that it will replace the Austin Freeway, since it offers similar accommodation and should fall within the same price range (about £1200).

LANDCRAB



Club fees of \$30 become due 30/6. Please remit to the Landcrab Club 22 Davison Street, Mitcham 3132 Vic.

Money up or Shut up !

BMC PART NUMBERING SYSTEM

First of all, I don't think anyone quite knows the significance of all the prefixes used on BMC Part Numbers. If he did, he is probably long gone to greener pastures but what I can tell you is the general principles on which the system works and what the prefixes and numbers may be able to tell you.

There are two distinct groups, Special parts and Standard parts. The former covers the parts such as Cylinder head, Gaskets, Door Assemblies etc, peculiar to a particular model or models. The latter is a very ingenious system of letters and numbers which describe the part, but more of this later.

Special Parts: This system breaks up into two groups of prefixes, Numerical/Letter (ie 1A, 2A, 37H etc) and Three Letter (ie ATB, AYB, AYH etc).

Numerical/Letter: Some of the oldest parts fall into this group showing it to originate in Austin 7 times. Part number 1A1 I think was a spanner in an Austin 7 tool kit and 1A77 in an Austin 7 Piston. I think that blocks of prefixes were allocated to design groups who then issued numbers in sequence as their part of the design progressed. Of course, the same part could be used unchanged on many different models. It is possible that the 1A Group may have been Longbridge Engine Design Group etc.

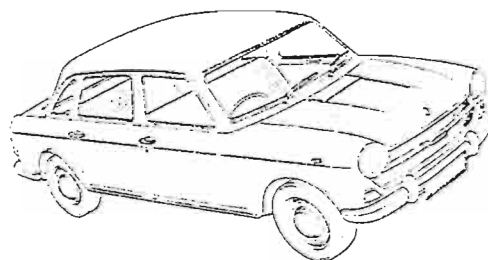
Three Letter: This group is of later origin and seems to have been an attempt to consolidate the system so that the branch from which the design originated was more readily recognised and the series of cars or mechanical components on which the part was first used was indicated. Thus AT was Tractors and Transmissions and B was B series cars. ATB7352 is a Rear Hub Assy for 24/80 or Freeway.

Of interest to us is any Three Letter prefix with a Y as the second letter (ie AYA, AYB, HYB, HYL etc). This means that this part is of Australian Design Origin and is unique to our cars. It does not necessarily mean that it is not interchangeable with a UK part, as the new number might only mean that the material has changed to suit local supplier requirements. (Generally if local suppliers could make the part to the UK drawing, the UK part number was retained, but does not mean it is not Australian made)

The HYL prefix was a Service Parts group where for service purposes, parts are required to be presented differently to the way they are used in production. Such items as Gasket Sets (Decarb HYL2256), King Pin Sets (HYL0025) are examples.

Sometimes the production assembly might not suit the way a car might be serviced in the field. An example is the Exhaust System on 24/80 or Freeway where the original assembly had the front pipe welded to the muffler - for service purposes the field required that the parts be supplied separately. (Exhaust Pipe Front:HYL2327, Muffler:HYL2328, Tailpipe:HYL2329. The Tailpipe may have been issued with a HYL number because it may have required to be painted to prevent corrosion in storage)

Standard Parts: This is the area most likely to be of interest to the enthusiast who wants to keep his car as close to original as possible. Firstly let me say something about nuts and bolts particularly. Virtually without exception the nuts and bolts used in the Automotive Industry are always of HIGH TENSILE quality (SAE Grade 5 Min, Metric Grade 8.8) Heads of bolts are marked to indicate the grade, three



bars indicate a grade 5, six bars a higher tensile SAE grade 8 and metric bolts have the grade shown numerically on their head.

It is not acceptable practice to replace the original bolts and nuts with nice bright shiny unmarked items from a hardware store.

Back to the Part Numbers - In this group we have a very smart system which describes the component referred to. The first three letters describes the part, the four numbers tells us its dimensions. (Incidentally sometimes an 0 is added to the front of a three number set to make it up to a four number set - thus 516 becomes 0516)

Bolts: The first letter of the prefix indicates the kind of head - H:Hexagon head, P:Pan head, C:Countersunk head etc. The second letter indicates the item, B:Bolt, C:Coarse Thread Bolt, P:Pointed end Bolt etc. The third letter indicates the finish on the bolt - Z:Zinc plated, N:Normal or bare metal etc.. The first two numbers is the diameter of the bolt in sixteenths of an inch, ie 05 x $1/16 = 5/16$ ". The second two numbers is the length of the bolt in eighths of an inch, ie 16 x $1/8 = 2$ ".

So an HBZ0516 is a Hexagon Headed Bolt, Zinc Plated, $5/16$ " diameter and 2" long and unless stated in the second letter the thread form is always UNF.

HBN = Hex bolt normal

HCZ = Hex bolt Coarse Thread (UNC) Zinc plated

HPZ = Hex bolt Pointed end Zinc plated

HZS = Hex Zinc plated set screw

PMZ = Pan head Machine thread screw Zinc plated

PPZ = Pan head Machine thread Pointed screw Zinc plated

PTZ = Pan head self tapping screw Zinc plated - here the system changes slightly with the diameter being given by the Standard Screw Numbering System, thus a PTZ603 is a Pan head Self Tapping Screw, No 6 x $3/8$ " long.

Nuts: here the prefix describes the part as before, but the first letter indicates the thread type, F:Fine, C:Coarse. The second letter is always N for Nut and the third letter indicates the finish on the nut. The first number tells us the type of nut: (0)1= Standard nut, (0)2= Half thickness nut etc. The last two numbers indicate the size of the bolt on which the nut fits - an FNZ103 is a Fine Thread Nut Zinc Plated, standard type for a $3/16$ " bolt (ie $3 \times 1/16 = 3/16$ ").

Another group of nuts follows the same sequence, this is the LNZ series where L= Lock Nut. Here (0)1= Nyloc Nut etc.

Washers: Here the prefix describes the part as before but the first letter describes the washer type: P= Plain Flat Washer, L= Lock Washer, the second letter always being W= Washer, and the third letter is for finish. The first number indicates washer type: (0)1= Standard flat washer or spring washer etc.

And so the system follows on. You can use parts book to get a clue on what the different types of nuts, washers and screws are you will find that they all follow the system as outlined above.

Allan Foy



New fuel

Australians have been deprived of a top-quality car fuel for decades. Optimax has the solution, writes Joe Kenwright

A NEW petrol with the power of a motoring penicillin is making lots of friends at Victorian bowwers.

Almost a year ago we predicted a big advance in high-octane unleaded fuel and Shell delivered with Optimax — a 98 RON brew suitable for almost all leaded and unleaded engines.

It's the biggest move forward since Australia switched to unleaded petrol in the 1980s and it has more than doubled the sales predictions, creating a shortage and forcing a re-think on its full national rollout.

A lot of people are switching to Optimax and it's not hard to see why.

Way back in 1985, we only had a choice of 89 RON Standard or 97 RON Super fuels, both leaded.

Super, with its higher RON or octane rating, was more resistant to pinging and allowed engines to run higher compression and advanced ignition for optimum economy and performance.

Pinging — also known as knock, detonation and pre-ignition — is when the fuel self-ignites before the piston gets to the top of its stroke.

If your engine pings often enough it will ultimately self-destruct.

It only needs the RON to drop by a single point to create major problems for some engines, though lead additives were a cheap way of boosting octane to avoid pinging.

The lead in Standard and Super also hardened the exhaust valve seats by leaving a coating of lead oxide after combustion, a missing ingredient in unleaded engines covered by hardened valve seats.

The same lead oxide also gave the inside of the exhaust pipe a grey color — a method used by some people to tune their engines.

But this is now a very dodgy method as reduced or zero lead content leaves only a black carbon exhaust residue, which can trick you into believing the car is running too rich. If you lean the mixture, you can do a lot of damage.

When Australia switched to unleaded in late 1985, we got 91 RON unleaded (ULP), a cheap and nasty fuel only two points above the Standard fuel it replaced and way below leaded Super.

If you remove lead, you need to spend more money on refining the fuel to get its octane level back up so, by dropping ULP to 91, the government saved oil companies the trouble.

Like most short-term moves, it created massive cost blowouts as it took engine efficiency back to the 1950s.

To compensate, car manufacturers had to increase engine size, add multi-valve heads or turbochargers, swap carburetors for computer-controlled multi-point fuel injection systems and other tricks to bring

Cars also had to grow in size or weight to carry it all, and new-car prices were forced so high that private buyers are still struggling to make the switch to ULP.

What should have been a simple fuel swap remains tediously slow and expensive.

If that wasn't bad enough, leaded Super went to half-lead and its octane dropped to 96 RON — a move that left many leaded family cars that required 97-98 RON in serious trouble.

To make things worse, 91 RON ULP forced most premium engine manufacturers from Europe and Japan to drop their small fuel-efficient engines or wind back engine tuning with big losses in driveability, economy and performance.

Australia has also missed some really clever engine developments that slash fuel consumption and emissions because our ULP is not refined enough.

The first crack of light was the release of 95 RON Premium Unleaded (PULP), still a long way short of 97 RON Super but a step in the right direction.

Some really sweet 95 RON engines arrived after 1990, but PULP was of little relevance to vehicles tuned for 91 RON ULP unless their engines had a knock sensor — which allows the engine to tune itself for different octane levels.

Some 91 RON ULP engines can be re-programmed for 95 RON PULP but, without a knock sensor, they can't use ULP afterwards.

For owners of cars designed to run on 98 RON leaded or unleaded, none of this was of any use. And this is where Optimax is something of a miracle.

Shell quietly upgraded its Geelong refinery to produce a very different unleaded fuel in line with the very best overseas — something no other local refinery can match.

It is a better fuel by design and doesn't

just rely on carcinogens such as benzene to boost octane.

Shell both boosted octane to 98 RON and gave Optimax a new composition by removing some of the more volatile front-end hydrocarbon molecules and fattening up the mid-range, power-delivering hydrocarbons.

Shell calls the result a high-density, high-octane fuel.

It has a measurable increase in power molecules per litre, which is why even owners of 91 RON ULP cars are reporting transformation.

The only downside for a 91 RON ULP car is that without the more volatile hydrocarbons, Optimax can make it harder to start on a cold day and drop idle speed.

If you can live with that, the savings are measurable.

A typical 91 RON ULP family car might travel 450-480km of highway on a 50-litre tank but, with Optimax and no engine modifications, owners are reporting that this can stretch to 580-600.

Even with a cost increase of 6c/litre, that means a saving of \$7 — and the driving is far more relaxed when the engine doesn't have to work so hard.

For an engine with a knock sensor, the differences are even more pronounced.

For owners of leaded cars that need 97-98 RON Super, Optimax is the best news in 15 years — with one big proviso.

As an unleaded fuel, Optimax cannot provide the valve seat protection needed by most leaded engines. So you either get hardened valve seats fitted to the cylinder head or you add a lead substitute at every petrol fill.

The latest lead-substitute bowser fuels overseas contain phosphorus that leaves behind a phosphate compound on the valve seats that replicates lead oxide.

Optimax stations stock Valvemaster, which contains the same compound, allowing leaded engines to also run on Optimax.

It costs \$1.25 to treat 20 litres of Optimax, a tiny cost compared to repairing damaged valves and valve gear.

Optimax also contains a fuel system cleaner additive pack that is 10 times stronger than the additives in Premium Unleaded and they make a huge difference.

It should mean the end of those service centre charges for fuel system cleaners.

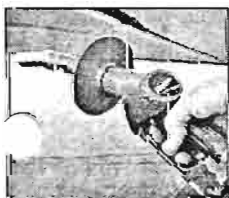
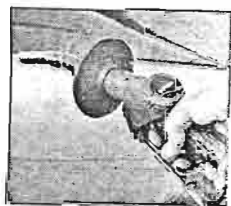
Because leaded cars will have accumulated lead through the system, their fuel filters will clog more quickly until Optimax purges the system of any build-up. Older unleaded cars may also suffer fuel filter blockages until Optimax has fully flushed out the system.

For classic car owners and the environment, it is also wonderful news as it should discourage the clandestine use of Avgas, a high-octane fuel loaded with lead.

For a really old car, you now have a choice of a shandy of 91 RON ULP and Super leaded, or straight 91 RON ULP with Valvemaster or similar lead substitute.

For a high-compression leaded car like an XU-1 Torana or Falcon GT-HO, Optimax with a lead substitute could be just what you are looking for.

All Shell has to do now is to make sure its new wonder fuel is available outside the big cities.



Shell leads by example



Winner:
this 1970
Chrysler
Valiant Regal
is in the
running for
Shell's new
Lead-Free
Super petrol.

THE battle against lead has moved into the streets.

After years of research, Shell is now the first petrol company in Australia with a complete leadless petrol line-up after the introduction of Lead-Free Super in Victoria.

It will spread the availability of the fuel, designed for cars built before the introduction of unleaded petrol in 1986, across the country by the end of the year.

Shell's new fuel leads the Federal Government's push to phase out all leaded petrol in Australia before January 2002.

By ANDREW MacLEAN

Shell says it is better for the environment, with the lead being replaced by a phosphorus agent, but it doesn't affect engine performance or reliability.

"Leaded fuel is currently being phased out worldwide due to health problems that lead is known to cause," Shell Australia general manager for health safety and environment Dr Malcolm Brown says.

"Australia's air pollution levels will be significantly im-

proved with the national phase-out of leaded petrol, as emissions from motor vehicles currently contribute about 90 per cent of airborne lead in urban areas," he says.

Lead was added to petrol in the 1940s to provide a cheap, efficient octane boost and a protective barrier against wear on engine valve seats.

But concern about adverse effects on health and the environment led to the introduction of unleaded petrol, which has an octane rating of 91-92 RON and can be used in most

engines but does not have a protective agent against valve seat wear.

Shell's Lead-Free Super, which has the same 95 RON octane rating as previous leaded Super petrol, is only suitable for cars built before 1986.

The lead has been replaced by Valvemaster, a phosphorous-based additive originally developed by DuPont in the 1960s as a carburettor detergent.

The new petrol has been approved by the Environmental Protection Authority and the RACV.

Leaded petrol to go

**By JASON SILVERII,
transport reporter**

LEADED petrol will be phased out from Australia's pumps within two years.

The Federal Government announced yesterday oil companies will have to replace leaded fuel by January 1, 2002.

States will have the option of phasing it out sooner.

Environment Minister Robert Hill said the move would improve the air quality of Australia's major cities and reduce the quantity of lead in the atmosphere.

Vehicles built before 1986 will be able to use a high-octane fuel called lead replacement petrol.

The new fuel will cost about the same as leaded petrol and may be available in Victoria as early as this year.

Western Australia has already phased out leaded fuel, while Queensland will do so next March.

Australia will be following the lead of the United States, Japan, New Zealand and Germany, which have already replaced leaded fuel.

The rest of the European Community will drop the fuel this year.

Studies have shown a link between children's exposure to lead and reductions in intelligence.



THE plan to bring Rover back to Australia has crashed and burned.

The British brand had been cleared for a showroom take-off midway through the year, with paid-up deposits on the first 75 sedans, but the Australian comeback was shot down on the ground by the company's sale.

The BMW Group announced in Europe last week that it had sold Rover to the almost-unknown Alchemy, and had agreed a Land Rover deal with Ford, but it was not until Saturday that the local no-go decision was confirmed.

"We are very sorry. But there's nothing we can do about it," says John Kananghinis, of BMW Group Australia.

"We don't have the Rover. The new owners, Alchemy, have stated quite clearly that they will concentrate on a niche operation, with what they're calling the MG Car Company, with a total volume of no more than 40,000 cars. The focus, therefore, is going to be the UK. Exactly how they are going to make it fitable is their trick."

BMW's sale of Rover means the brand's Aussie return has been scrapped, writes Paul Gover

BMW Group Australia will still go ahead with its Mini project in 2002, and the company will also get Rolls-Royce, but Rover is definitely over and the eight orphan 75s at its Melbourne headquarters will soon be sold in New Zealand.

Disappointed

"Is it another heroic British failure? It's unfortunate that the 75 is a terrific car that came out at the wrong time," Kananghinis says. It's not a disaster. But we're very disappointed, because we were absolutely certain it would have worked.

"All the signs were extremely positive. All the dealers were very willing to get involved and, most importantly, we got an extremely good reception at the motor show in Melbourne."

He won't talk about the cost of the Rover failure, the latest British disaster Down Under, but it's about \$500,000.

"We're not releasing the numbers. But we're in a much better position than we would have been in two months," he says.

"We were lucky that it happened when it did. If it had been much later, once we had placed the first orders for cars, it would have been much more costly."

The 75 should have done well in Australia, but BMW has been bleeding from its Rover wounds almost since it bought the British company in 1994.

It has failed to overcome staff, management and quality problems, and watched its sales and market share in Britain fall.

The Rover experiment had already cost several BMW executive jobs, including that of Ford's new prestige brands boss Wolfgang Reitzle, before the decision to sell the company.

"A lot of work had gone in and, obviously, a lot of people are frustrated," Kananghinis says.

"Rover's market share in Brit-

ain dropped from 14 to 4 per cent. It was a fairly dire situation in terms of the Rover product. It was worse than we realised. There was a mistake on the side of BMW."

Plans unveiled

BMW Group — and the company maintains it is still a group with Mini and Rolls-Royce — is now trying to minimise the fallout from the Rover crash by emphasising its plans.

That will include a new small car — probably called the 2-Series — which is planned to revive the spirit of the classic 2002.

"A tremendous amount of development work is already done, because it was for the Rover R30," Kananghinis says.

The rover sale — who gets what

BMW GROUP: Retains Mini, Rolls-Royce

ALCHEMY: Gets Rover, re-named as MG Car Company

FORD: Buys Land Rover for \$4.8bn

A big welcome to our newest member

Shane Lever of 10 Hector Street, Geelong West Vic. [03] 522 96393

Surplus to requirements

Mk 1 Automatic Brown 150,000 miles One owner rusty doors \$100 03 9802 2154
Mount Waverley Vic

Mk 11 Automatic 1970 e.c. \$2,500 John Coomer 0419 199 800

Mk 11 Man. needs a displacer \$1500 NSW 0402 137 760

Mk 11 Auto Needs tidying up, but fair condition \$200 Coorparoo QLD 3397 1159

Mk 11 Man shot clutch thrust, but otherwise good car \$100 QLD 3397 9891

Mk 11 good body and car, plenty of spares open to offers QLD 5445 0425

Mk 1 or 11 1968 auto light green 2 other cars as spares \$2300 NSW 9448 2343

Mk 1 auto 109,000 miles E.C. Fawn Rutherglen Vic Former member Meg Ellingworth
[02] 60 328 303 Offers

Tasman and Kimberley Kerry Mc Bride Gippsland Vic 03 56788 322 offers

Mk 1 1966 man 65,000 miles resprayed rebuilt brakes and new clutch unleaded head
\$3,500 Club member Robert Peters Torquay Vic [03] 5261 2326 0418 599 428

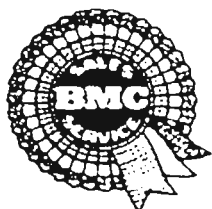
1800 mk 11 ute and mk 1 sedan \$400 the lot Wellington pt, QLD 0413 112 388

2 x 1800 engines will deliver to Brisbane \$150 the pair Kilclillooy QLD [07] 5497 1961

1800 parts trailer load including engine, gearboxes, drive shafts, window winders etc
\$100 the lot Ferry Hills QLD

Mk 1 Tasman 1 owner 86,000 miles no rust possible burnt valve always garaged Bob Ives
QLD 3888 3882

Is there life after death ?
Touch my car and find out !



B. M. C. LEYLAND AUSTRALIA HERITAGE GROUP Inc.

A non-profit association of some hundreds of former employees and interested persons whose mission is to preserve the heritage of B.M.C. - Leyland Australia and its associated companies as a significant part of Australia's automotive manufacturing history.

CAR CLUB INVITATION TO 25TH /50TH ANNIVERSARY AND DISPLAY DAY

Car Clubs representing vehicles built or processed through the Zetland Plant are invited to attend the 25th/50th Anniversary Reunion - 25th Anniversary of the closure and the 50th Anniversary of the opening of the Plant. Because the Zetland site was not available to us for this event, we conducted an extensive search for a suitable venue and have come up with plans for what should be an exciting day.

The date will be Sunday at 25th June 2000 at the Shannon Room, Randwick Racecourse, Sydney.

Activities

Refreshments available from 11.30am - cash bar at hotel prices.

Display of Zetland built cars and memorabilia

Presentation of the Prestigious Historic Engineering Plaque awarded to the Zetland Plant by the Institution of Engineers, Australia

Buffet Luncheon 12.30 to 2.00pm

Short Speeches by People from the BMC - Leyland era and other relevant speakers.

1958 Film "Horses to Horsepower" shown at different times on multiple monitors.

Function closes 4.00pm

Buffet Luncheon Menu

Chefs selection of hot soup with bread rolls

Assorted sandwiches and rolls with a variety of fillings

American style hot dogs

Chefs assorted Pizzette including meat and vegetarian options

Selection of Farmhouse cheeses with fresh fruit and crackers

Coffee and chocolates.

The complete function all for \$39.95

Children to age 5 free, 5 to 16 \$20

✂ ✂

Cut here

CAR CLUB NAME.....

NUMBER OF ADULTS ATTENDING..... @ \$39.95.....

CHILDREN Under 5 years..... @ \$ 0.00.....

CHILDREN aged 5 to 16..... @ \$20.00.....

Cheque attached for Total \$.....

Please advise preferred first name and surname of attendees on back hereof or on separate sheet for name tags.

Number of car spaces required for non - display Club cars.....

(It is proposed to park cars by Club groups)

A separate request to your Club for cars to be displayed in the Shannon Room Area is attached.

Does your Club wish to display Club Information on a display board. YES / NO

Please let us have your response as soon as possible but no later than 2nd June 2000 to,

Roy S. South, 44 Ruthven St., Bondi Junction, NSW, 2022

Phone inquiries to Roger Allan Foy on (02) 9449 1524 or Roy South on (02) 9387 5331

ZETLAND PRODUCT DISPLAY

Your Club is invited to show in the Shannon Room Area an example of a Zetland-built car/s from the following list. Each car will be suitably identified with a placard with Model, Year and Brief Specification, Club and Owner's name. Cars should be to original specification, clean and tidy but not necessarily in Concourse condition. Please advise your nominations on attached sheet.

Morris Minor Series MM Low Light
 Morris Minor Series MM High Light
 Morris Minor Series II
 Morris Minor 1000
 Morris Minor Van
 Morris Minor $\frac{1}{2}$ Ton Ute.
 Morris Oxford MO
 Morris Oxford Series II
 Morris Oxford Series III
 Austin A50, A55, A60
 Austin A90
 Austin A95, A99, A110
 Austin A105
 Morris Marshal
 Morris Major Series I
 Wolseley 1500, 24/80
 Austin Lancer Series I
 Morris Major Series II
 Austin Lancer Series II
 Austin A40 Farina
 Austin Healey and Sprite
 Morris Oxford Series V
 Wolseley 15/60
 Morris Major Elite
 Austin Freeway
 Wolseley 6/90, 6/99, 6/110
 Morris 850

Morris Mini
 Morris Mini Deluxe
 Morris Mini Cooper
 Morris Mini Cooper S
 Morris Mini K
 Morris Mini Clubman
 Morris Mini Clubman GT
 Morris Mini Moke
 BMC Moke
 Morris 1100
 Morris 1100S
 Morris 1300
 Morris 1500
 Morris Nomad
 Austin 1800 Mk I, Mk II
 Austin 1800 Ute.
 Austin Tasman
 Austin Kimberley
 Morris Marina 1500, 1750
 Morris Marina TC
 MG - MGA, MGB, Midget
 Leyland Marina 150, 175, 262
 Leyland P76 Six Cyl.
 Leyland P76 V8
 Leyland P76 Station Wagon
 Leyland P76 Force 7
 Vanden Plas - Princess R

PLUS any other Zetland models not listed above

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NOMINATIONS FOR VEHICLE DISPLAY

CLUB NAME.....

YES! We can supply the following display vehicles,

MODEL	YEAR	BODY TYPE	OWNERS NAME
.....
.....
.....
.....
.....

NOTE: Because of space limitations and the potentially large number of vehicles, it may not be possible to display all vehicles offered. We will advise you as soon as possible which vehicles have been selected.

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Morris Minor Series MM High Light	Morris Mini Deluxe
Morris Minor Series II	Morris Mini Cooper
Morris Minor 1000	Morris Mini Cooper S
Morris Minor Van	Morris Mini K
Morris Minor 1/4 Ton Ute.	Morris Mini Clubman
Morris Oxford MO	Morris Mini Clubman GT
Morris Oxford Series II	Morris Mini Moke
Morris Oxford Series III	BMC Moke
Austin A50, A55, A60	Morris 1100
Austin A90	Morris 1100S
Austin A95, A99, A110	Morris 1300
Austin A105	Morris 1500
Morris Marshal	Morris Nomad
Morris Major Series I	Austin 1800 Mk I, Mk II
Wolseley 1500, 24/80	Austin 1800 Ute.
Austin Lancer Series I	Austin Tasman
Morris Major Series II	Austin Kimberley
Austin Lancer Series II	Morris Marina 1500, 1750
Austin A40 Farina	Morris Marina TC
Austin Healey and Sprite	MG - MGA, MGB, Midget
Morris Oxford Series V	Leyland Marina 150, 175, 262
Wolseley 15/60	Leyland P76 Six Cyl.
Morris Major Elite	Leyland P76 V8
Austin Freeway	Leyland P76 Station Wagon
Wolseley 6/90, 6/99, 6/110	Leyland P76 Force 7
Morris 850	Vanden Plas - Princess R

PLUS any other Zetland models not listed above

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CLUB NAME _____

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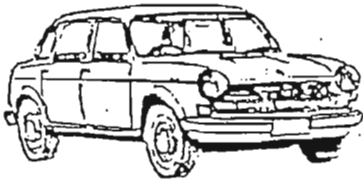
MODEL	YEAR	BODY TYPE	OWNERS NAME
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LANDCRAB

CLUB OF AUSTRALASIA INC.



Welcome to newsletter number 93 for August and September, 2000



**"Our credit card was stolen, but I've
decided not to report it. The thief is
spending less than you did!"**

Introducing...

Terry Grintell 17 Gore Avenue, Kirrawee NSW 2232 [02] 9521 5149 Ute

Terry has just purchased his ute and suspects it was in the Club beforehand. It has Sunray wheels, twin S.U.s [possibly off either a Healy 3000 or 1800 S], extractors, electronic ignition and the common Z 9 oil filter conversion.

He has just had a new clutch installed, and it collapsed a week later. The Department of Fair Trading is involved and Terry may be kind enough to write an article on this experience !

SEEING THE LIGHT

by Daryl Stephens

This is an article I have been meaning to write for about 10 years. It is written purely from memory and no correspondence will be entered into. [Mrs Editors note; since his 95 th birthday, Daryl has enough trouble remembering where his teeth are, let alone anything else]

The 1800 and X6 range needs more interior light, and the rear doors need to activate the interior light

More light is created purely by mounting an extra light over the front passengers left ear-taking care that the light fitting is the same, and the mounting position is also the same as on the driving side.

Using 2 spare door switches, drill the B pillar in any convenient spot. The correct drill size can be copied from the front switch holes. Later Mk 11 s and the Tasman Kimberley range have the holes already drilled, and a rubber grommet- not to be confused with a young surfer- in the hole.

The main thing to remember with the lights is that they are always live and just need an earth to make them work. Also, running the wire down the B pillar is a little tedious. The rest of the wires just run under the roof upholstery.

The end result is that both interior lights come on together - the switch on either activates both- and they come on when any door is opened. Brilliant.



LESS
FUEL

SAVE
MONEY

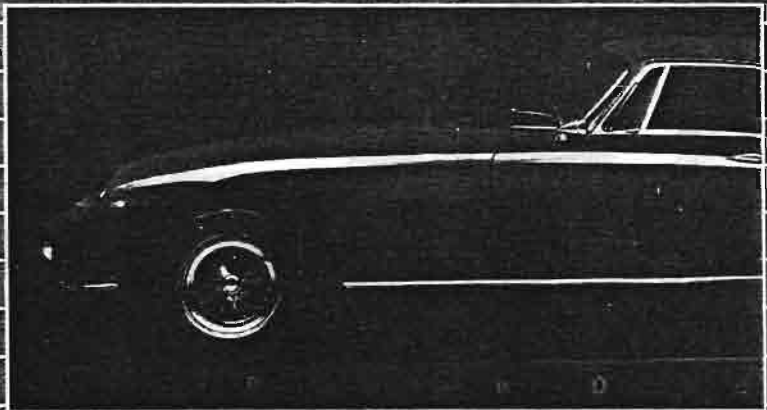
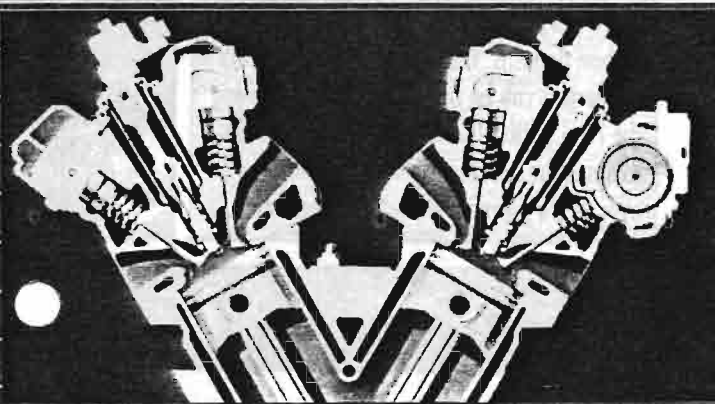
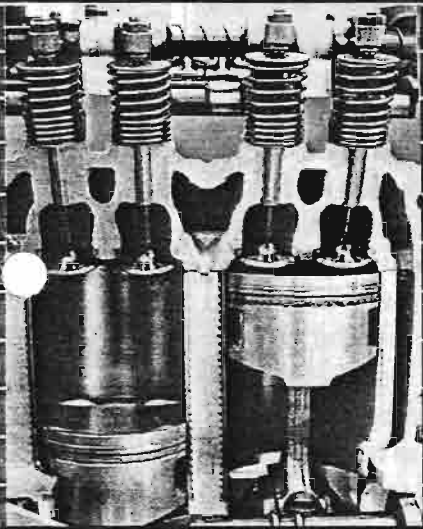


SMOOTHER
RUNNING

6
GOOD REASONS
WHY CENTRON II
SHOULD BE IN
YOUR ENGINE!



Run Cooler



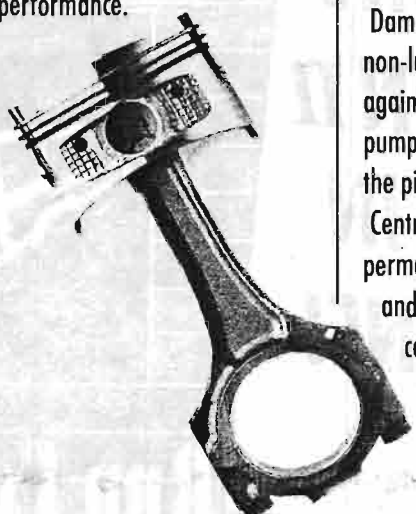
POWER

1

SMOOTHER RUNNING

Centron II cleans out engine deposits of carbon and varnish and enables the freeing up of piston rings - allowing smooth operation of rings as seals for compression - just as designed.

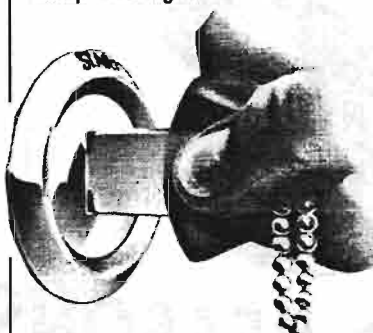
Extra lubrication of the rings, bore-walls, shafts and bearings not only gives total protection, but gives older engines the 'as new' feel and performance.



2

COLD START LUBRICATION

90% of all engine wear occurs during cold start-up as the engine oil has gravitated to the sump overnight.



Damage and wear occurs as non-lubricated surfaces grind against each other until the oil pump has time to get the oil to the pistons and bearings.

Centron II coats all parts permanently with P.T.F.E.(MCF) and prevents metal-to-metal contact even in periods of oil starvation.

3

LOWER OIL CONSUMPTION

Excessive oil consumption is the first sign of an engine wearing out.

By better sealing of rings and fewer carbon deposits, Centron II dramatically cuts down engine blow-by at the piston rings and the extra lubrication at the seals ensures far less oil consumption.

This will be apparent very early after application, and is of great benefit to engines that have an existing amount of wear.

4

HIGHER POWER - LESS ENGINE STRESS

The benefits of this engine treatment show up in a power gain and smoother performance.

Over extended use of your engine, the longer component life of high-stress parts, (rings, shafts, bearings, turbo-chargers and bores) will be a tangible benefit in reduced running costs, saving you money.

LPG & UNLEADED:

DRAMATIC BENEFITS FOR PRE-1986 CARS

The scientists who developed Centron have paid special attention to the specific needs of the LPG and unleaded fuel engine, and the absence of lubrication in these two fuels.

The problem is how to add the necessary lubrication that the fuel and oil cannot give to the valves and valve stems that lead once given. These parts now run hotter than when leaded fuel was being used.

Our solution is twofold. Upon application of **CCT 1008**, the built-up carbon deposits are immediately burnt off and PTFE is bonded to the valve stems and valve guides for long term (50,000 Kms+) lubrication.

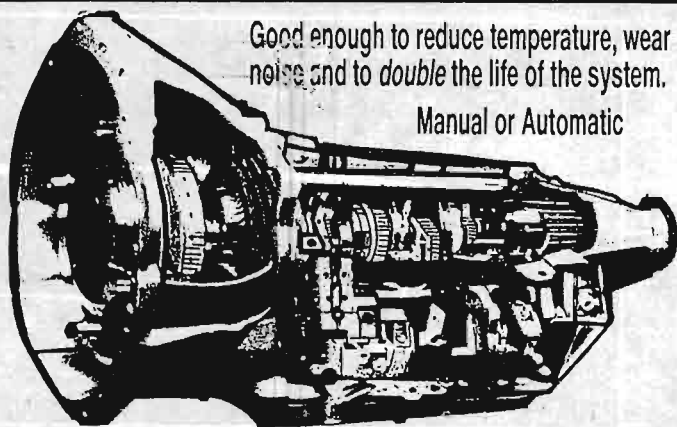
For even better performance and less carbon deposits, the carburettor, fuel pump & injectors can be coated with PTFE by using the **FUEL CONDITIONER FC 0008**. This extends the fuel burn period and ensures even more power and cleaner combustion.



HOW GOOD IS CENTRON II IN TRANSMISSIONS?

Good enough to reduce temperature, wear & noise and to double the life of the system.

Manual or Automatic



5

LOWER OPERATING TEMPERATURE

With the extra lubrication qualities your engine now has with Centron II, a desired level of performance is achieved with a lower engine temperature.

This is of great benefit when extra loading is making your car work harder, such as towing, or particularly in hot weather when the air conditioning will perform more efficiently.

The engine will be less likely to overheat, which causes great stress to all components.



6

BETTER FUEL CONSUMPTION AND A CLEANER ENVIRONMENT

Cooler engine running and better lubrication than oil alone can provide is a solid basis for less fuel usage, the two factors go hand in hand.

But the third factor of reduced emissions is very important today. With Centron II, benefits become apparent almost immediately in performance and money savings; the addition of less pollutants is a bonus indeed. It is as simple as checking the colour of your exhaust pipe before and after treatment.



WHY CENTRON II IS BETTER THAN ANY OIL ADDITIVE!

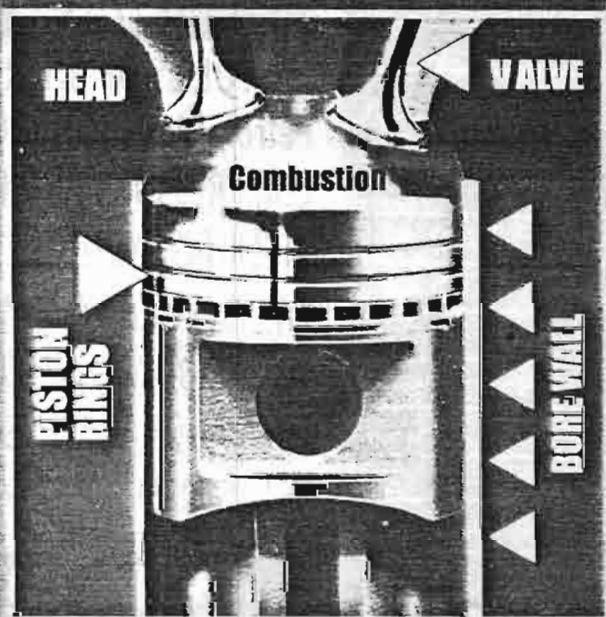
Centron II E3008 MCF is the end product of a unique scientific development: Electro-Phoresis Dynamics (EPD).

Instead of relying on heat or friction to coat the engine parts, EPD utilises the bar magnet quality of polarity, the universal principal that opposite poles attract.

The engine pre-treatment, bottle 1, the **POLARISER**. This gives to the metal surfaces a powerful **CATIONIC** or electro-positive charge.

The treatment itself, bottle 2, the **ANIONIC**, or electro-negative, seeks out the cationic and locks onto the metal surface.

The result is long term (100,000 Kms+) protection.



- ▲ 1. BORE WALL IS LUBRICATED, EVEN IN OIL DRY COLD STARTS, DRAMATICALLY REDUCING WEAR.
- ▲ 2. OIL RINGS ALLOW LESS OIL, FUEL & ENERGY BLOW-BY
- ▲ 3. BETTER SEAL DURING COMBUSTION, GIVING MORE POWER AND LOWER FUEL CONSUMPTION

Centron II uses PTFE at the lower end of the engine (i shafts, journals, bearings and cylinder walls) to give it a tough, slippery film of long life lubrication.

But at the other end, on the rings, in the high-temperature, oil-destroying area of the combustion chamber, Centron II makes the most dramatic difference from oil additives.

MCF (Metallo-Chlorbutanol Fluorethylene) resistant to 2500-3000 F gives the engine piston rings a similar protective coating as the bearings receive.

It is THIS coating which traps the combustion energy above the piston crown and delivers it to the crankshaft.

CENTRON II SPECIFICATIONS

CENTRON II E-3008 MCF is a once-only, life-of-the-system metal coating process. It is designed and proven to extend the life of expensive engine parts by coating them, quickly and efficiently, with P.T.F.E. (MCF), a tough, slippery film of permanent lubrication.

It exceeds all manufacturers' specifications for lubrication, and matches the tough Military Specifications MIL-L-46152A or B and MIL-L-2104 C.

CENTRON II E-3008 also meets the exacting Sulphated Ash levels of Detroit Diesel-Allison: 1.0% max. by wt. and is currently undergoing testing to CAA and FAA standards for aircraft engines.

WHERE CAN IT BE USED ?

ALL FORMS OF INTERNAL COMBUSTION ENGINES:

Petrol, Diesel and LPG Fuelled engines.

COMPRESSORS AND GENERATORS.

STEERING SYSTEMS.

TWO STROKE SYSTEMS.

PUMPS OF ALL TYPES.

HYDRAULIC SYSTEMS.

TRANSMISSIONS & GEARBOXES of all types

WHERE CAN IT BE PURCHASED ?

Centron

31 VICTORY ST. MURRUMBEENA VICTORIA 3163

TELEPHONE: (03) 9509 7879

MOBILE: 018 370 990

FACSIMILE: (03) 9569 9312

or Agent:

The Big Rover Sell Out

After all the speculation of Alchemy taking over the production of Rover and MG cars, renaming the new company the MG Car Company. Well, this all fell through on the 28 April following allegations by Alchemy that BMW had raised several new condition at the last minutes. Alchemy was BMW's preferred buyer, and the final sale to Phoenix court a few people by surprise.

Towers and his partners formed Phoenix in response to a bid for Rover by the British venture capital firm Alchemy Partners. Alchemy had planned to sharply curtail output at Longbridge and had indicated that it would lay off a large part of the factory's workforce.

Phoenix will now take over responsibility to develop, produce, and distribute Rover cars, and also acquires the MG brand. The consortium said it will continue building the Rover 25 and 45 models and MG sports cars at Longbridge, where it also plans to start producing Rover's top-line 75 model.

The deal means that the Phoenix Consortium acquirers the rights to develop, produce and sell Rover Cars, with BMW retaining ownership of the name Rover. As part of the deal Phoenix will acquire the brand name MG, as well as the right to produce the current model Mini.

The losses are, the next generation Mini will not be built at Longbridge, but by BMW most likely at the old Morris factory at Oxford, which BMW is to keep. The future of the other brand names like Austin, Morris, and Triumph are unknown, as they have not been mentioned in any news reports.

Phoenix has now hired Kevin Howe, the former managing director of Rover's Longbridge assembly plant, to become chief executive starting June 1. After that, Towers most likely will become chairman and Stephenson will be co-chairman and they will deal with strategic issues for Rover,

Phoenix is now expected to make an offer to buy within three weeks the engine plant at Longbridge and a stamping plant at Swindon owned by BMW.

The other part of the sell off of Rover by BMW was to sell the Land Rover division to Ford for \$US2.7 million. Under this deal Ford now own the rights to the Land Rover brands, the Land Rover plant in Solihull, England, the research and development plant in Gaydon, England, the Land Rover dealer network, and the British Motor Industry Heritage Centre

Peter A. Jones, June 2000

LOCA members email addresses.

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Peter Codd	Qld	GRILLED CODD@bigpond.com
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Paul Greasley	WA	griz@emerge.net.au
Joshua Guinea	Qld	melenium@iname.com
Peter A. Jones	Qld	paj50@hotmail.com
Keith McLean	Qld	keithmc@phantom.net.au
Eric Meley		omeleyf@bigpond.com
Bill Randell	Qld	margyr@globalfreeway.com.au
Ian Ripley	Qld	c9902354@topaz.cqu.edu.au

Wanted

Your email address, so that members can contact each other. I will update this list as more addresses come to hand.

Email your address to me at

paj50@hotmail.com

Peter Jones

LONG DISTANCE LANDCRAB

by Daryl Stephens

In various magazines over the years, I have read much nonsense about what parts one needs to take for a long run in a classic.

With every car I have owned, I always have top and bottom radiator hoses, and a spare fan belt aboard, usually mounted with the spare tyre. Ditto for the 1800.

The only concession I give to age is a spare hydro unit and a portable suspension pump, and the Club directory.

If anything else is deemed necessary, leave the car home and drive something more reliable. Or Fly.

avoiding the W.D.S.

by Daryl Stephens

The Wet Distributor Syndrome can be defeated in 10 minutes flat. { It is something that BMC never really came to grips with. }

Using a 6" x 9" section of old boot mat - cut from somebodies else's car of course - this is placed directly behind the grill and directly ahead of the distributor. [The measurements apply to the mk 1]

A long cable tie is fed from both the top and bottom of the grill, through the mat and pulled tight.

Problem solved !

UPDATE

by Daryl Stephens

The rod gear change has been in my car now for 12,000 miles. It gives great satisfaction.

The roller bearing clutch thrust has been in son Adam's mk 11 for 13, 000 as is giving every satisfaction.

So far, so good.

Those blinking stalks

[by Daryl Stephens]are N L A as in no longer available or non lying around.

It is not just us who are in trouble with them- all of the BMC fleet from the same period are also in trouble.

Despair not for the solution is at hand.

The English Mk 11s and Mk 111s used the Kimberley style stalk. This has the horn activating button on the end, blinkers, high and low beam and flash on the stalk. There is no flashing light on the end. The blinker warning lights now flash under the temperature and fuel gauges in a special recess in the speedo.

As a bonus, the *horn always works* !

Parts required are ;

The stalk- a Mini Clubman one fits- however many vehicles used the same unit, but it is worth checking that it comes with a headlight flasher.

Plastic surround for the steering column. This is necessary because the new unit is more bulky than the original and the new surround is shaped differently

Warning lights for blinkers. When phoning a very co operative **Tony Wood in England**, he can supply the blinker stalk, the plastic surround, and the speedo with the warning lights in it. As a bonus, it will have a metric scale as well. [When I got mine, Tony sent me an 1800 S speedo, which reads to 120 MPH or 200 KPH]

Be aware that the Australian manuals used a different final drive ratio to the English, and the new speedo will need some innards to be re worked. Conversely, the Morris Nomad speedo has the warning lights and may just replace the standard 1800 face.

To prolong the life of the stalks, it is essential that a high beam/ low beam relay be fitted to protect the stalk. [My vehicle has the relay and 100 / 90 Q H headlights. The result is rather pleasing]

Fitting takes 3 hours.

Did you know? 'People who attend a church live longer. Survival odds are 29% higher for those who are involved in religion. Scientists from the US National Institute for Healthcare aren't sure why, but they believe regular worshippers lead healthier lives than people who are not religious. Church-goers are less likely to drink or smoke and more likely to stay married. The research supports other studies linking religious involvement to lower blood pressure and a lower risk of heart disease.' [Source : Herald-Sun]

editorial waffle

My 1800 has been through a trying time.

Firstly, there was the saga of the generator. I had the generator rebuilt 2 1/2 years ago- some 38,000 miles ago. At the same time, I had a new regulator fitted. All because I have an originality kick in me. [Mrs editors note; I am not sure how twin carburettors, extractors and mag wheels fit this originality idea } Deep thought would have caused an alternator to be installed.

Anyway, the thing died. A different auto electrician again rebuilt the generator, and claimed that he had rebuilt a tired second hand unit. Time will tell. For those with Mk 1's, next time the engine is out, it may be wise to drill and tap the bosses where the alternator bracket would go. Later Mk 1 s have the Mk 11 boss, but BMC saved 2 cents per 1000 cars by not drilling and tapping. It can of course be done in situ if necessary.

Two days later, the battery which was a replacement battery under warranty died,

Currently, the saga of the new carpet is in progress. With beige Westminster carpet, that would be the logical replacement. It is also still available, at a price.

After a great deal of thought, a brown carpet has been selected to match the kelp beige paint work. A quote of \$350 has been selected- the quote of \$750 having been filed in an appropriate place. The problem is the retractor front seat belts. They store in the usual place on the sill behind the front seats. But they protrude a couple of inches and look out of place.

Therefore the anchorage point is going to be shifted to the base of the B pillar before the carpet goes in.

Then a rear displacer let go. This was amazing as I have re worked the hydrolastic to prevent this occurrence. I have fitted 1/2 " spacers to the front units to reduce the pressure, had new hoses fitted to all the displacers and installed the bigger, stronger front displacers at the rear. Then I run a suspension height of 14 3/4 " to over kill.

Currently, I am researching CD stackers, or what ever they are called. it is early days, but i have developed a workable theory. A normal radio can be purchased with a built in single CD player. Normally Cd stackers are mounted in the boot and are controlled by the radio.

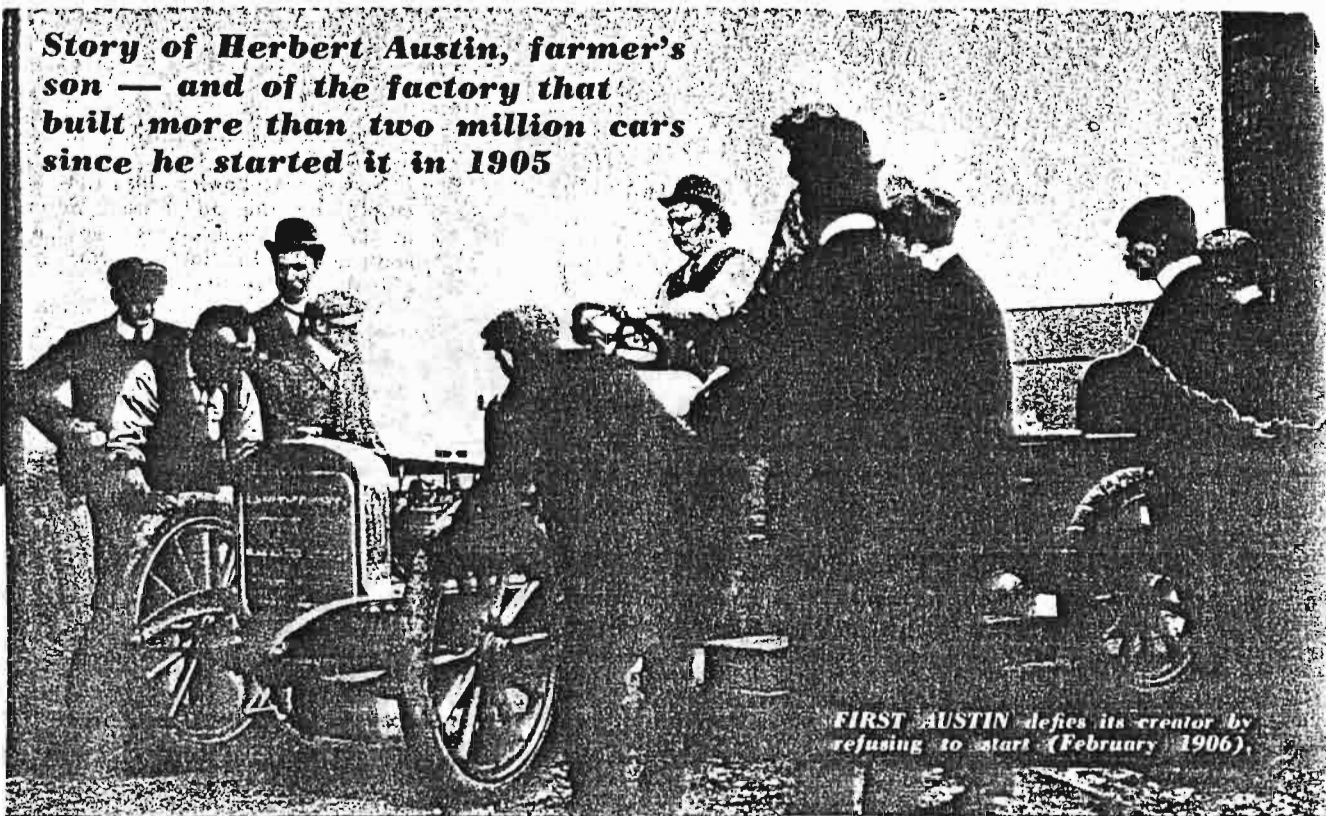
With the 1800, the radio can be installed in the dash board - a la mk 1. Then a **Phillips Mini Stacker** part no. rc o47 can be installed in the radio hole of the mk 11 dash. { it is a simple matter to install the mk 11 dash into the mk 1.

However, I will recover from the carpet first.

Daughter Naomi has also had bothers. She ran over her boyfriend recently [accidentally I think] then hit a tree in a friends driveway. Curiously, her mk 1 is also on its third battery in 12 months !

Son Adam had some dramas with his mk 11. A ball joint unscrewed and fell out, causing the front wheel to depart from the vernicle position. This caused the driveshaft to leave the differential housing. **Ball joints must be checked for tightness every 3,000 miles**

Story of Herbert Austin, farmer's son — and of the factory that built more than two million cars since he started it in 1905



FIRST AUSTIN defies its creator by refusing to start (February 1906).

FIFTY YEARS OF AUSTIN

A STOCKY, side-whiskered man in a bowler hat, perched three feet from the ground in a monstrously long vehicle, took hold of the steering wheel and said to mechanics clustered round him:

"Start her, lads."

Primed and cranked, the engine coughed once or twice, then, with a loud report, belched out a cloud of blue smoke that hid the driver from view—and stopped.

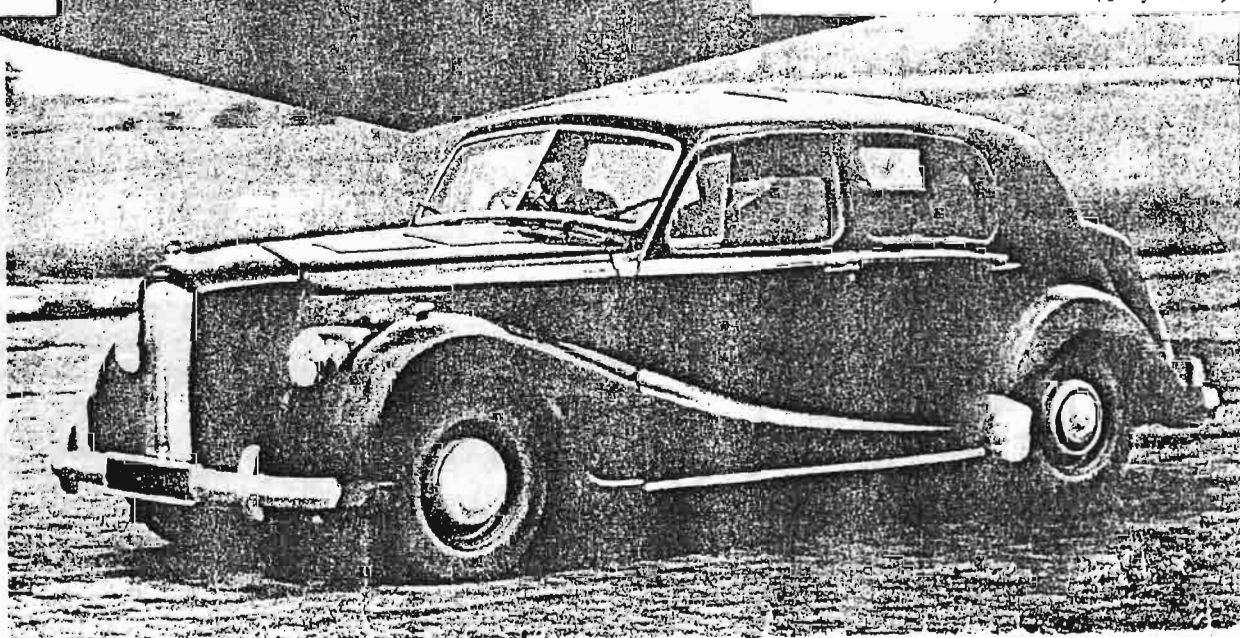
Out of the smoke came the order again:

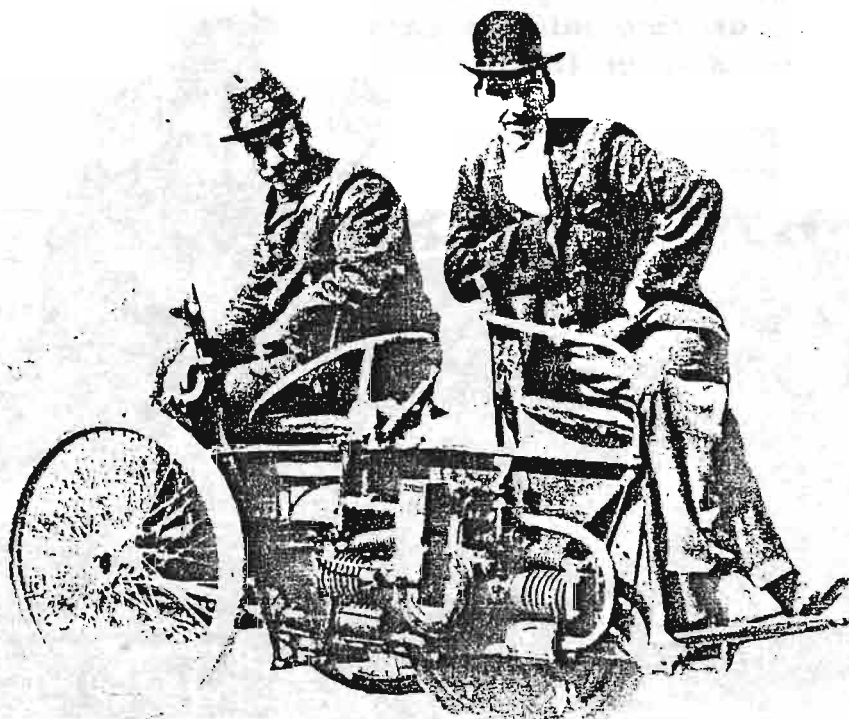
"Start her!"

More priming, more cranking — another explosion, another smoke-screen.

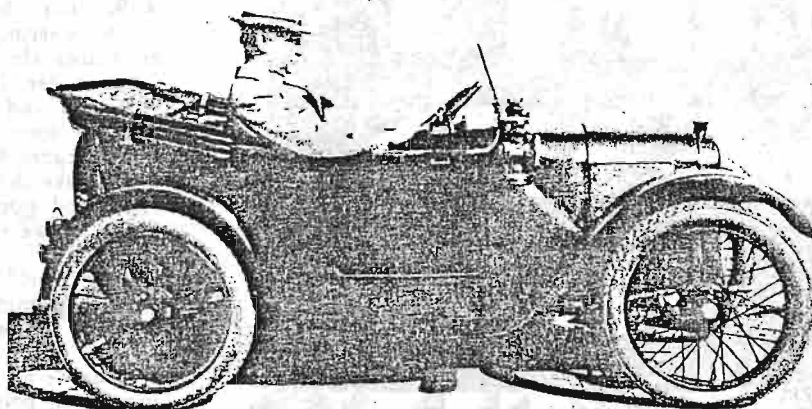
"There's an oil leak here," said a mechanic, pointing to the engine. From the rear of the car came a

LATEST AUSTIN — experimental gas-turbined Sheerline, TUR-1 (July 1955).



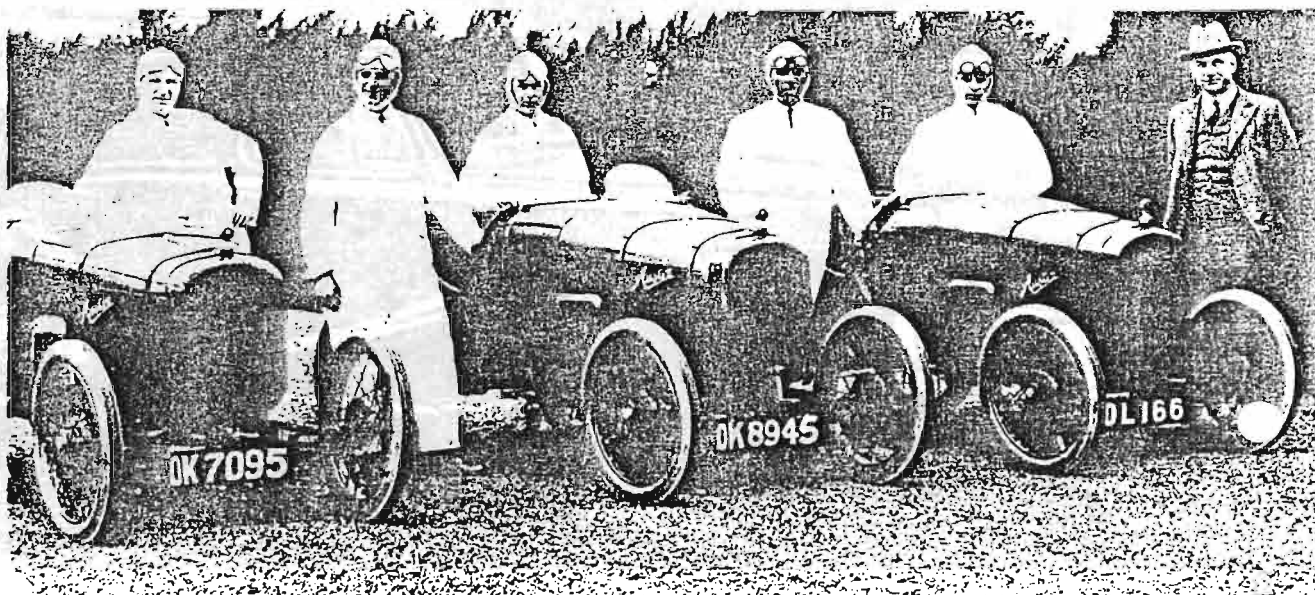


THREE-WHEELER with tiller steering was Austin's first attempt at car-making. He built it in 1895, while working for Wolseley Company.



PROTOTYPE of Austin 7—perhaps the most famous car ever built—which first appeared in 1922. Man at the wheel is now Sir Herbert Austin.

RACING SEVENS were sensation of the 1920's. Brooklands in England, Monza in Italy, Montlhéry in France were scenes of this team's triumphs.



shout: "She's leaking petrol from the tank, too!"

Now it was Bowler Hat's turn to erupt. Pointing an accusing finger at the two coppersmiths who had constructed the fuel system, he roared: "You're fired!"

And, leaping off his seat, he helped the others push the car back into the workshop.

This happened on a cool February morning back in 1906. The man in the bowler was Herbert Austin—the car was the first of millions to bear his name.

For, despite its inglorious first trial, that car proved a huge success. A few days later it was running like clockwork. The coppersmiths were reinstated and the over-zealous character who had drowned the engine in oil to ensure it wouldn't seize up was also forgiven.

Firm Founded in 1905

Herbert Austin — later Sir Herbert and, later still, Lord Austin of Longbridge—had built cars before, but it wasn't till July 1905 that he decided to start a firm of his own.

In its first year the Austin factory at Longbridge, near Birmingham, employed 200 men and produced 120 vehicles.

Today this mammoth concern employs more than 20,000 and produces 120 vehicles every working hour.

To mark the 50th anniversary of its existence, the Austin Motor Company organised jubilee celebrations at the Longbridge plant in July this year. Representatives from all over the world attended, many being flown there in planes chartered by the company. Such apparent extravagance has been the keynote of Austin success.

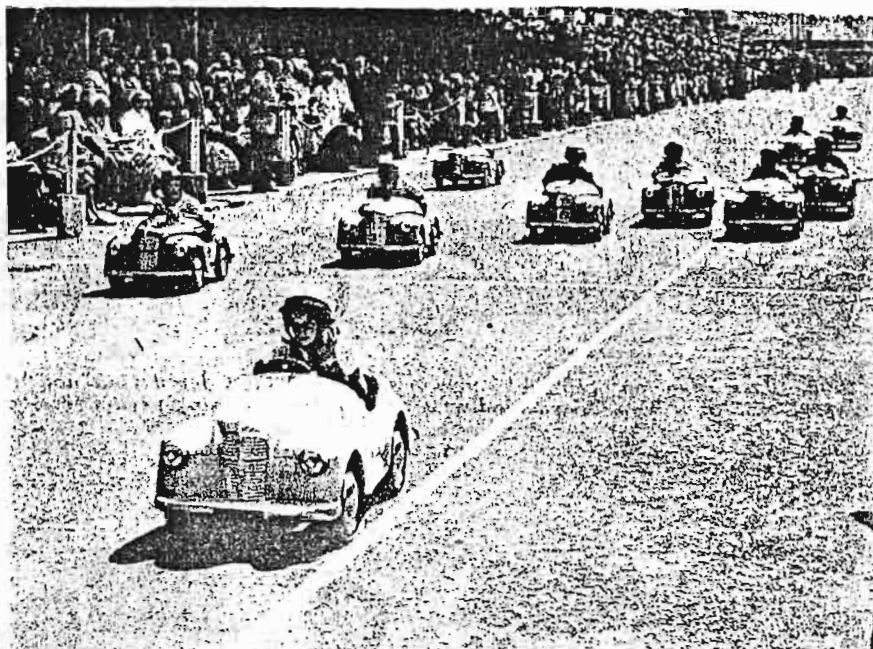
The Austin story is one of men with the courage to spend big, think big, and act big. That's a tradition which began with the company's founder.

A Farmer's Son

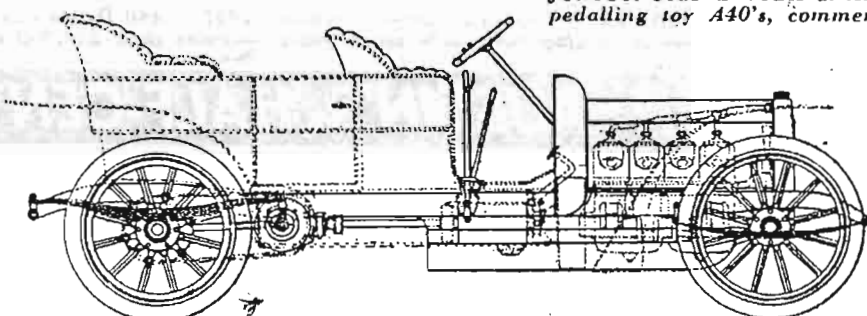
Herbert Austin was born of English farming stock in 1866. At 16 he sailed for Australia, to work in a Melbourne engineering firm managed by his uncle. Eager to learn all he could, he moved around a good deal: six other firms employed him during the 11 years he spent in Australia.

In 1893 he returned to England to run a section of the Wolseley Sheep Shearing Company, which later became the Wolseley Tool and Motor Car Company — mainly through his efforts.

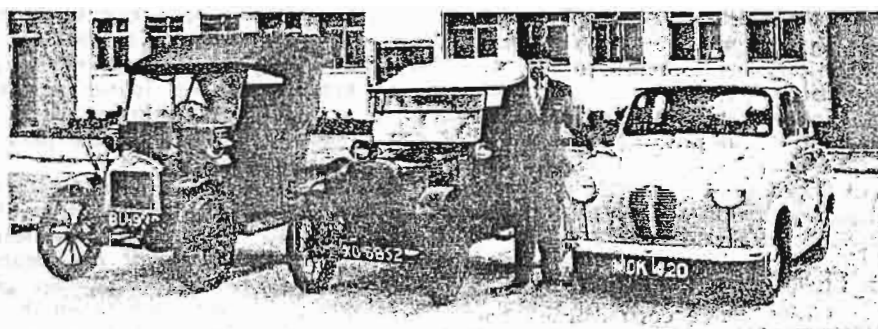
While with Wolseley Austin built his first car, a tiller-steered three-wheeler which appeared in 1895. A second model, built in 1896, was shown at the Crystal Palace, and in



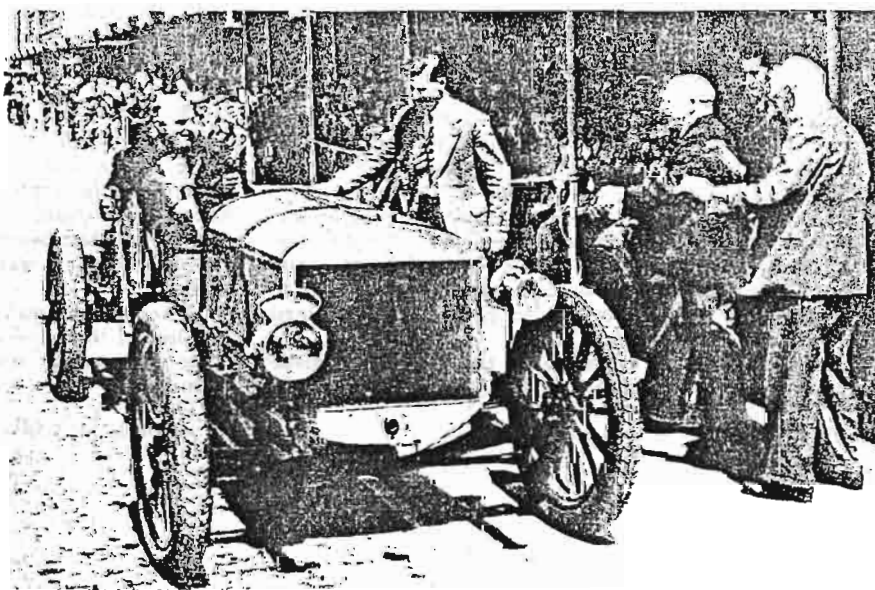
JUNIOR GRAND PRIX at Austin's recent jubilee celebrations, with kids pedalling toy A40's, commemorated firm's numerous racing successes.



DRAWING on which Austin took orders for his first car before building it.



THREE SEVENS pose with 79-year-old Harry Austin, brother of Lord Austin: the single-cylinder of 1909, the famous 7 of 1922, and the current A30. BELOW is Austin's 1908 racer, which can still hit 100 m.p.h.



1900 he produced a four-wheeler with a single-cylinder engine which won the Automobile Club's 1000-mile trial.

It was this success that decided Frederick Wolseley to set up a car factory, with Austin as manager. Wolseley cars soon won international renown—but in 1905, after a dispute with the directors, Austin resigned to start a firm of his own.

He toured the country around Birmingham on a pushbike until he found a suitable site for his factory—Longbridge, seven miles from the city, site of a derelict box-making concern.

Friends said he was foolish to set up business so far from town, but to Austin Longbridge was just what he wanted—a place where he could expand at will.

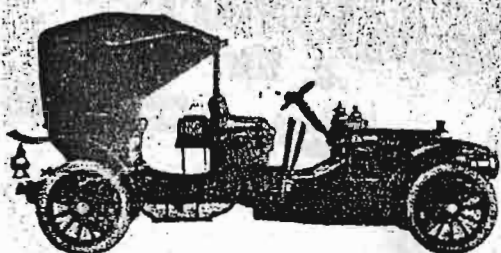
The factory's isolated position had other advantages, not apparent at the time. During World War II, for instance, it was bombed only once, by a lone hit-and-run raider.

Firm's Early Years

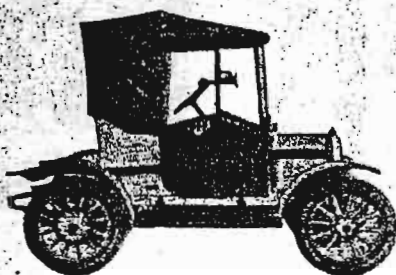
Herbert Austin already had the designs of his car worked out; now that he had found a factory to make it in, all he needed was the money.

This wasn't long in coming. Kayser, of the Kayser, Ellison Company, came through with £20,000; Harvey du Cros Junior, son of the Dunlop Rubber Company financier, and others gave further help, and the Austin Motor Company was born.

At London's Olympia Motor



1908. Park Phaeton (18/24 h.p.) copied rear of a horse-drawn landau.



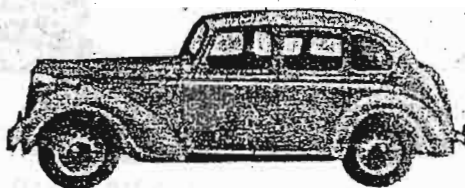
1909. First Seven (but not "the" Seven) had single-cylinder engine.



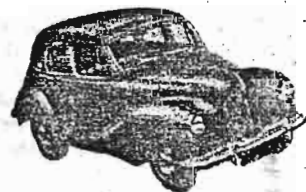
1910. Town Carriage (15 h.p.) was considered the last word in elegance.



1936. Cambridge Ten featured a boot, started a new trend in car body style.



1946. The Millionth Austin—a Sixteen. Second million took only seven years.



1947. A40 Devon was a huge success—more than 250,000 were produced.

MILESTONES IN AUSTIN'S HALF-CENTURY

Show in November 1905, Austin and his draughtsmen displayed their blueprints and sought orders from prospective car buyers. They got them, too.

On paper the first Austin was described as a 25-30 h.p. high-class touring model with 4½-inch bore and 5-inch stroke, magneto and coil ignition, four-speed gearbox and chain drive. Price was quoted at £650, and the cars were promised by March 1906.

With this delivery date in mind, no wonder Austin was upset when the first car from his new factory refused to start that day late in February.

But, once the minor teething troubles were eliminated, Herbert Austin and his cars were well and truly on the way.

Things moved quickly then. More orders arrived, more workmen were hired, the plant was extended and the range of cars increased to include phaetons, limousines and landaulets as well as the "touring models."

In 1908 three 100 h.p. models designed for racing were entered in the French Grand Prix, and two of them finished to take 15th and 16th places.

By 1910 there were 1000 workers at Longbridge, producing a range including 7 h.p. single-cylinder, 10, 15-24, 40, and 50 h.p. cars, and a 15cwt. van.

Sales and spare-parts organisations were established in South Africa,

New Zealand and Australia, and production rose to 1000 a year.

Two special Austin V-12 engines of 380 h.p. each were built for the "Maple Leaf IV," a launch which won the British International Trophy in 1912 and 1913, with a maximum speed of 50.78 knots.

Austin trucks, coaches and vans began to appear on the roads, and the company continued to increase its plant and staff.

In February 1914 the company changed from private to public ownership, increasing the capital to £250,000, and Herbert Austin said he hoped this would raise sales to £550,000 a year.

The Kaiser Intervenes

World War I upset Austin's prediction. In a matter of weeks the firm's production switched to war goods. More than eight million shells, 650 guns, 2000 aeroplanes, 2500 aero engines, 2000 trucks, and a host of other items were made at Longbridge.

The sudden changeover brought big changes to the Austin plant. Special laboratories were established, staff facilities improved, production methods speeded up.

A youth-training programme, which later developed into the Austin Apprenticeship Scheme, was established during the war years to ensure a supply of well-trained workers.

Through all this stress and bustle Herbert Austin remained at the

reins, controlling personally all aspects of his organisation. He was rewarded in 1917 with a K.B.E.

After the war a grim struggle began. There was tremendous production potential, but no longer the market, and many lesser companies failed during those tense years.

Austin consolidated his organisation to produce only one model—a 20 h.p. four-cylinder car with four-speed gearbox, selling at only £495. Its 1914 counterpart had sold for £700!

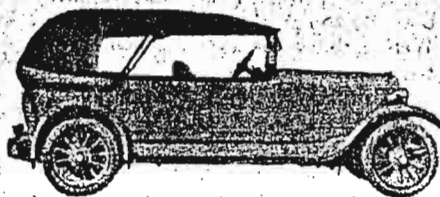
Immediately after the war Austin also offered a range of aeroplanes—the Greyhound two-seater fighter, the Austin-Ball single-seater, a biplane with folding wings (£500), and a light plane called the Wippet. But there was little demand for aeroplanes at that time.

During the post-war recession the Austin plant was remodelled and equipped with new machinery. By 1921 the reorganisation was complete, and the market was in a healthier state.

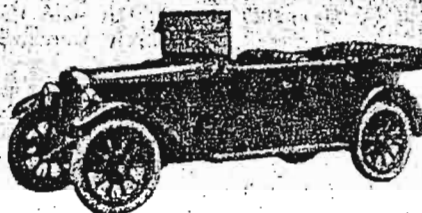
The Famous Seven

Then, in 1922, came the car that made Austin famous—one of the most successful ventures in motoring history, the Austin 7. A record 350,000 of these were produced before the 7 gave way to the 8, in 1938.

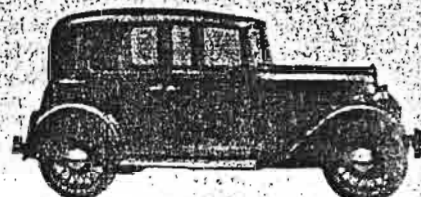
This was the real answer to the problem of the day—how to increase trade by raising the number of motorists.



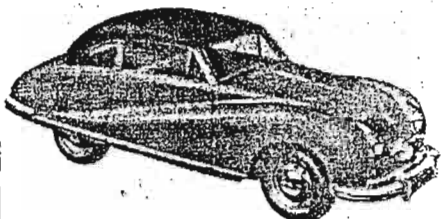
1919. Post-war "one model only" car was a 20 h.p. tourer with hood tray.



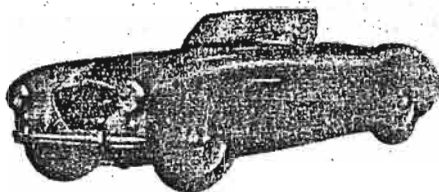
1924. Tourers were favored in the "twenties"—the 12 h.p. sold well.



1932. The Ten-Four was one of the most popular cars ever manufactured.



1948. Dollars poured in for the fast, spectacular A90 Atlantic convertible.



1953. Austin-Healey 100 smashed speed records, appealed to youth.



1954. Biggest seller in Austin's latest range—the A50 Cambridge.

OF PROGRESS

The 7 was shown at Olympia in 1922, priced £225. It had a 2½ in. bore x 3 in. stroke four-cylinder engine which developed 10 h.p. at 2400 r.p.m. It weighed only 9cwt. and was only 8ft. 9 in. long, but still accommodated four.

Again it was Herbert Austin who drove the first car. But this time there was no commotion. The engine started easily and away he went.

Thousands of 7's were sold, and many were used for racing. In 1923 Col. A. C. R. Waite won at Brooklands in a 7 at an average of 59.03 m.p.h. The 7 won again at Monza at 57 m.p.h., and later came second at Brooklands after lapping at 70.

Sir Herbert knew he had a good thing, and he stuck to it. He was always ready to make an improvement, but would not tolerate changing a model just for the sake of changing.

So the 7 continued, substantially unchanged. Sales in 1925 were worth nearly £4,000,000.

Late in 1927 a six-cylinder, 16-h.p. car brought the Austin range up to 24 distinct models, and in 1929 this rose to 28. By then prices were down, the 7 selling for £130.

By 1930 production was 1000 a week, and Austins were being made under licence in America, Germany and France.

Sporting successes continued, culminating in 1931 with the remarkable 100.67 m.p.h. at Montlhéry, France, clocked by Leon Cushman's Special 7.



AMERICA called on Austin to produce the jaunty Nash Metropolitan. Though built in England, with A40 engine, it is sold only in U.S.A.

Prosperous 'Thirties

Two other well-known models appeared in 1931-32, the 12-6 and the Ten. Depression days were over and sales graphs were rising steadily. Even during the worst of the slump the moderately priced Austins had sold reasonably well (unlike many rival makes). Now they sold faster than ever.

In 1936 Sir Herbert was raised to the peerage and took the title of Lord Austin of Longbridge. He was honored for his services to British industry and export trade, and also for his philanthropic activities. He made big grants to hospitals and charities in his lifetime, and donated £250,000 to the Cavendish Laboratory at Cambridge, where Lord Rutherford carried out his research into the structure of the atom.

The middle 'thirties were particularly good years for Austin. The 100-acre factory hummed with activity, the order books were full, and

the company was making money hand over fist.

The Big Seven was introduced in 1937, together with the Cambridge 10 h.p., the Ascot 12, and the Goodwood 14-6 models. The luxury 18 and 20 h.p. saloons were in wide demand, and more than £500,000 was spent on plant expansion.

On the racetracks the latest version of the 7, with a twin overhead camshaft 750 c.c. engine developing 116 b.h.p., was sweeping all before it.

Austin's present chairman and managing director, Leonard P. Lord, joined the firm as works director in March 1938, after an already successful career as managing director of Morris, Wolseley, and M.G.

About this time a Government-sponsored aircraft factory operated by Lord Austin was producing Fairey Battles, which were delivered from an airstrip built at Longbridge.

(Continued on page 68)

FIFTY YEARS OF AUSTIN

Austin also re-entered the two and five ton commercial vehicle field, and was building economical, dependable transport vehicles which were to prove a great success a few years later.

Hitler's War

When World War II came in 1939 Longbridge was well prepared. There were immense underground shelters for 15,000 persons, and production technique was such that the factory was easily and quickly turned to war output.

Huge quantities of materials were made at Longbridge. The production of 100,000 bogey suspension and driving gear units for Churchill tanks was considered a mere sideline.

Lancaster bombers, Hurricane fighters, aircraft engines and fuselages, trucks, ambulances, tenders, ammunition, and scores of other items were made by the 32,000 workers employed by Austin during the war.

Lord Austin was not to see the end of the war. He died on May 23, 1941, after a short illness.

(Continued from page 39)

L. L. Payton then became chairman and managing director of the firm, but retired after four years, when Leonard Lord took over.

Post-war Models

First post-war Austin was the Ten, which was much the same as its pre-war counterpart, except for some chassis refinements. Demand was widespread, materials short (no spare tyre), and the customers could have any color they chose, provided it was black.

The Eight followed the Ten; then came the 12 and 16, perhaps the most popular of the immediate post-war vehicles.

Under Leonard Lord the factory assumed a new technique, machinery being modernised and so positioned that "flow" production, with workers moving very little, was achieved.

In June 1945 the millionth Austin—a Sixteen—was produced, and signed by the chairman and the workmen who had put it together. Statistically, it had taken eight men a week to build. In 1926 it took 16 men a week to build one car, and in 1910 it took 104 men to do the work. Total output by 1920 was 15,000, and by 1933 it was 333,000.

In 1946 three Austin 16's aroused world interest with a "Seven Capitals in Seven Days" run from Norway to Switzerland, arriving at Geneva for the Swiss Motor Show, where the Princess and Sheerline saloons were introduced.

Drive for Dollars

Soon afterwards began another bold Austin move: an attack on the difficult American market.

After a visit to the U.S.A. Lord returned to England to supervise production of his favorite, the Austin A10. Two of these were taken to America and driven through the country; dealers and spare-parts services were set up, and the assault on the U.S.A. market began. Its success surprised everyone, including the Americans.

In 1948 the firm's total production was 85,400 Austin vehicles, of which 54,654 went overseas, many to America. Export earnings were over £30,000,000.

With the introduction of the A7 and A90 in 1948, export sales soared higher still.

The A90 made a great name for Austin in the U.S.A., where it even

SAVE COSTLY REBORES OR NEW RINGS

- ★ Inject through plug holes
- ★ Fills pits and scores
- ★ Increases compression from 15 to 30 lbs. per cylinder
- ★ Guaranteed harmless
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- ★ Ends piston slap, eliminates oil waste
- ★ Proved and tested by over 250,000 users since 1934
- ★ Price: 1-cyl. Kit, 10 6; 4-cyl. Kit, 40 -; 6-cyl. Kit, 60 -; 8-cyl. Kit, 80 -.

SUPER NU-METAL No. 2

- ★ Just add to crankcase for bearings and gudgeons
- ★ Also use for noisy gearboxes and diffs.
- ★ Prices for motor cycles, 29 6; under 10 h.p. cars, 39 6; over 10 h.p. cars, 49 6.

Each outfit contains complete and simple instructions. Mail orders please add 2/- packing and postage.

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Call, write, or phone.
Sorry, no C.O.D.'s.

BRISTOL BATTERY TONIC



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Re-Nu Plastic Leather Rubber

Over 1000 uses! Repairs cracks in tyres, leaking windcreens, roofs, built-up and leather, etc. The only product on the market which can successfully restore Sandshoes, Gum Boots, Galoshes, etc., equal to new. Price 6 11. Post 8 6. Send for illustrated list of these products. Or other form for mail order.

- ★ Gives new batteries double life.
- ★ Gives old batteries new life.
- ★ Proved and tested 100 per cent. efficient by a leading Sydney firm of analysts.
- ★ Taxi and fleet owners have proved the value of Bristol Battery Tonic. Treat-

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Phone MA7250. (Open Saturday Morning.)

FILL IN ORDER FORM NOW

Please send the following goods by return mail

State Make and Model

I enclose P.N. M.O. CHEQUE for or send me illustrated list of goods. (Cheques not applicable.)

NAME (Block Letters)

ADDRESS (Block Letters)
SORRY—NO C.O.D.'s—Please add packing and postage together with Cheque Exchange where necessary.

M.M. 55.

aged 70.54 m.p.h. for seven days and nights at Indianapolis in 1949, setting 63 stock-car records and collecting 27 U.S.A. records.

The A40, however, was the big seller. By November 1950 more than 250,000 had been made, earning 70,000,000 dollars for Britain.

In 1951 152,079 vehicles were made, 114,609 for export. But even this wasn't considered enough.

Deputy Chairman G. W. Harriman supervised the introduction of electronically controlled automatic machinery which did the work of several men in less time. With its four tracks, it had a production potential of one vehicle every 45 seconds.

It was in 1951 that the popular A30 was added to the Austin range.

The 1952 London Motor Show featured a sleek sports car built by the Healey Motor Company, with an A90 engine and other A90 parts. Leonard Lord quickly made an arrangement there and then to produce the cars at Longbridge under the name of the Austin-Healey 100.

This car had, and still has, a wide appeal and outstanding performance. One souped-up version hit 192.6 m.p.h. at Bonneville, Utah, in 1954.

This, of course, helped boost Austin-Healey sales in the U.S.A.

By 1952 the company was in a great position. Since the war it had earned more than £150,000,000 in foreign currency. The factory covered 250 acres and employed 19,000 workers.

Austin-Nuffield Merger

Late in 1951 a forthcoming merger with the Nuffield organisation had been announced, and in July 1952 it became a reality, the new firm being called the British Motor Corporation.

However, both the Nuffield and Austin Companies retained their identities.

At Longbridge, as at Cowley, Coventry, and Birmingham, factory re-organisation began anew; the electronic "automation" was further streamlined to the point where only a few operators were required, to place rough castings on one end of a belt and remove finished parts from the other end.

On November 26, 1953, Austin produced their 2,000,000th car. At about the same time plans were completed to build, in co-operation with Fisher and Ludlow Ltd., of Birmingham (later a B.M.C. plant), a light car for the Nash Company of America.

This Nash Metropolitan has an A40 engine and many other Austin components. First marketed in March last year, it is sold only in the U.S.A.

Leonard Lord became Sir Leonard when he (like Herbert Austin before him) was created a Knight of the British Empire in the 1954 New Year's Honors List.

Today the Austin car range comprises the A30, A40/50, A90, Austin-Healey 100, and the A135 Princess (plus the hybrid Nash Metropolitan). Commercial vehicles include light vans and trucks from 5 to 30 cwt. and 2/3, 5, and 7 ton trucks.

Latest Austin car, the A90 Westminster, has only recently become available in Australia. (There is a road test of it in this issue.)

In addition to these models, Austin have been experimenting secretly with a gas turbine car. Only the highest officials of the firm knew of this project — until the car was demonstrated to the public as a surprise feature of Austin's jubilee celebrations on July 9.

This, too, was in keeping with the firm's tradition: you can always depend on Austin to have something hot up their sleeve.



AUSTIN - MORRIS TRIUMPH SPARES & REPAIRS

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New Zealand



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REDFERN, 2016 NSW
AUSTRALIA
PH: +61 2 96900360
FAX: +61 2 96900245

18 June 2000

The Secretary
Austin 1800/X6 Club
22 Davidson Street, Mitcham. Vic 3132

Dear Sir/Madam

I am writing to you as the distributor for Speedwrench. I wish to make an offer to members of your car club to purchase this unique tool directly from me at Redwing Promotions.

The Speedwrench has recently been featured in the new products section, of a number of national publications, namely Australian Restored Cars and Unique Cars.

It is also soon to be featured in Popular Mechanics (USA), Practical Classics (UK), Street Machine (AUS), Automotive Engineer (AUS) and Australian Automotive Aftermarket.

I have included for your information a fact sheet documenting the many features, which now include the 1/4 and 1/2 inch drives, as well as the standard 3/8 inch drive.

The offer is for a period of two months. It includes a bonus Speedwrench donated to the club (for disposal as you think fit), for every ten units purchased.

A lifetime warranty is offered with the purchase of the Speedwrench.

The price for the Speedwrench is \$120; this includes all postage, handling costs and GST after July 1.

I recently had the Speedwrench on display in Melbourne at the Australian Automotive Aftermarket show in May. All car enthusiasts and mechanics who saw the tool were most impressed with its many capabilities and I'm sure you will be too.

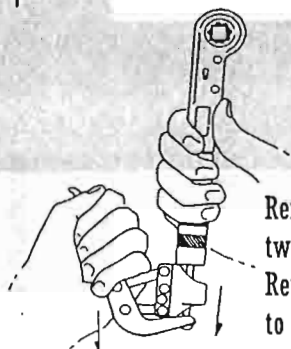
Yours Sincerely

Don Sutherland

The *SPEED WRENCH* Features Include:

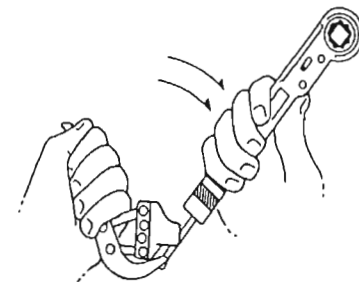
- Quick and easy access in cramped or confined spaces.
- Superfast method for removal of nuts, bolts and screws.
- Incremental one handed pre-positioning or freewheel.
- Extension handle allows greater access and leverage.
- Stainless Steel construction.
- Reduces job fatigue
- One squeeze of the handle rotates 180 degrees (half a turn).
- Reversible ratchet systems.
- Will accept $\frac{1}{4}$ step down, or $\frac{1}{2}$ step up screwdriver adapter.
- Tested to 120 ft lbs (160 Nm)
- Lifetime guarantee.

1

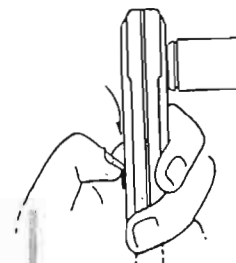


Remove lever action in two steps as indicated. Reverse the procedure to refit the lever.

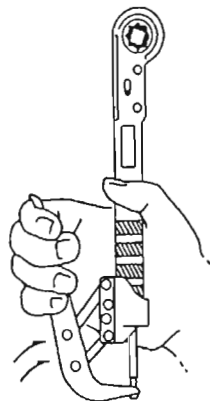
2



Depress as indicated to activate neutral action.



Squeeze handle to rotate socket.



Using the *SPEED WRENCH*

Dismantling

Step 1: Using the *SPEED WRENCH*, first break the nut or bolt loose.

Step 2: Utilizing the *SPEED WRENCH* handle squeeze the lever action. This will rotate the socket 180 degrees with each squeeze.

Re-assembly.

Step 1: Reverse ratchet direction, by placing socket on reverse side of drive.

Step 2: Place nut or bolt into socket to commence re-assembly. Squeeze handle to reverse dismantling process.

Price: AUD\$ 120.00 incl p & h

Phone: +61 2 96900360

Fax: +61 2 96900245

Email: redwing2000@one.net.au

http://www.speed-wrench.com

For sale

3 x grey Mk 11 1800s 1 running, 2 spares \$400 the lot Peter Gabriel Shepparton Vic
0412 768874

1972 kimberley auto cream no rust VGC suspension problem registered \$3,500 Bill
Shaw [Narrabeen] 02 9913 7623

1967 Mk 1 1800 2 nd owner some rust 130,000m regisdered Ian Craft [Windsor] 02 4
4138

1800 mk 11 55,000m reg & RWC as new Andrew in Melbourne 0418 531 621 \$3,000

1800 ute man, reg, no rwc , 78,000m, cream, heater, 4 good tyres, John in Box Hill, vic. 9808
3553 \$4000

Morris 1100 no rwc, no reg, \$700, man, 112,000m Colin in Hawthorn Vic 9842 6190.

1970 Tasman man 9729 3066 vic. Adrian Anderson.

1970 1800 Mk 11 Blue 60,000m, auto, no reg no rwc, paint ok, \$700, Ben Mitchell. 9354
2450.

1800 Mk 1 auto 109,000m , E.C, Fawn, Rutherglen Vic, Former member Meg Ellingworth (02)
60 328 303 Offers.

1969 1800 Mk11 one owner, reg, deceased estate, \$2500 ono Phone 02 6654 5275. A.H.
Tony Seccombe. Lowanna N.S.W

1800 Mk1 1965 good cond. 2 owners, offers Kathy 3392 3010 Qld.

Freebie

1800 garaged 12 mths not running . Ross Pittman (02) 4388 4763. The Entrance

Mk 11 1800 deceased estate body GC. light green/ beige .unreg Glen Waverley Vic.
[03] 9511 5550 or 0416 15 3333

Club Fees of \$30 became due 30/6. Please remit to The Landcrab Club 22 Davison Street,
Mitcham 3132 Vic

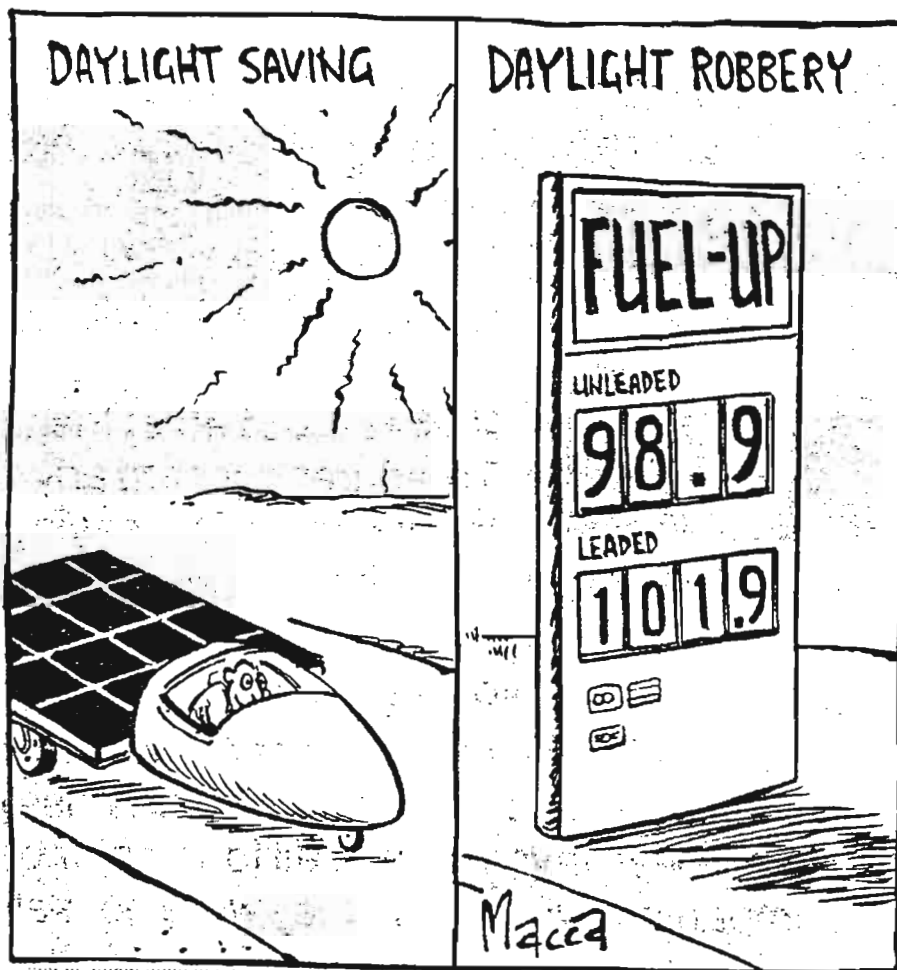


LANDCRAB

CLUB OF AUSTRALASIA INC.



Welcome to issue 94 for October and November, 2000





Austins Over Australia 2001

Queanbeyan

Thursday 12th April to Monday 16th April 2001



Web Site:

<http://homepages.tig.com.au/~bayo/aoa.html>

OR Email contact:

hoggallanjudy@bigpond.com

Newsletter No.3 August 2000

2001 - An Austin Odyssey
2001 - Centenary of Federation of Australia
International Year of the Volunteer
UN Year of Dialogue among Civilisations
Chinese Year of the Snake

All correspondence to:
The Secretary PO Box 50
SYLVANIA SOUTHGATE
NSW 2224
Phone/fax: 02 9522.8184

Greetings and Salutations to Entrants and Potential Entrants,

This newsletter includes an official entrant form, details of activities and the costs involved for the 6th AUSTINS OVER AUSTRALIA event in Queanbeyan NSW, Easter 2001.

The introduction of the GST has caused the organising committee some difficulties and time delays which we hope has not caused you too many problems.

- 1 ENTRANT FEE: This is \$56.00 per vehicle.
If you paid the \$50.00 deposit as previously requested, we thank you and enclose your receipt. Please include \$56.00 or \$6.00 balance in your cheque/money order together with your other event payments. See attached form. All cheques/money orders made payable to "AMVC AOA 2001".
- 2 ACCOMMODATION: Is your accommodation organised?
- 3 EVENT RUNS:
The runs each day will be relatively short, leaving time for sightseeing and socialising, mostly starting and finishing at the Queanbeyan Bicentennial Function Centre (Event Headquarters).
- 4 YOUR EVENT PACK:
An Event Pack will be issued to you at Registration and will include a Car Badge, a Souvenir Book and Tickets for any meals that you have ordered. See attached form.
- 5 SOUVENIR BOOK:
We need your input for inclusion in the Souvenir Book.
Please provide a photo of your entry vehicle, preferably with you alongside and your name on the back, together with information about your vehicle. See Checklist attached.

ALL YOU HAVE TO DO NOW IS:

- * Fill in the attached forms and return them, to above address, with cheque/money order and photo enclosed by FRIDAY 15TH DECEMBER 2000.
- * Wait for your next Newsletter, due early 2001, with receipts and Registration details.

We look forward to receiving your entry and seeing you in Queanbeyan, New South Wales at Easter 2001.

Yours in Austineering,

Allan Hogg - Secretary Phone/fax: (02)9522.8184
on behalf of the Austins Over Australia 2001 Committee

AOA 2001 Committee : Ken Gardiner - Rally Director
Warren Hopgood - Assistant Rally Director
Allan Hogg - Secretary

Austins Over Australia 2001
Queanbeyan - Thursday 12th April to Monday 16th April 2001

OFFICIAL ENTRANT FORM

CHECKLIST:

1. Fill in your details below.
2. Have you included - your cheque/money order made payable to "AMVC AOA 2001"?
 - your Fees List with details filled in?
 - a photo of your entry vehicle with your name printed on the back.
 - written information about your vehicle *ie: historical, restoration, pet name, feelings, years of ownership, excuses or whatever you want to tell us.*
3. Have you signed the Declaration below?
4. Please return all of the above to:

The Secretary AOA 2001
PO Box 50
SYLVANIA SOUTHGATE
NSW 2224

BY FRIDAY 15TH DECEMBER 2000

Name of attendees: (PLEASE PRINT)

Driver Name:

Address:

.....

phone: mobile: fax: email:

Partners Name: (if applicable).....

Other Passenger/s Name: (if applicable)

.....

Children Names. age: (ages as at April 2001)
(if applicable)

..... age:

..... age:

Name of Car Club you belong to: (if applicable)

ENTRY TOTAL: Number of Adults attending with your entry:

Number of Children attending with your entry:

DECLARATION

I hereby declare that the vehicle which I will be driving in this event is on full state registration/permit to move and has appropriate insurance.

I agree that the Austin Motor Vehicle Club NSW Inc and the associated organisations involved with this event will be in no way responsible for loss or damage to my vehicle, parts or accessories or personal effects.

I, and my passengers, waive their right of action at law against the Austin Motor Vehicle Club NSW Inc, the organising committee and/or the associated organisations.

Driver Name: (PLEASE PRINT).....

signed: Date:

Owners Name: (if different to driver).....

signed: Date:

Austins Over Australia 2001

Queanbeyan - Thursday 12th April to Monday 16th April 2001

TO BE KEPT FOR YOUR RECORDS

EVENT FORMAT

Thursday	12th April	5pm to 9pm	REGISTRATIONS at Bicentennial Function Centre
		from 5.30pm	Bistro and Bar at Bicentennial Function Centre
Friday	13th April	from 8am	REGISTRATIONS at Bicentennial Function Centre
		10.30am	Sightseeing trip - Canberra/Federal Square, provide your own lunch, return to Queanbeyan
		5pm	Welcoming Cocktail Party Function
		from 6.30pm	Bistro and Bar at Bicentennial Function Centre
Saturday	14th April	10am	Run to Bungendore, display vehicles by model, lunch, return to Queanbeyan
		from 5pm	Bistro and Bar at Bicentennial Function Centre
Sunday	15th April	10am	Run to park at Queanbeyan, lunch, display vehicles by Club.
		7pm	Farewell Formal Dinner at Bicentennial Function Centre
Monday	16th April	10am	Run to Cotter River Dam, lunch and scenic return to Queanbeyan
			<u>Please note:</u> there are no other facilities to buy food at Cotter Dam
		from 5pm	Bistro and Bar at Bicentennial Function Centre

Bistro and Bar facilities will be available at the Bicentennial Function Centre on Thursday, Friday, Saturday and Monday nights at your cost, club type prices, children also catered for.

CATERING:	Total required
Friday Welcoming	
Cocktail Party Function	
Saturday Lunch	
Sunday Lunch	
Sunday Farewell Dinner.....	
Monday Lunch	

REGALIA:	Quantity /sizes
Embroidered Badges	
Polo Shirts.....	
Jackets	
Mugs	
Umbrellas	
Teaspoons	
Mouse Mats	
Stubby Holders	

Entrant Fee \$

Catering: \$

Regalia: \$

TOTAL: \$

Austin's Over Australia 2001

Queanbeyan - Thursday 12th April to Monday 16th April 2001

FEES LIST:

No.1 EVENT ENTRANT FEE:		\$56.00			
		OR			
if previously requested \$50.00 deposit paid		\$6.00			
No.1 TOTAL \$					
No.2	Price per head	Total required	Total		
FRIDAY: Welcoming Cocktail Party Function	\$10.00		\$		
SATURDAY: Lunch	\$10.00		\$		
SUNDAY: Lunch	\$7.50		\$		
SUNDAY: Farewell Formal Dinner	\$35.00 adults		\$		
	\$12.50 (5-12 yrs)		\$		
	\$5.00 (0-4 yrs)		\$		
MONDAY: Lunch	\$13.00		\$		
No.2 TOTAL \$					
No.3	Price per each	Quantity required	Sizes required (where applicable)	Total	
EMBROIDERED BADGE	\$6.00			\$	
POLO SHIRTS - sizes S to XXXL (with pocket and logo)	\$21.00			\$	
JACKET - sizes S to XXXL (fleecey zip front, 2 side pockets & logo)	\$29.50			\$	
MUGS (insulated type with logo)	\$3.50			\$	
UMBRELLAS (golf type size, wind resistant, Austin logo)	\$25.00			\$	
TEASPOONS (with logo)	\$8.00			\$	
MOUSE MATS (with logo)	\$7.00			\$	
STUBBY HOLDERS (with logo)	\$6.00			\$	
No.3 TOTAL \$					
FINAL TOTAL of 1, 2 and 3 \$					

NEW MEMBERS

Malcolm Chaplin 13 Watson Street [02]6943 2562 Mk 1 Ute
Wallendbeen NSW 2588

" The vehicle is complete with original tools, drivers handbook and original Leyland key. The paint, upholstery and rubber floor mat are all in original first class condition. The vehicle is totally free from rust and dents.

John Dalzotto 77 Mitchell Pde [03] 9354 6874 Mk 11
Pascoe Vale South Vic 3044

John Van Gronigan 1385 Rockford Road [03] 5427 0388 Mk 11 1800
Hanging Rock 3442 Vic

FROM THE BACK SEAT

PRESIDENT/ TREASURER/ LIBRARIAN KEEPER OF THE SPARES.

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

REGALIA OFFICER

Mike Gilmour 02 4681 8887
Lot 57 Remembrance Drive
Tahmor NSW 2340

DATA REGISTRAR

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4 Yarandin Court, Worongary QLD 4213

PUBLIC OFFICER

David Hopper [07] 46 333 162
8 Evergreen St, Toowoomba QLD 4350

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Daryl Stephens 03 9873 3038
22 Davison Street, 0419 559 646
Mitcham. Vic. 3132

A.M.V.C. Sub Committee

Pat Farrell as above

Geoff Marshall 03 9877 1425
19 Anne Street, Blackburn Vic 3130

SOCIAL CONVENORS

Brisbane; Peter Jones as above
Melbourne; Paul Nichols 47 Moores Road, Monbulk Vic. 3793 03 9752 1489
Sydney; Mike Gilmour as above

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

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

raeme	ANDERSON	3 Buffalo Road	Gladesville	N.S.W	2111	02 9816 3389
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	30/06/01	Kimberely			
	30/06/01	mk 11 1800			
	30/06/01	Wolseley 6x3			
	30/06/01	Mk1 1800	Mk11 1800		
	30/06/01	mk11 Tasman			
	30/06/01	Mk11 1800			
	30/06/01	Mk11 1800			
	30/06/01	Mk11 1800			
	30/06/01	mk 1 1800 restored	Mk 11 under restoration		
	30/06/01	Mk11 Tasman			
	30/06/01	Mk 1 1800			
	30/06/01	Mk 1 Ute			
112 578 014	30/06/01	Mk 11 ute			
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	30/06/01	Mk 11 1800			
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	30/06/01	Mk 1 1800			
3) 9478 3219	30/06/01	Mk 11 1800	Mk 11 1800	Mk 11 1800	Mk 11 1800
	30/06/01	Mk 1 Ute			
	30/06/01	Mk 1 1800 - restored			
rwar@ozemail com.au	30/06/01	Austin 1800 Mk 11	Morris 1800 Mk 11	Wolseley 18/85	
	30/06/01	Mk 11 Man. Kimberley	2 Mk 11 Tasmans	1 mk 1 Kim auto	5 Mk 11 Kims
	30/06/01	2 Mk11 Ute's			
	30/06/01	18/85,	3 Litre Rally Car		
417 380 634	30/06/01	2 Mk11 Kims			
	30/06/01	Mk1 1800			
20/06/00	30/06/01	Mk 11 Ute			
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	30/06/01	Mk 1 Kimberley	A 30	Austin 8	A 95
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aj50@hotmail. com	30/06/01	Mk11			
	30/06/01	Mk1			
	30/06/01	Mk11 1800			
	30/06/01	Mk1 Auto			
	30/06/01	Mk 11 1800			
	30/06/01	Mk11 1800 man	mk11 1800 auto		
	30/06/01	Princess 1800	Mk1 Sedan	Mk11 Sedan	
	30/06/01	Mk11 Kimberley	Mk1 Kimberley		
	30/06/01	Mk 1 1800			
03] 9282 6324	30/06/01	Mk11 1800			
	30/06/01	1800 Ute	A70 Ute		
	30/06/01	Mk11 1800			
	30/06/01	2x Mk11 1800			
	30/06/01	Mk 11 1800	Mk 11 1800	Mk 11 1800	

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Editor / Secretary,
Daryl Stephens
22 Davidson Street, Mitcham
Vic. 3132.

Dear Daryl,

Just a little story which might be of interest to you and other club members. Before I begin, I must tell you how much I enjoy receiving, and reading the club newsletter. Because of all the interesting articles and stories from fellow members, I felt the urge (got off my backside) to contribute some of my time as well. Thanks again to all concerned, and a special thanks to you Daryl, for all your effort.

Here we go again, I thought, as I eased down the on ramp to the highway. How will this combination of carby needle, spring, damper oil, ignition timing, etc., etc., work out. The highway traffic was moving fast tonight, my speedo reads 75 m.p.h., everybody's in a hurry to get home, good! I want a fast run for a few miles at least, then a quick exit up the next off ramp to stop and remove the spark plugs for a colour check. At last the colour's perfect. Now for a high-speed test. Back on the highway again, not much traffic going my way and a clear road ahead. Down goes the right foot slowly, and with an instant response I'm pushed into my seat. Within seconds the speedo tape is at the end of its travel, and still the car lunges forward. I make a quick calculation, even with a speedo error of 10 m.p.h. I must be doing around 105 m.p.h. To get an 1800 there, the b.h.p. would have to be over 105, or probably close to 110. Back off the throttle now and up the next exit ramp for yet another colour check on the plugs. Again the colour is perfect, and the exhaust colour is getting lighter, all signs that the above mods, are working together.

This was just one of my testing runs, a very thrilling one, after months of research and development into fine tuning and modifying, and remodifying almost everything. This started out to be an exercise, to see what could be done to improve the power output, fuel economy and drivability of the 1800, without changing the under bonnet appearance, so club cars could be looked on as standard, but would be able to be driven in today's fast moving aggressive traffic, with the superior sure footedness and ease I remember, while driving several new vehicles during my apprenticeship with "Howard's Motors", a B.M.C. dealership in South Brisbane thirty years ago. Fortunately, in 1974, I was able to purchase my first 1800, a late model 1970 MK11 auto, with you guessed it, a burnt out transmission at 40,000 miles. \$350 changed hands and over that weekend it was pulled down, modified, reassembled and ready for its R.W.C. Monday morning. I was the transmission specialist at U.K.Motors Bowen Hills at the time, and I was making moves to open a full time workshop for B.M.C. transmission repair. This started out in my Father's shed part time in 1971, and finished part time in 1985 in my present shed at home, with two full time garage sights in between.

This latest bout of tuning fever hit Christmas day 1997, when my good wife Gay presented me with yet another boy-toy, a lovely new die grinder, and by Boxing day I was carving up everything I could find. Item 20 happened to be an Austin 1800 manifold. Being an owner of 1800's for a quarter of a century I've thought out many mods for extra power and economy, but until now there's been little time to put those thoughts into practice, and a couple of hours after picking up the manifold the ground beneath my feet was covered with metal, abrasive dust and filings. This is looking good! I thought, better than I ever imagined, there's plenty of metal thickness in all the right places, and in another couple of hours the inlet manifold was finished. Working now on the exhaust, and after making a couple of extension adaptors for the die grinder, on the lathe, I was able to finish inside it as well. Now for the carby spacer plate, and throttle linkage back plate, these having to have lots of work, to bring them to the new manifold shape, which was oval on the manifold side and round on the carby side, to match the carby throttle bore diameter. After several hours of grinder use and many days later, my grinder kit grew with the addition of a couple more burrs (rotary files). With them, I was able to start, on the carby aluminium air cleaner back plate, and work through all the sharp corners inside the carby, except the bridge, (this is a no go area for a road car) then on to the throttle butterfly shaft and butterfly itself.

These carby modifications work on all S.U. carbys and in most cases improves air flow to that of the next size up, (eg. Flow through a ported 1.25" S.U. could equal the flow through a standard 1.5" S.U.) Without losing low down torque which might happen when fitting the larger carby. This is particularly handy when multiple carburettors are used. Next step was to remove the large step in different diameters, which exists at the back of the head, on the inlet port entry, and on the manifold's exit.

This has to be one of the worst on any vehicle I've seen in years, and forms a large power robbing restriction through turbulence at the start of the ports. With the cylinder head in place, and all ports sealed, I cut and smoothed the offending lip, then blended it into the port carefully. Now I know what it's like for the dentist, all done by mirrors. A quick but careful clean up and all is ready for assembly. I am soon turning the ignition key, making mixture adjustments, then turning into the street. Wow! is all I can say as the 1800 Ute sprang into action. An 100,000 mile old engine, and it's pulling much better than new. I can't believe the difference, nor can the son and daughter, who only twelve months earlier were learning to drive in the old worn out Ute. Before too long, James my son was asking the inevitable. When can we do some of these mods to my Austin? To which I gave the usual answer. We'll see.

A couple of weeks lapsed, and my passion had not passed, and I was now finishing off a new twin carby manifold, fashioned from single standard 1800 log manifold sections brazed together then ported out for maximum flow. This was soon on the old Ute. Again a very notable improvement even fitted with standard S.L. needles, but with red springs in the dashpots. It needed considerable research and testing, to find the right needle profile, for this combination, of an unusually large volume manifold, with mods inside the carby, contoured air cleaner backing plates, and air cleaner element changes. All of which gave large volumes of extra air to engine; so much so, that there were flat spots in acceleration, even backfiring into the air cleaners. I was determined not to go, and have this dyno tuned, (they would have only laughed any way) so all old-fashioned tuning methods were used, and with several flips of the coin, and much debate over economy, verses power I opted for power. O.A.6. Needles, red springs and 20 to 30 S.A.E. oil in the dashpots were my final choice. This was a bit rich down low and cruising, but it was excellent on acceleration and high speed.

By this time, James had the old modified single carby manifold, and the most important, removal of that horrible step between the head and manifold removed, which incidentally, in the months to come while porting several cylinder heads, found this original mod, to be very close to being, the correct port angle, for best flow of gasses to the valve bowl area, but that is another long saga as well. Out on the street, the first thing I noticed, was the little throttle that was necessary, for bringing the car off the mark, with the foot just resting on the throttle, we were off. Usually, this acceleration would require, about one third throttle to get the automatic to be this lively. Ok I said to James, are you ready for some fun, and before he could answer we were stationary and ready for a full throttle test. The first two car lengths seemed slightly better than normal, but then the further we went the power hit in marvellously, and on the 1st to 2nd gear-change we were pushed back in our seats, we looked at one another in surprise, I said a little prayer for the second gear band, which could snap under such a savage change.

Coming up in second gear, we noticed a hefty increase in mid range torque, which slightly dropped off just before 2nd to 3rd change. Was this a sign that the carby was leaning out, or had we reached the maximum port velocity of the M.K.I head, or was the standard exhaust the main problem? It turned out to be all three, to different degrees. The torque returned immediately after the gear change. Accelerating in top gear the engine pulled quickly to 90 M.P.H., very impressive! but then that loss in torque. Time to regain sense, and drop back on the speed limit. In the following weeks, the 1800 had an exhaust system change, a 2" straight through system necked down to 1 7/8" the manifold. This was to match the maximum safe outlet size that could be made, from the modified factory exhaust manifold, without breaking the end off, during operation of the vehicle. The factory manifold is excellent for making low, mid and high range torque, after inside flow modifying is done.

If you are looking for drivability then stick with this one. It's not only cheap, easy to remove-replace, reliable, has good heat retention (keeping under bonnet temperatures down), and is good to about 6,000 R.P.M.. If you don't intend driving at higher R.P.M. (most 1800 standard engines will come apart anyway), then this is a good option.

After fitting the new exhaust system, the engine only had just notable increase in power, but sounded great. A quick session on the books was necessary, to find the correct needle, to give the extra fuel that it lacked, and I was off to buy some more. I must say that even before the exhaust was fitted, the fuel usage dropped dramatically, then more so, after the exhaust was fitted, but when the new richer needle was fitted, I thought this economy would be lost, not so, the mileage increased approximately 1/3 overall. We were getting low 20's to start with before mods were done, now we were up in the low 30's, not bad for an auto, but only when driven sanely. Again we had a hefty increase in torque, the biggest so far; so much so, I said another prayer, each time we changed into second gear, while using full throttle. The car would literally leap, as if being shot out of a huge slingshot; the engine must have been delivering full torque in second gear at that speed. The way this vehicle now handled hilly highway running was superb, with no loss of speed, and so little accelerator the right foot ached, trying to hold my foot off, to keep to the speed limit. The needle used was a R.H. but a S.M. could be used with minimal loss of power, (mid range to flat out mainly) a standard yellow dashpot spring, and 20 to 30 S.A.E. oil for power, and a mixture of 15/20 oil for economy.

It has to be said that with any mods done to the breathing of an engine, no matter how small, will interfere with carburettor needle calibration, which in turn robs power from your modification. This must be considered wisely, or engine damage could result from incorrect mixture, and these above needles were close to my needs, for the mods I have done, they therefore should only be used as a guide.

Meanwhile I was working on modifying the cylinder head. Armed with as much information I could gather about Siamese ported heads I proceeded. After about three months of part time work (mostly deliberation) I was happy to have the head flow tested. I wanted to see if my combination of mods actually worked. The tester and I were both shocked with the result, when we looked at comparative work results. This head was flowing on an average 20% more than standard, 6% gain over a comparative head and a slight gain over a large inlet valved sprint/hillclimb-modified head. This cylinder head still has not been trialed, I haven't the donor engine worked out yet, but I can only guess it will have to be large bore with plenty of valve lift to take advantage of the extra flow.

With templates from this head I proceeded to make a copy, (with less dramatic exhaust ports) which was soon ready for trial. James was very eager to have this one on his 1800. After removing his head and modifying the top of the bores for the MK11 exhaust valves, (this was a MK1 block without valve pockets carved into the top of the bores) I cleaned up then proceeded to remove the camshaft; no joy. This camshaft would not come out with all the usual parts removed; petrol pump and drive, cam followers, distributor and driveshaft etc. The oil pump drive shaft was stopping the camshaft removal. This MK1 auto block hadn't been machined on the block web opposite the oil pump drive gear like MK11 blocks, to allow sideways movement of the cam, so removal was impossible with the engine on the transmission and in the car. I decided the task would be too time consuming for my commitments, to continue at that time. Instead I opted for reassembly, during which I very quickly ported James's original head, reshaped the back of the valve heads, and lapped in the valves.

Out on the road again. Wow! was all we could say; again a large improvement, but it was not enough to make up for the disappointment James and I felt not being able to trial the new cam and cylinder head. In the weeks following, this disappointment turned to lack of interest to the extent James sold the vehicle. He now owns a B.M.W.323i. I purchased the car; incidentally, this was the third time I've owned this vehicle. Bought in approximately 1978 as a wreck with a burnt out transmission for \$50 I repaired then sold it. The new young owner over revved the old engine and threw a connecting rod through the transmission destroying the block on the way. Repurchased as a wreck for \$50 again, (they were cheap in those days) I repaired then sold it to my best mates Mother, who after driving it for 17 years, and loved it, graciously gave the car to James to repair and use. He was delighted, and within a couple of months it was re-registered.

A lot of hard work went into the vehicle to bring it back to a drivable state, because it was standing for a couple of years. I couldn't bear to loose this, and my 1800 Ute was now to far gone for repair, so I purchased it again. After a few months I was able to take time to fit the new head and camshaft. Along with these went an overhauled manual gearbox. This was trialed firstly with the single carby. because this was the last mod I could do before altering the under bonnet appearance of the car, and this was my original plan. This combination worked marvellously with a huge increase in torque and revabiliy. It was now very rapid on acceleration, very hard on tyres, and would over-rev easily, making full throttle sprints very demanding on the gear change. The only way out of this situation would be a final drive ratio change. The car was running 175/75x14" tyres on 6" mags and a 4.187:1 diff ratio, so I opted to change the tyre size this time. With a few mods under the mudguards, I was able to fit 195/75x14" tyres, (with complements to the old ute) these are almost the largest diameter tyres that can be easily fitted on the front of an 1800, and will rub on the inner rear guards if not fitted to 6" wheels. This gave the car approximately the loading of a 3.88:1 final drive ratio, and worked well to keep grip on the road, and also gave an extra inch or so ground clearance. The only down side was the loss in handling.

A couple of weeks past and I decided to try the twin-carb set which was now removed from the old Ute that had been just been wrecked. (cancer overcame her) chopped up into manageable pieces (with a wood axe, this might sound peculiar but it works very well) and dumped. This was the end of 25 years of service with only three brake downs, none of which was a fault of the vehicle, just overzealous use of the throttle, and water in the fuel.

This worked very well, with again increased torque and H.P. and this brings us to the starting paragraph. The O.A.6.needles proved to be very rich in this application. A great pity because my theory about these needles is; needles with '100" first step in diameter not only are good for centralising your '100" jet, but when used the jet is adjusted approximately 4 flats lower and this in turn brings the jet lower in the jet guide tube and because of this larger droplets of fuel are produced at the jet, droplets now leave from the larger diameter of the jet guide tube. these larger droplets when mixed with the air stream and increased heat of the Siamese port, (because of an exhaust port either side) tend not to vaporise and expand in the port as easy, but at the inlet valve and in the cylinder beyond. This allows more air to take up this port space therefore more air to burn the fuel and more H.P. I eventually settled on S.M. needles, red springs and 30 SAE oil in the dash pots, and about 18° initial ignition advance.

It was easy to start, pulled smoothly from cold and right through the range, with good exhaust and spark plug colour at all engine speeds and loadings. This could have had a little extra initial ignition timing advance but at 20° the engine was hitting back on the starter motor and for the little extra power it was not worth risking damage to the starter motor, ring gear or battery. It looks like the distributor will be the next item to be modified, or will I try the programmable ignition kit (available from Jaycar electronics) to change my advance curve, to retard the ignition timing on starting up (therefore no damage on initial start up) then it could advance up quickly to drag that extra H.P.out, only time will tell.

Until now, I have not been able to adjust my cam timing, to hopefully extract more bottom end torque. Although it is very willing in top gear from around 2000 R.P.M., and unstoppable at 2200 R.P.M., I would like this to be about 200 R.P.M. lower .To achieve this adjustment, Colin a good mate, machined three extra keyways in both the camshaft sprocket, at +4° + 8° +12°, and crankshaft sprocket at -1° - 2° -3°. This gives a very wide adjustment range. My camshaft timing at the time of the original assembly was 1/2° retarded, and with a little chain wear will soon be 1 1/2 retarded, To make bottom end torque the camshaft will have to be adjusted to approximately 2° to 4° advance. This would be achieved by placing the cam gear at 8° advance, and the crank gear at 3° retarded, the timing then would be 3 1/2° advanced. This might sound complex, but I omitted to say, the gears have accurate timing marks (thanks again Col) just like the standard timing holes, and are stamped with the corresponding number in crankshaft degrees. Although these are very accurate, I will be checking the end result with a dial gauge to check my calculation.

Unfortunately, I haven't had the time to use the gears yet, but I am sure they will be beneficial. Instead, I have been working on another manifold, with twin HIF6 ported carbs, for which I made new machined aluminium air cleaner cases, with integral sub stack induction, for the carby entries. This will be fitted, along with my original modified head, to a yet to be modified engine for evaluation. Another little project that I have been working on is a register for S.U. carburettor needles this may make it easier to pick appropriate needles when modifying our engines. **Enclosed**, please find draft copies of the charts, then pick them to pieces for errors, and I will hopefully produce a useful tool for anybody who wishes a copy. The charts will then be upgraded as I receive further info from club members doing mods. **Also find**, copies of mods to do to standard M.K.11 inlet manifold and carby, also mods to standard cylinder head inlet ports. If club members wish further information like, or on the above, please contact me, and I will endeavour to produce more info sheets. As this is only a short note I have to sign off now.

Yours truly,

Grahame Fordyce

20 Wynnum North Road
Wynnum Qld 4178
Ph: (07) 33968201.

SPARES UPDATE

By the time this article is being read, new 1800 blinker stalks should be available through the club !

More about clutches. Presumably some bright spark in the Club has devised a method of looking in the bell housing to examine the condition ie what is left of the clutch thrust bearing. If the afore mentioned bright spark can tell the Editor, he can tell everyone else.

The cars with roller bearings instead of the carbon thrust continue to be go.

	S.A	Z.H	C.I.W	S.W	T.W	T.Z	C.I	B.A.J	B.B.F	K.S	O.A.7	S.L	S.M	O.A.6	R.H	
1	.099	.099	.099	.099	.099	.099	.099	.099	.099	.099	.100	.099	.099	.100	.100	1
2	.095	.095	.0995	.0955	.095	.095	.095	.095	.095	.095	.096	.095	.095	.096	.095	2
3	.0915	.0915	.093	.0925	.0925	.0915	.0916	.0932	.0929	.092	.093	.092	.0915	.0917	.0915	3
4	.0885	.0893	.0905	.088	.0895	.0893	.0889	.0905	.0905	.0892	.0902	.089	.0885	.0887	.0878	4
5	.086	.087	.0875	.086	.087	.087	.0861	.0877	.0877	.0875	.0872	.0867	.0855	.0856	.0846	5
6	.084	.0847	.0856	.084	.0852	.0847	.084	.0845	.0845	.085	.0843	.0833	.0825	.0825	.0813	6
7	.0815	.082	.0836	.082	.0831	.0827	.0818	.081	.0813	.079	.0814	.080	.0795	.0794	.078	7
8	.079	.0795	.0819	.0795	.0805	.0805	.0796	.0782	.0795	.075	.0786	.077	.0765	.0762	.075	8
9	.0768	.0775	.080	.077	.0775	.0787	.0778	.0758	.0777	.070	.0757	.074	.0735	.0731	.072	9
10	.0743	.0755	.078	.0745	.075	.077	.076	.0735	.0761	.065	.0727	.0714	.071	.070	.069	10
11	.072	.0735	.076	.072	.0722	.0753	.074	.0713	.0744	.060	.070	.0695	.069	.067	.066	11
12	.070	.0715	.0752	.0695	.070	.0737	.073	.069	.072	.055	.067	.0676	.067	.064	.063	12
13	.068	.0695	.0746	.067	.068	.071	.072	.067	.0695	.050	.064	.065	.065	.061	.060	13
14	.066	.0675	.074	.0645	.066	.069	.071	.0648	.067	.045	.061	.063	.063	.058	.057	14
15								.0625	.0647							15
16								.0603	.0623							16
17																17
	S.T.D	Lean	Lean	Rich	S.T.D			S.T.D	S.T.D	S.T.D	Lean	S.T.D	1 Richer	2Richer	3 Richer	
	English	English	English	English	English			Canadian	English	1800 "T.C"	Australian	Australian	Australian	Australian	Australian	
	Late MK1	LateMK1	1964/66	1964/66	1964/66			AUSTIN	Austin&	2x1.75"	MK11	MK11	MK11	MK11	MK11	
	1967?	1967?	&Aust	&Aust	&Aust			1968/72	Morris	Carby's	Special	Yellow	Special	Special	Special	
			MK1&	MK1&	MK&			HS6	&ECE	Blue	Use only	Spring	Use only	Use only	Use only	
			Wolseley	Wolseley	Wolseley			Biased	MK11	Spring	Yellow		Yellow	Yellow	Yellow	
			1967	1967	1967			Needle	1971/74		Spring		Spring	Spring	Spring	
				Rich	Yellow			Yellow	H.S.6							
			1967?	Late MK1	Spring			Spring	Biased			&	&		&	
	Rich	S.T.D.	Lean	Yellow					Needle			Lean	S.T.D		Rich	
	Wolseley	8/85 MK11	1969/71	Spring					20° Carby			Triumph	Triumph		Triumph	
	Morris	1968/72	MK11&Auto						&AUTO			TR3-(3A)	TR3-(3A)		TR3-(3A)	
	Austin	1968/72	MK11 &Auto									&TR4	&TR4		&TR4	
	Yellow Spring											1956/62	1991cc	2xH6/RED	Spring	
		S.T.D.	Lean			S.T.D	Rich									
		AUSTIN	English			English	English									
		&MORRIS	1800's			1800's	1800's									
		1972/73	1798cc	1969/71	HS6	RED	Spring					Lean			S.T.D	Rich
		&AUTO										M.G.A			MGA	MGA
		Yellow	Lean	Rich	S.T.D							TwinCam			Twin Cam	Twin Cam
		Spring	1800's	1800's	1800's							1958			1958	1958
			Special Tuning? RED? Spring									1588cc	2xH6	Carby's	RED	Spring

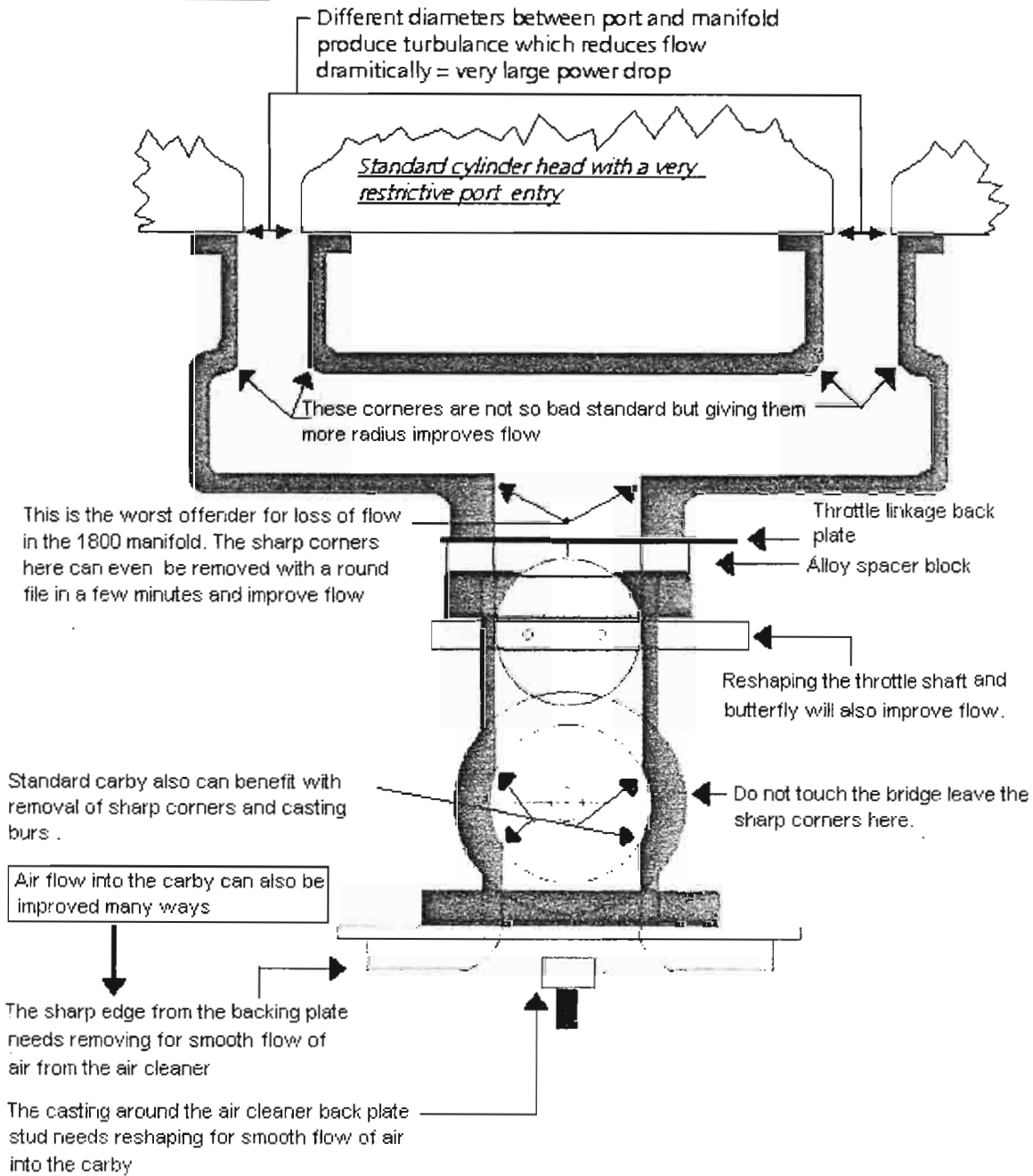
	C.I.V	T.Z	C.I	T.W	S.W	K.P	B.B.W	T.E	B.D.R	S.V	K.S	O.A.6	S.L	S.M	R.H	
1	.099	.099	.099	.099	.099	.099	.099	.099	.099	.099	.099	.100	.099	.099	.100	1
2	.0995	.095	.095	.095	.0955	.095	.095	.095	.095	.095	.095	.096	.095	.095	.095	2
3	.093	.0915	.0916	.0925	.0925	.092	.0923	.092	.092	.091	.092	.0917	.092	.0915	.0915	3
4	.0905	.0893	.0889	.0895	.088	.0893	.090	.0895	.0895	.0875	.0892	.0887	.089	.0885	.0878	4
5	.0875	.087	.0861	.087	.086	.0867	.087	.087	.087	.0855	.0875	.0856	.0867	.0855	.0846	5
6	.0856	.0847	.084	.0852	.084	.0842	.0832	.0837	.0837	.0825	.085	.0825	.0833	.0825	.0813	6
7	.0836	.0827	.0818	.0831	.082	.0817	.0792	.0805	.0805	.078	.079	.0794	.080	.0795	.078	7
8	.0819	.0805	.0796	.0805	.0795	.078	.0750	.076	.076	.075	.075	.0762	.077	.0765	.075	8
9	.080	.0787	.0778	.0775	.077	.070	.0717	.0715	.0715	.069	.070	.0731	.074	.0735	.072	9
10	.078	.077	.076	.075	.0745	.0635	.0682	.067	.067	.063	.065	.070	.0714	.071	.069	10
11	.076	.0753	.074	.0722	.072	.058	.0647	.0625	.0625	.0575	.060	.067	.0695	.069	.066	11
12	.0752	.0737	.073	.070	.0695	.0523	.0610	.058	.058	.0525	.055	.064	.0676	.067	.063	12
13	.0746	.071	.072	.068	.067	.0465	.0577	.0535	.0535	.049	.050	.061	.065	.065	.060	13
14	.074	.069	.071	.066	.0645	.0418	.0540	.049	.049	.046	.045	.058	.063	.063	.057	14
15							.0505		.0445							15
16							.0470		.040							16
17																17
	Lean	S.T.D	Rich			S.T.D	S.T.D	Modified	Modified	Modified	S.T.D	2Richer	S.T.D	1 Richer	3 Richer	
	1800's	1800's	1800's			MGB	MGB	MGB	MGB	MGB	1800 "T.C"	Australian	Australian	Australian	Australian	
	2x1.75"	2x1.75"	2x1.75"			2x1.75"	2x1.75"	2x1.75"	2x1.75"	2x1.75"	2x1.75"	MK11	MK11	MK11	MK11	
	HS6	RED	Spring			HS6	HS6	HS6	HIF6	Carby	Carby's	Special	Yellow	Special	Special	
						Fixed	Biased	Blue	Biased	Blue	Blue	Use only	Spring	Use only	Use only	
	Also Lean			S.T.D	Rich	Needle	Needle	Spring	Needle	Spring	Spring	Yellow		Yellow	Yellow	
	1800's			1800's	1800's	Carby	Carby	With	Carby	Ram		Spring		Spring	Spring	
	Special			Special	Special	Blue	Blue	AEH-864	Blue	Pipes						
	Tuning			Tuning	Tuning	Spring	Spring	Cam &	Spring	&						
	?RED Spring						&HIF6	Ram	K.&N.	AEH-864						
								Pipes	Filter	Cam						
	Lean			STD	Rich					With						
	TRIUMPH			TRIUMPH	TRIUMPH			&STD	Same	Polished						
	TR4"A"			TR4"A"	TR4"A"			M.G.B.	With HS6	Head						
	1965/66			1965/66	1965/66			With	Carby's	& 9.7:1						
	2138cc	2xHs6	Carby's	RED	Spring			K&N		Comp.			Lean	S.T.D	Rich	
								Filter					Triumph	Triumph	Triumph	
													TR3-(3A)	TR3-(3A)	TR3-(3A)	
													&TR4	&TR4	&TR4	
													1956/62	1956/62	1956/62	
													1991cc	1991cc	1991cc	
													H6	RED	Spring	

[illegible]

[illegible]

Standard Factory inlet manifold with carburettor and air cleaner backing plate

Austin 1800 M.K. 11



FOR SALE

1968 AUSTIN 1800

I am reluctantly selling my Austin 1800.

This car was bought new by my great uncle and spent most of its life with him under blankets in his garage. He put about 25 000 miles on it. I acquired the car in 1994 and have since put about 29 800 miles on the clock. Although it has been garaged whilst in my care, it has not been kept under blankets!

The engine is in excellent condition. It always runs in the normal temperature range irrespective of driving or weather conditions, and never needs oil added between oil changes.

The car is in very good condition and drives beautifully, but is approaching the stage where it needs someone with more skill than I have, and who is able to put more time and effort into it than I am. Furthermore, I have an expanding family, for which the Austin does not meet the necessary criteria (as determined by other members of the family).

Recent maintenance includes:

- New clutch and master and slave cylinders
- New front and rear brake hoses
- New gear change cables (spare set come with car but need reconditioning)
- New universal joints
- New tyres
- New battery
- New seat belts
- Alternator fitted (negative earth electrical system)
- New radiator core, hoses, thermostat and housing
- CV joints reconditioned
- Displacers replaced

Faults:

- Windscreen washer pump inoperative
- Indicator switch does not self cancel (some spare parts included)
- Windscreen leaks
- Some "car park" scrapes

A full history comes with the car, including the original purchase documents, driver's handbook, Austin and BMC brochures, and Wheels magazine (December 1965) featuring the Austin 1800. Original tool kit.

I would like to sell the car before the end of November and will seriously consider the highest offer.

Contact: Quin Ledden
 (02) 9745 3328
 QuinLedden@bigpond.com

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SHEETING
INSERTION
NEOPRENE SHEET
STEPTREAD
BUFFERS
BUMPER
RUBRAILS
"U" CHANNELS
"D" FENDERS
WHEELS, ROLLERS
"O" RINGS
GROMMETS
CHAIR TIPS
END CAPS
PLUGS, STOPPERS
WEATHERSTRIPS
PVC STRIP DOORS
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CLOTHES HANGER

AUTOMOTIVE
RESTORER PARTS
VINTAGE/VETERAN
DOOR SEALS
WINDOW SEALS
BOOT/LID SEALS
MOUNTS
SHACKLE BUSHES
BUSHES
FUEL LINE HOSE
PINCHWELD SEALS
CAR HEATER HOSE
PEDAL CAR/TOY
RESTO PARTS

TRUCK PARTS
TANK STRAPS
DOCK FENDERS
GUARD FLARES
DOOR SEALS
WINDOW SEALS

MARINE PARTS
TRAILER PARTS
ROLLERS
RUBBING STRIPS
WHARF FENDERS
GUNWALE RUBBER
SPEAR-GUN RUBBER



12 Kleins Road, Northmead, 2152. PO Box 44 Regents Park, 2143
Fax: 9743 8367

SALES

[To err is human, forgive Divine, and to really foul things up takes a computer, which is why ½ the for sales are not here !]

5 Mk 1s and 11s free wreck or restore Adrian Priaulx Mornington Peninsular [03] 5983 9351

Rear Ute panels bumper bars ¼ panels rear hydro carriers etc. Paul Nicholls [03 9752 1489]

Mk 1 good body manual blue - mk 11 motor - wreck or restore offers Graeme in Bendigo [03] 9302 3518

Mk 11 1968 maroon surface rust no reg [03] 5625 1170 offers

Mk 11 1968 good condition \$700 [02] 9559 5597

Workshop manuals and parts; 1800 workshop manual, Tasman Kimberly workshop manual, 1800 parts list in folder and instrument cluster also 1800 radiator hoses etc Norm Prescott [02] 9875 5410

Tasman' Kimberly new spares CV joint, oil filter, gear lever mounting [02] 4952 2725

Mk 11 1968 EC white 90,000 miles \$2,200 0416 166 701 NSW

Mk 1 ute, no power unit very restorable \$100 as is Rick Hopkins

Mk 1 1966 no trim, no power unit, straight & rust free [02] 4840 2309

1800 assorted 2nd hand parts well priced at Taralga, near Goulbourn

Mk 11 Ute complete not going offers [02] 9887 2881 Club member Gabe Chiplin

Mk 1 Blue/ White 90,000 in storage for 18 years [wish mother in law was also] \$1200 Adelaide [08] 82 4488 22

Mk 11 1969 99,000 white/ blue very clean no reg \$400 Barry King [03] 9499 1449 Ivanhoe Vic

Mk 1 1966 excellent condition 82 293 miles white/ red Sydney [02] 9818 3274 Or 0418 272 265 2 owners always garaged sensible offers EBX 642

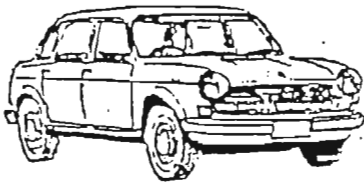
Mk 11 1968 1 owner GC \$800 Clifton QLD [07] 4696 3127

Mk 11 complete plus many spares offers Sunshine Coast [07] 5548 2431

Wanted

1800 Ute Will consider any condition in any area. Club member Anthony Murray of 40 Fifth Street, Weston NSW 2326 0418 973 294

To stand for nothing is to fall for anything



LANDCRAB

CLUB OF AUSTRALASIA INC.



"NOTHING EXCITING EVER HAPPENS ON THIS JOB"

INTRODUCING

Peter Collingwood	322 Ormond Road, Narre Warren Vic	[03] 9704 1822	Mk 1
Peter Dever	Box 1104 Toowoomba QLD	[07] 4639 3970	mk 11 Kimberely
Ray Cook	1/102 Yangoora Rd Lakemba NSW	[02] 9750 0072	mk 1
Terry McCullagh	12 Starfish Cres. Tugun QLD 4224	[07] 5598 0295	mk 11
Paul Jones	45 Ti Tree Drive Doveton Vic 3177	[03] 8705 1388	mk 11

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NEWS SCIENCE NEWS

WHATEVER HAPPENED TO...?

THE CAR THAT RUNS ON WATER

GUERNSEY — It's here! The car that runs on water at the fantastic rate of 100 miles per gallon, and could make petrol out of date.

Scientists in England say it is impossible, but for more than a month, I, too, have been highly sceptical of the secret trials on the island of Guernsey.

But I drove the water car, a Leyland Mini, and saw for myself that it does work. I drove it on the roads of Guernsey in normal traffic at up to 45 mph.

The engine was lively and powerful. It accelerated normally and travelled about five miles with nothing but water in the tank—until a pump burnt out.

Mini No. 19454—a Guernsey registration—runs on hydrogen gas, made from water by electrolysis on the move.

Two days of tests and driving with water as the base fuel have been watched by Royal Automobile Club (RAC) man David Hooper, who lives and works on Guernsey.

The hydrogen-from-water device, estimated to cost about NZ\$200 in mass production, is the invention of 74-year-old New Zealander Mr Archie Blue.

He was brought to Guernsey about three months ago by a group of tax exiles—three retired, wealthy, UK businessmen.

Together they and Archie Blue have been developing his invention to the point where they can prove that a car will run on hydrogen produced from water as it travels along.

Hydrolysis is simply passing an electric current from the battery through water to break it into its basic gases of hydrogen and oxygen.

It is well known that hydrogen can replace petrol to power a car, but it is regarded as an expensive gas to produce and costly to carry in a heavy pressurised cylinder.

Archie Blue says: "This is conventional rubbish."

In simple terms, he has added a pump which forces a mixture of hydrogen, oxygen and air into the carburettor in place of the normal petrol-air mixture.

The scientists say it is feasible to produce hydrogen by electrolysis to power a car, but they doubt whether it can be made in sufficient quantity from water fast enough to meet an engine's power needs as it goes along.

Archie says: "I've done it."

During my drive on hydrogen gas it was impossible for any petrol to have entered the engine.

RAC man Dave Hooper saw the petrol pipe disconnected from the carburettor and sealed off at the end. There was no secret supply of petrol. Only water.

Inventor Archie Blue poured about a pint of water into his hydrolysis unit—a high-pressure steel 'bottle'—and screwed down the lid. The secret lies in knowing how much water to have in the hydrogen-producing 26-cm-tall steel bottle.

Mr Blue, a wiry, rugged man who claims to have been responsible for many inventions including the first valveless radio, says: "You need only a little water and a lot of gas. I know it is possible to produce hydrogen on the move, and to make enough gas to power a car so that the driver cannot tell the difference between this and petrol."

"Now the idea needs developing by people with better resources than we have."

"I believe it should be possible to drive for 100 miles on hydrogen produced from a gallon of water," he said.

Mr Alec Taylor, 71,

retired builder and civil engineer, who is one of the three financiers, says: "I am convinced 101 per cent that this invention, in the right hands, can revolutionise the world's motor trade."

"I put money into it in the first place against my better judgement, but now I will back it to the limit because it does work."

"If necessary, I will form a consortium to raise a million pounds for development—but then it will stay in Guernsey."

At British Leyland Cars' headquarters in Birmingham, a senior spokesman said: "This sounds interesting. An engineer from Leyland Cars will be happy to talk to Mr Blue."

(Source: Written by Michael Kemp, *The Daily Telegraph* [UK], 1 September 1977)

WEEKEND STAR
25c

Arabis offer \$500m for...

WATER 'BABY'

WIN A FABULOUS DIAMOND RING FOR MOTHERS DAY

WORLD CUP SOCCER SPECIAL

PART TWO OF THE SEXPLOITERS

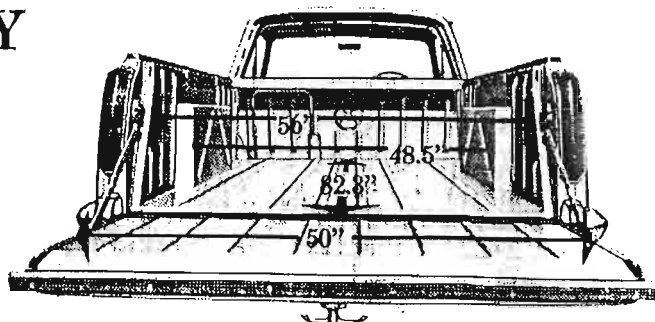
SPOT THE BALL

TODAY'S SALE

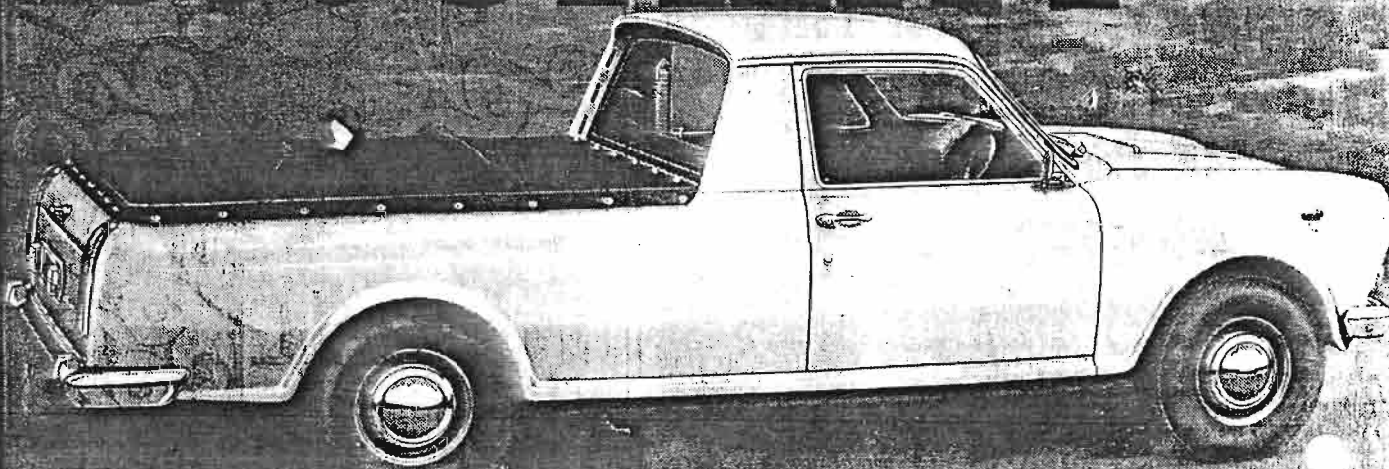
THE NEW LAW REGULATIONS

Front page of the Weekend Star [NZ], 29 April 1978.

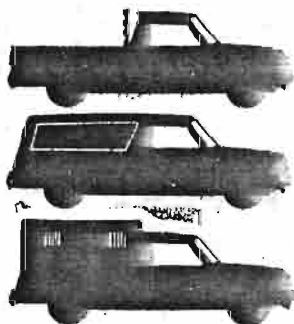
- OVER ½ TON CAPACITY
- 48.5" BETWEEN WHEEL ARCHES
- 82.3" TRAY LENGTH



NEW AUSTIN 1800 UTILITY



CHOOSE YOUR OWN BODY STYLE
Manual or Automatic Utility, Or the special basic model, which is available for fitment of a tabletop or use as a base for your own custom built body, to suit your own individual application. Your BMC Dealer will supply you with a list of bodybuilders, together with recommendations for bodies to suit your requirements.



Designed, tested, proved in Australia for a really rugged life. Want a utility that offers you usable carrying space? BMC delivers the goods with a utility that really measures up to the job — the astounding Austin 1800. Only 14'5½" long. Yet there's more passenger room and usable carrying space than in any other utility its size. 48.5" between wheel arches (you can lay 4' sheets of masonite flat on the floor) . . . a carrying tray 82.3" long . . . a low loading height of only 22". How does it ride? Like a saloon car. Heavy-duty fully independent Hydro-lastic* fluid suspension gives the Austin 1800 the most comfortable ride you've ever experienced — loaded or unloaded. Special torsion bars are located across the back as well. Economy? BMC's famous 1800 "East West" engine offers outstanding petrol mileage. And just look at the inclusive extras. Power disc brakes, all synchromesh gearbox, flow-through ventilation — they are all standard. Austin 1800 Utility priced from \$2040 incl. tax. Automatic transmission also available.

*Regd. Trademark. Prices slightly higher in some country areas. Turnover cover optional extra.

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

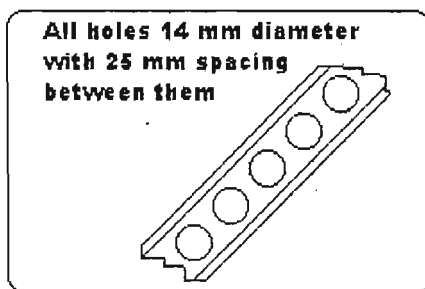
	Overall/Body Length	Tray Length	Width Between Wheel Arches	Width Between Tailgate	Overall/Tray Width	Power/Disc Brakes	All/Synchromesh Gearbox
Austin 1800 Utility	173.6"	82.3"	48.5"	50"	56"	Standard	Standard
Utility "A"	184.8"	80.6"	41.6"	50.5"	57.8"	Optional	Optional
Utility "B"	187.4"	80.5"	41.6"	49.2"	58"	Optional	Optional
Utility "C"	192.25"	82.4"	43.6"	46.8"	57"	Optional	Standard

BMC — MANUFACTURERS IN AUSTRALIA OF: BMC MORRIS MINI CARS, MORRIS COOPER "S", BMC MORRIS 1100 CARS, BMC AUSTIN 1800, MIB AND MG MIDGET, BMC MORRIS LIGHT COMMERCIALS AND BMC HEAVY TRUCKS. Prices slightly higher in some country areas. *regd trade mark.

Replica Works Bonnet Stay

After studying photos of BMC works Austin 1800s, I noticed that they were fitted with lightened bonnet stays, and I decided that I must make one.

Firstly I scaled the drawing to work out the dimensions and found that the holes were 14 mm in diameter with 25 mm spacing. The top section



was drilled with ten holes, the first one was 45 mm from the top edge. While the bottom section only had nine holes starting 57 mm from the bottom edge.

A spare bonnet stay was found in the spare parts box and taken into work, and over the next couple of days the holes were carefully marked out. The drilling was the next job and this took a few lunch breaks because the holes were large and the stay had to be held tightly in a vice during the drilling for safety.

Once the holes were drilled, the stay was reassembled and the bare metal around the holes was painted using silver frost metal paint.

Now that the work was finished it was time to see how much weight the modified stay would save. The old stay was checked, followed by the new works replica bonnet stay and the result was a saving of 1.25 oz.

Was it worth it, well I don't know, but the practical exercise must have taken up at least one week's worth of lunch breaks. So in the end I lost more weight than the car (that must be why they did it).

Peter A. Jones

visit our web site on, http://homepages.go.com/~loca_qld/news.html

Dear Daryl,

Enclosed find another article for possible inclusion in your magazine.

THE AUSTIN 1800 IN RECENT MAGAZINES

The 1800 does not seem to be worth very much these days!

I was at the newspaper shop the other day and picked up three magazines: Restored Cars, Unique Cars and Just Cars. Since then I have looked through these magazines and something very unusual happened.

First, Restored Cars, always worth a read. Good hints, high quality photographs, good coverage of recent major events. I was not particularly looking for a bit about the Austin 1800, but there was only one very small mention, in Peter Jones' ad for Landcrab Owners Club of Australasia. So what, that's about what one would expect. Either an article or nothing. Next magazine.

Unique Cars is nice and fat, full of vehicles for sale, catering mostly for the up-market buyer and seller. It was on Page 290 that the Austin 1800 first got a mention. This is in the section Club Notices, and told interested people to contact Mike Gilmour, Peter Jones for information about the Austin 1800/X6 Club. So, there were 288 pages of ads of vehicles for sale, and not one Austin 1800. More than a bit strange, don't you think? Next magazine.

Just Cars is for people like me - I'm always a bit short of cash. Except for the cover photos in this magazine, pictures are black and white. So I started at Page 1, and went through up to Page 136, the end of the For Sale ads. Not one 1800! Pretty close, mind you. There were some Coopers, a A90, a A 95, an A 40, and some others, but no 1800. But there are still a few more pages to go. And there on Page 175 under the heading World Price Guide, the 1800 gets a mention:

Austin 1800 1964-73 4000 2500 1200

Looking at the headings, this means that an 1800 in concours condition would be worth \$4000, an 1800 in good all round condition for its age would be worth \$2500, and one in poor condition would bring \$1200. Good news or not good news? Well, of all the Austins listed, including the A30, A40, 1100, and 1300, the Austin 1800 has the least value. That surprised me a bit. If I had my choice, I would much rather own and travel in an 1800 any day, but most people obviously think otherwise. Well, all is not lost. What about the 1800 compared to cars of other makes? Well, the eyebrows went up and continued to go up as I looked for something, anything, that was listed with a lower value than the 1800. There were only two. Here they are: Audi 80 1971 (whatever that is!) and the Hillman Imp. That's it, no more! The list contains every car likely to be seen in Australia, and the 1800 is third from the bottom. It beat the Audi 80 by \$500, and the Hillman Imp by \$800, all being in concours condition.

So I decided to do a bit more in-depth research. In a recent Unique Cars Value Guide, the 1800 was listed as \$3500, \$1800 and \$800, again at the very bottom of the complete Austin range of cars. The 1800 again beat the Hillman Imp by a few hundred

dollars, and there were precious few others that rated lower figures than the 1800. In the front section of the magazine, in the section Budget Beauties, Cliff Chambers gives hints for investments. He writes that he cannot for the life of him see that anyone with little money to spend can go past an Austin 1800 for good value. He says that for less than \$10,000, there are some bargains to be had, with good quality classics such as the much ignored Austin 1800 which can be bought for less than \$2000.

In the latest Glass's Guide that I can get hold of (Nov 1999), the 1800 values are (for concours condition) \$3000 for Mark 1 and \$3200 for Mark 2. In the Austin section, Glass thinks the A40 is worth a bit less, as is the A60 Cambridge, the Freeway, the Kimberley, the Lancer and the Tasman X6. All others are worth more.

Remember the slogan: Austin 1800: The Car of the Century? This claim pales a bit when we see what the car is worth on the market when the century has only just come to an end. One would think that the Car of the 20th Century would surely have good qualities which last just a little bit into the 21st Century!. Many other cars that never claimed to be the car of anything are obviously worth a lot more and seen by many as much being better cars some thirty years after the end of their production runs.

What do we learn from this?

The possibilities:

1. Maybe the 1800 is a rotten car, not worth owning.
2. Obviously the market is not the least bit interested in the 1800.
3. Maybe we 1800 owners know we have a good car, and the others don't.
4. The 1800 is quietly waiting for its superb qualities to be discovered by the present generation.

Maybe we should keep very quiet about the good qualities of the 1800, and thus keep the price of these cars very low, thus ensuring a good supply of cheap parts. One thing for sure: we in the club can not think of the 1800 as a good short term investment, as its market value is unlikely to change for some years to come, if ever.

Whatever happens, I'll continue to be happy with my 1800, as it is comfortable, a joy to drive, roomy, reliable, well built, economical and loyal to its owner.

Herb Simpfendorfer



LandCrabs on the WWW

Since the last edition of our club magazine I have found some more great Landcrab web sites and the best of these is from WA, with the URL of,

<http://marathon68.homestaed.com/>

The site is dedicated to the 1968 London to Sydney Marathon, from the Landcrab point of view. It contains photos, car and team details, results, links to other Marathon sites and much more. I recommend this site to anyone with access to the internet (don't forget your public library may have access to the internet if you do not have the internet it at home)



More Email Addresses

Since my last listing of members email addresses appeared in the last edition of our national magazine, four more members have contacted me with their addresses and these are listed below.-

Robert Goodall		robertg@corplink.com
Robert O'Malley	(NSW)	romalley@bigpond.com
Scott Learmont	(NSW)	Scott_Learmont@BRAMBLES.com.au
Herb Simpfordorfer		hmsimpfordorf@testra.casymail.com.au

If your email address is not included on either of the two lists that have been published in the club newsletter, please email me at loca_qld@go.com and I will add it to this listing and my bulk email listing for latest Landcrab News (Qld only) and important finds on the internet.

TECHNICAL TIP FROM OUR QUEENSLAND WEB SITE

Temporary Gasket (to get you home)

If you are stuck in the middle of nowhere with a non opening thermostat and after removing it you find that the gasket is no longer serviceable, you could be in deep trouble. Well not if you have a spare fan belt which is still in its cardboard label, then this could be used as a get you home gasket.

First, cut out the shape of the gasket using a small hammer and the thermostat housing. Then coat both sides of the new gasket with grease (usually available around ball joints) or engine oil (using the dip stick). this stops the gasket absorbing the water and hopefully you will get home.

I still need your help

Don't forget that I still need as many letterheads and dealer advertisements as I can get for any Australian Austin, Morris, MG, Riley, Wolseley, BMC or BLMC dealer. I also need to know exact addresses as well as what the old site is now being used for, even photo's if you can supply them

Either email them to me at loca_qld@go.com, or snail mail them to me at,

4 Yarandin Court, Worongary, Qld, 4213

Peter A. Jones

Dear Daryl,

Your most recent magazine has arrived, and read in detail. Again, very useful and informative. Much praise to you for your efforts.

In response to your invitation for email addresses, here is mine:

hmsimpfendorfer@telstra.easymail.com.au

I have enclosed two articles for possible inclusion in a future magazine.. ✓

Also enclosed is a leaflet from a guy called Bill Keenes at Albury, who has established an Internet site called Swapmarket for use to anyone interested to sell cars and/or parts. I have his approval to send you his leaflet for possible inclusion in the magazine.

Herb Simpfendorfer

Rocking the Baby to Sleep.

The kids love it. Some adults like it too.

The 1800 is an excellent car to use to "rock the baby to sleep". This is how you do it. Pull up in a spot where there is no traffic. Pull on the handbrake - hard. Put car in reverse. Give engine a few revs with accelerator. Let clutch out fairly fast momentarily, but not all the way. Car will go up at the back and down in the front. When clutch is in again, car will go down at the back and up at the front. Repeat the last two steps for a while until a good rocking motion is established. Judicious use of accelerator and clutch is needed.

So, next time you have an audience at the side of the car and quite a few metres away, demonstrate your skill in rocking the car. Some practice before hand will ensure success.

Why it works: You are forcing the fluid in the suspension system to move rapidly from the front to the back and then vice versa. You then use the natural vibration frequency of the whole vehicle to make the car continue to rock.

How about all the Austin 1800s of Australia getting together one day and all rocking in unison, thereby ensuring an entry in the Guinness Book of Records. The entry, in the section Road Vehicles, would read something like this:

Most Cars Rocking in Unison.

The most cars to rock in unison was 569 Austin 1800 cars at Walla Walla, N.S.W. Australia on September 16th, 2000. All drivers belong to the Landcrab Club of Australia.

Herb Simpfendorfer

Nearly Flat Battery?

One of the problems with a car on Club plates is that it gets a run only once in a while, and the battery has a tendency to go flat. The problem becomes important when we forget to charge the battery before going on a run. The starter motor then barely turns. Before you run for the jumper leads and another vehicle, try this trick, which works for me nearly every time.

The battery still has to have some kick in it, and the engine has to be in good shape. Stop stop using the key as soon as you feel it is not likely to start in the usual way. Pull on the handbrake, put car in neutral gear, pull out the choke, turn on the key, lift the bonnet. The next step depends on which type of starter motor solenoid your car has installed. For the beginner, the solenoid is the object that is near the battery and has two large and one or two thin wires going to it. On my earliest Mark 1, I can then put my finger under it, and press up underneath. This activates the starter. The engine starts immediately. On another Mark 1 and on Mark 2 cars, I have to get a thin insulated wire about 30 cm long and connect the + of the battery (if battery is negative earth) to the terminal where one small wire goes on the solenoid. Again, instant action.

Of course, you then have to go pretty quickly into the car and push in the choke as the engine is on a rather rich mixture.

One of these days, I will use a multimeter to find out why this bypassing of the key is more effective to start the engine, but for now it is enough that it works.

Herb Simpfendorfer

For the FOR SALE section:

For sale, Austin 1800 Mk 2 ute. Nearly complete, a bit rough. No rust. \$800. No rego. Herb Simpfendorfer. At Walla Walla just north of Albury ☎ 60 292 224 or email: hmsimpfendorfer.telstra.easymail.com.au

'Leyland Park'
585 Burrendong Way
March N.S.W. 2800,
14th September 2000.
phone: 02-63658328

Daryl Stephens
22 Davison Street
Mitcham Vic

Dear Daryl,

Sorry about the fees not being attended to before this--the Austin is actually going better than I am. Unfortunately we are un-reconditionable as might seem required.

Our MKII is on secondary active service in the chilly climes of Orange (where our lowest temperature this year has been minus 7degrees.) Since it's recondition I've had to change the thermostat as it never came up to temperature--even had to add lumps of cardboard behind the grille. Otherwise it's running well.

Our old 1800, that had a most adventurous life, including two major prangs(one before my ownership--in fact I bought the car from a wreckers) and attendance at Toowoomba and Wangaratta, finally blew up in a big way in the hands of my eldest son Peter who was commuting from Sydney to Orange. Bits of con-rod were apparently found in the head and the gear-box. Another rebuild was out of the question.

I see two possible causes for the failure:(the last rebuild was professionally done and so I don't know really how well it was bolted together) the strong suspicion is that metal fatigue caused the con rod to disintegrate (I say this because I believe metal fatigue caused the second major prang when the lower RH ball joint of the front suspension fractured, and the car and occupants finished suspended on a culvert on the RHS of the road. I believe the first prang-- where the front left wheel was hit at right angles and bent the whole section from windscreen forward at least 20 degrees probably straining some components), otherwise a bolt came loose. However, to conclude a long and probably boring story the car is apparently merrily plying the Goulburn district of NSW with a 'new' engine.

My MKII Morris Cooper 'S', (which I've had for 26 years) is presently awaiting both time and resources for a restoration. I am considering selling the Austin in order to reconstruct the Cooper, as I have not won any lotteries lately and I am only a working man.

My wife is still with me. That is the state of the union.

Incidentally, the AOA group in Queanbeyan urged me to aquire accommodation for Easter, yet motels won't book early. Strange.

See you in Q?

Yours truly

David J. Huck

93 Wills St.
Kew VIC 3101
17 Sep 2000

Mr. Daryl Stephens
Secretary, Landcrab Club of Australasia
22 Davison St.
Mitcham, VIC 3123

Dear Daryl

Though we've not met, I hope such a familiar mode of greeting will not be thought out of place, as I feel I know you quite well, especially as your and your family's adventures *and misadventures* have been so fully described in recent issues of *Landcrab*! Really, after reading of them I felt I needed to go and lie down somewhere quiet to get over it! But in this letter I want to discuss something else, to wit your recent battery and generator troubles, as described in "Editorial Waffle" in *Landcrab* no. 93.

I know alternators are the thing these days, and indeed its 30+ years since the industry changed over to them. But in my own experience, there has been more trouble with alternators than with generators. Admittedly three out of the four failures have been with Lucas alternators, in fact on one occasion it was the same alternator twice, on successive days, having been badly repaired the first time. The one failure with a Bosch alternator was almost certainly due to the battery shorting out internally, and overloading the alternator. I have an idea it was one of those "Pulsar" batteries which I made the mistake of buying; they were supposed to be the best thing at the time, about 15 years ago. They were a disaster really. In 45 years of motoring I have been held up on the road only once with a d.c. generator, and that, I have to admit, was in the Austin 1800.

Is it worth mentioning, I suppose everyone knows, the Lucas C40 generator was common to nearly all British cars from the 1950's until the changeover to alternators in the late 1960's? You ought to be able to get one from any business dealing in older British cars, not just Austins. There was a lot of standardisation of electrical equipment of the period. For example, the MGA, the Morris Minor, the Austin-Healey Sprite, and the Mk. VII and VIII Jaguar all had the same tail light lenses. And all the cars of that period had identical, or at least interchangeable, sealed-beam headlights. Pity the industry isn't sensible like that now.

Daryl, you seem to have dealt with some unsatisfactory tradesmen and battery suppliers. I was advised some years ago to use *Ariel* batteries, and have had good service from them. The premises is in Smith St. Clifton Hill, between Alexandra parade and Queens Parade. Also, I have used W.J. Reaburn & Co. as auto electricians--they used to have a fairly big place in Armadale; but the firm is now a one-man business located in East Malvern. (I think the original owners retired.) I would still use them, or rather him, though.

We have to face the fact that the generators are now 30 or more years old, and insulation is likely to have deteriorated, so that to recondition them you might need not just to have the commutator turned down and new brushes, but possibly the armature and/or field windings replacing as well. Which may explain why your unit was not a success.

Conversion to an alternator looks like a good idea but I believe there would be more problems in such a conversion than appear at first sight.

First, you have the mechanical problem of mounting the alternator. I would warn against attempting, at home, to drill and tap the bosses in the block *a la* MkII. In the factory this was done in production equipment which accurately positioned the holes to ensure accurate alignment. You cannot duplicate this accuracy with home equipment, even with the engine out, unless you have a special drill jig made by a toolmaker; the cost of this would make the job quite uneconomic.

I think a better method would be to have a spacer made up, in the form of a bar about 20mm. outside dia. with a 5/16 in. (8mm.) hole right through; long enough to take up the space between the alternator and the rear bracket. (maybe a piece of 8mm. bore tube with at least 3mm. wall thickness would do.) It would have to be turned in a lathe to ensure square ends. Then mount the alternator on a 7in.(180mm.)long bolt passing through both brackets, the spacer and the alternator. It might be necessary to get the bolt specially made, or a piece of steel bar, of adequate strength, with a thread at both ends. You would still have to check for belt alignment.

In *Landcrab* no.69 there is a piece by Ken Patience on how to fit an ex-Sigma alternator to an 1800, and in no.86 a description (author unknown) of an Ingram alternator, a bolt-in changeover. Both these are meant for the MkII which already has the correct bracket position, and of course a negative earth system.

This brings me to the electrical problem of changing the polarity. The MkIs, in common with all British cars from about 1934 on, had the positive-earth system. This was claimed by Lucas to have certain advantages: less corrosion of wiring etc., more consistent sparking, and less erosion of the rotor arm. But when alternators came in they changed to negative-earth, so if you convert to an alternator you have the extra task of converting everything that is polarity-sensitive to negative-earth. There is a piece on how to do this in "Beyond the Workshop Manual," but I would query whether some of the things it says are correct. There are also pieces in *Landcrab* nos.55 and 68 but I don't think they tell the whole story.

The following is a list of the things that require attention if you change polarity. I don't pretend to know *everything* and on some points I would defer to someone with more experience:

1. Battery--obviously.
2. Windscreen wiper. Will need changing if of the permanent magnet type, which has a plain cylindrical motor housing. (The wound-field type has a different-shaped housing and would not need to be altered to suit negative-earth. But I think that type was superseded by the permanent-magnet type before the 1800 went into production.) "Beyond the Workshop Manual" says to rotate this 180 degrees, thus reversing the magnetic field. Caution! If this is not done, the motor will turn the wrong way, applying end thrust at the wrong end and causing damage to the rotor. Alternatively the wiring could be changed, but turning the housing would be simpler.
3. Electric fuel pump. The original S.U. if unmodified would, I think, work OK. But other types might not, and it would be wise to reverse the electrical connections on these, if possible. There is now an electronic conversion for S.U. pumps that replaces the original points, and this is polarity-sensitive so if already fitted would need to be modified. No doubt the suppliers could advise on how to do this. The general rule applies; anything that is polarity-sensitive should have the connections to it reversed.
4. Electric windscreen washer (if fitted). Like most small motors, this would have a permanent-magnet field and would run the wrong way unless the connections were reversed.

5. Ignition. If of the ordinary type, the connections to the coil need to be changed over. Modern coils have the terminals marked "+" and "-" which makes it easy. If the car has electronic ignition I would refer to the instructions provided with it, or failing that, to the suppliers. (I should think it unlikely that a car would have electronic ignition and still have the positive-earth system.)

6. Heater fan. I have to admit I am not familiar with the internals of this item, but I would think the above remarks re the windscreen wiper would apply.

7. Instruments. If an ammeter has been fitted its connections should obviously be reversed. (Cars fitted with alternators usually don't have an ammeter, if they have an instrument to show battery condition it is a battery voltmeter.)

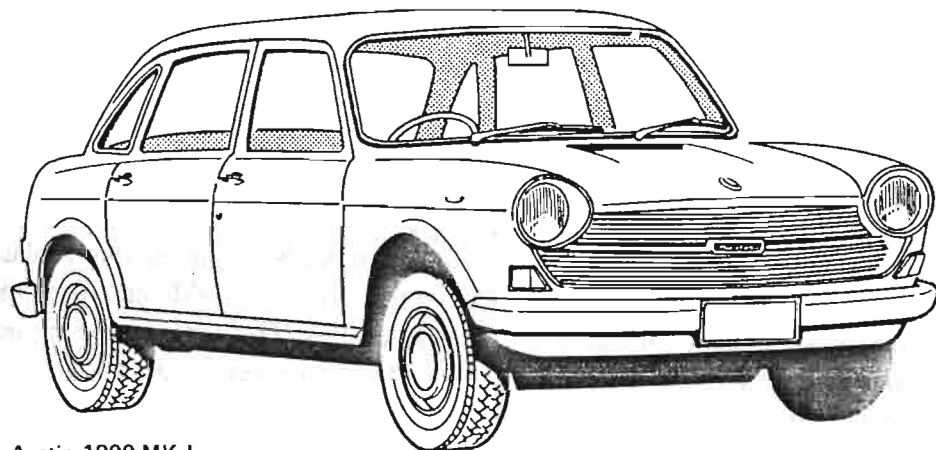
8. Tachometer. Some performance-oriented owners may have fitted one, maybe an aftermarket "universal" one, or one from an MGB or similar. The piece in *Landcrab* no. 68 describes how to change polarity in the case of a universal one, but in the case of the the original- equipment type it takes the defeatist attitude that all you can do is disconnect it. I cannot agree with this, because instruments of this type were original equipment in both positive-earth and negative-earth cars, and therefore it must be possible to convert them. Just how you do this I would have to leave to an electronics or instrument expert.

9. Radio. I don't profess to be an expert in this area, but I understand that earlier radios could be connected in a positive-earth *or* negative-earth manner, and the original radio in a positive-earth car would be of that type. A modern radio would be suitable for negative-earth anyway, so there is really no problem.

After all that I can begin to sympathize with the view that converting to an alternator is hardly worth the trouble! But I hope the above will have saved someone from damaging their electrical equipment.

Best regards

(John Griffiths)



Austin 1800 MK I



Open Sell Pty. Ltd.
Trading as Clark Rubber - Dandenong
255 Lonsdale Street, Dandenong, Vic. 3175
Telephone: (03) 9793 9555 Facsimile: (03) 9793 9566
Email: dandenong@clarkrubber.com.au



A.C.N. 076 016 674

19th September 2000

Landcrab CC
Att: Mr Darryl Stephens
22 Davison Street
MITCHAM VIC 3121

Dear Darryl

At **Clark Rubber Dandenong** we supply many rubber parts for many makes of cars, even those made close to the turn of the century.

Our extensive range is impossible to list, but for your particular make of car we are available to give quotes on request over the telephone, **03 9793 9555** or fax us your enquires on **03 9793 9566** or **email: dandenong@clarkrubber.com.au**

A brief list of general parts includes:

WINDSCREEN SEALS	GLAZING
DOOR TAILS	BOOT SEALS
TAIL-GATE	BUMPER BARS
ENGINE/FIREWALL/GEAR BOX	BODY SHELL
BOOT/BEAVER/DICKIE LID	HEATER HOSE
VACUUM HOSE	EFI HOSE
FLOOR RUGS	PEDAL RUBBER

Looking forward to assisting both yourself and your members.

Kind regards

Kylie Trompf
Store Manager – Clark Rubber Dandenong

Mailbag

Douglas Bright
26 Baynton Street
Kingston
Tas. 7050

23/8/00

Dear Daryl

Like you, I read in the English Landcrab news the article Long Distance Landcrab. Mick Street wasn't too keen on automatics going the distance because of drive plate fracture. My experience is different. Late October through early November 1998 I took my Mk 11 1800 automatic from here to Brisbane and return. Total return mileage was 2,580 **miles**.

I remember some tips on caring for automatics from past newsletters and always try to be careful. My trip was fairly leisurely as I took 4 days to Brisbane and the same for the return.

The only problem, which I knew prior to commencing, was badly worn ring gear.. Depending where the torque converter stopped, I had to get out and turn the motor over with the fan belt until an unworn part of the ring gear came to the starter pinnion. On the return trip, this happened 15 or 20 times !

This of course was the first job to do upon arriving home. An engine out job of course ! Think of the experience value. Like others with automatics, to re install the engine I had to remove the corner gussets which hold the tie rods in. While the engine was out, I examined the drive plate and there was no sign of fracturing.

On the matter of suspension height, mine is just a fraction over 13", with no apparent ill effects. [yet].. The car rarely bottoms, so I wonder how much hoo har is talked about trim height. Have never blown a displacer either. Would like to know other members views on the subject.

At the moment, I am working on changing the rear trailing arms to the roller bearing Mk 1 type. Haven't got around to making a suspension pump yet, but the chap I bought the car from has the original BMC pump, so I will probably take it to him.

Well, I have owned my mk 11 1800 automatic for 5 years now, and have derived much pleasure from it. I am convinced it will go any distance I want it to. Not in Tasmania, perhaps, we might both fall into the sea, but going on my recent trip to Brisbane, I firmly believe that the ultimate trip is not merely around Australia but around the World.

However, this will have to wait until the lost family treasures are recovered !

Neil Melville
Cowaramup WA

Dear Daryl

The June/ July newsletter commented on the difficulty of obtaining 175 x 13 tyres, when today's norm is up to 175/ 185 x 13 and suggested Michelin MX at \$125

While 165 x 13 is more cheaply available, its narrower section tramlines noticeably and slips under acceleration and towing

Our experience with 175/ 185 x13 or 14 on the original 4 1/2 " rims was that front tyre pressure needed a 2lb reduction to prevent hard riding and wearing out the centre, which gave heavy steering and steering rack stress – and as the tyre aged a rhythmic bounce on the over run.

For about 10 years, we have used a 175 tyre called UN 999 manufactured in Taiwan in a plant established by Michelin and here in W.A. it is imported by tyre wholesaler Ian Diffen and sold pre GST for \$75 for 175 x 14 and \$80 for 175 x 13 [tubeless fitted and balanced] – the price anomaly is because of the 14" tyres greater popularity and production volume.

As clearing contractors,, bush bashing is our normal behaviour, so tread separation and carcass distortion [Michelin particularly] is expected, yet we haven't had a single failure on the five vehicles so fitted, with durability averaging out at 47,000 miles

Also in the June / July and April / May newsletters were several articles copied from eastern states promotional material on lead replacement petrol, like this gem from the RACV – 'lead fuel is being phased out world wide due to the health problems that lead is known to cause with humans. Studies have found a connection between the exposure of children to lead and reduction in their intelligence--- although petrol is not the main contributor—'

What they fail to say is that lead levels have been steadily declining since the fifties concurrent with the elimination of lead paint, lead plumbing, and lead soldered food canning.

After California eliminated fuel lead in 1966, researchers looked eagerly for an accelerating human lead level reduction – but there was no change to the declining rate.

So further research was required, the result of which showed that tetra – ethyl lead is a benign, inert substance and that humans only absorb lead by ingestion not inhalation – whereas the new octane improvers – the lead replacement stuff were dangerously carcinogenic.

U.S refineries have subsequently been redeveloped to eliminate those lethal additives – but Australian refineries refuse to conform, claiming lower fuel volume does not justify the redevelopment cost

So we've eliminated dirty lead petrol, which protected valve seats and raised octane cheaply, without harm to health, and embraced a clean, green fuel with valve burning carsonogenic expensive to produce premium unleaded – then added a spark plug fouling phosphorous/ sodium/ potassium compound for another 3 cents per litre for Lead Replacement Petrol

LRP was first introduced in WA last January and our only refinery here, BP, in a press release assured us "LRP will not change your vehicles performance or fuel consumption in any way " - but when it was introduced in S.A., B.P. cautioned that " a leaded vehicle could not change over to LRP without modifications.

- 1/ Spark plugs need to be changed to a hotter variety
- 2/ The fuel mixture needed to be leaned off
- 3/ The timing should be retarded

Our experience, as confirmed by fuel distributors and garages is "Holdens hate it ". They ping, jerk and are hard to start cold. On our 2 HR's, we've altered distributor advance curves and carburettor internals .

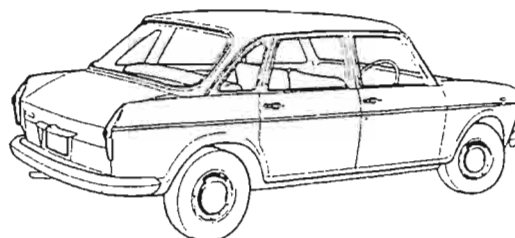
The 4 cylindrer Landrover's seem completely unaffected and the 4 1800's show just one sympton that fuel mixture fiddling doesn't alter – an intermittent jerkiness at cruising speed on a variable throttle.

Last year, the UK publication Landrover World had an article in which the M.I.R.A. test establishment there had invited the makers of valve seat recession additives to submit their products for exhaustive testing.

Of the forty odd products tested, only four were found effective;
Millers VSP – Plus
Superblend zero lead 2000
Valvemaster
Redline synthetic oil lead substitute

The last two at least are available from our fuel distributor with Redline available in different sized containers or added to bulk Premium Unleaded at a cost of one ounce to ten gallons.

Finally, no Email address for Peter Jones, as I haven't graduated to a pocket calculator



Terry Grintell
17 Grove Avenue
Kirrawee
NSW 2232

{ Terry had a clutch replaced in his Ute and it lasted a week. All those who were involved promptly ran for cover. }

Thanks for the info in the mag. There are a few things on the ute which make me think it was owned by a club member, but that is another story. This letter is about the clutch.

When I spoke to you and you mentioned the Victorian equivalent, I rang around and found out who they were and explained the sorry tale. These suppliers then rang my installer and told him the following

- 1 he was to fix the Ute to my satisfaction
- 2 he would be reimbursed labour time
- 3 he was allowed all new gaskets
- 4 he was allowed new oil and all other reasonable expenses

The supplier would then submit the bill to his supplier and so on until the person who rebuilt the clutch in the first place copped the account.

At this stage it is still between the mechanic and the supplier.

Graham Anderson
3 Buffalo Road
Gladesville 2111

Dear Daryl

It is 12 months since I last wrote to you, and I cannot believe where the time has gone.

Both Kimberely's are running well on unleaded fuel and I have not perceived any loss of performance.

We have just returned from 3 months in the UK -- the weather was of course appalling -- and bought back some restorers additive to try. It is advertised in Practical Classics. Will let you know how it goes.

Club membership directories are freely available from the editor

SALES

Mk 11 no reg Cobran NSW EC [but sitting in a paddock !] Gearbox or clutch problem \$500 [03] 58734 217 38,000 miles

Mk 11 no reg 1968 Maroon/ black Gc offers 77,000 miles [03] 5625 1170

Mk 11 no reg. Deceased estate offers some rust Graham Palmer [02] 4937 1500

Mk 11 or 1 auto 1 owner 84,000 miles EC \$2,000 Harold Burwood NSW [02]97476618

Mk 11 mist green 1 owner 84,000 over hauled auto \$2,000 [02] 9747 6618 Harold

Mk 1 auto 80,000 miles white/ red always garaged car in Bendigo \$200 contact Jack Morgan in Surrey Hills Vic [03] 9836 2565

Mk 11 1968 auto 62,000 no reg blue/ white Dalcy Potter Hamilton [03] 5571 9330 \$800

Mk 11 auto 78,000 [07] 4121 5155 VGC

Morris Marshall [like A 95] Hervey Bay [07] 41221 0675

Mk 11 ute 1970 87,400 miles E.C photos with editor Como, W.A. [08] 9364 4689

Mk 11 black front buckets \$100 the pair also 2 new 175 x 75 x 14 tyres sitting on 1800 14 " wheels \$50 each Chadstone Vic [03] 9544 5176

United we bargain

Divided we beg !