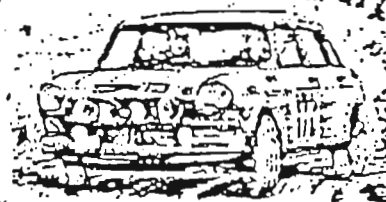
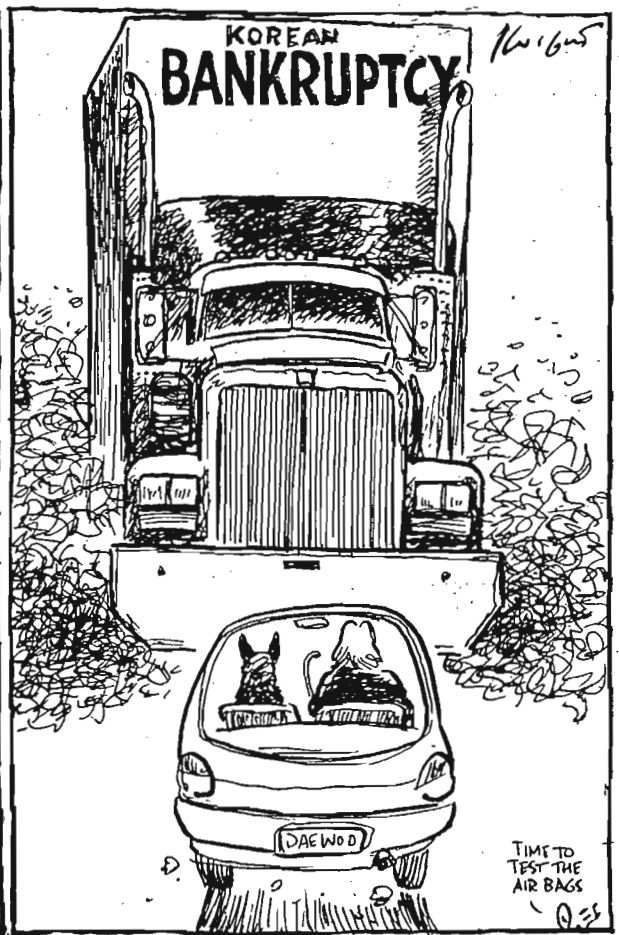


# LANDCRAB

CLUB OF AUSTRALASIA INC.



WELCOME TO NEWSLETTER NUMBER 96 FOR FEBRUARY AND MARCH 2001



# INTRODUCING

Ken Green 23 Beacon Road, Kingstanding, Birmingham England.

Ken has both a mk 11 and a mk 111

## SALES

Mk 1 ex Bill Wheeler car White/ Black PAS Reg and RWC Sharon \$1,500 [03] 9598 9888

Mk 1 1967 50,000 miles green/ green no reg \$1,000 [03] 9700 1302

Mk 11 1968 291, 000 miles rusty doors no reverse in the auto box no reg \$500 [03] 9459 2941

Mk 11 ute plus spares Beverley WA \$2,000 WA 9646 1425

Mk 1 1965 Brown/ beige no reg Maleny, QLD [07] 5494 3749 \$1,500

Mk 1 x 2 both in Canberra, 1 going 9517 4196

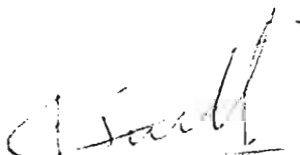
22 November 2000

P Farrell  
4 Wayne Ave  
Boronia Vict  
3155  
03)97624457

Dear Daryl

Effective from today I am resigning as President of the Landcrab Club  
I shall remain as Treasurer and Spare Parts Co-ordinator, due to pressure of work  
commitment I feel I can no longer handle all three positions, time for someone else to have a go

Regards



# TREASURER'S REPORT

The financial report for 1999/2000 is published in this newsletter for your perusal

The only item which needs some explanation the spare parts purchase ex Sydney, Unfortunately these parts were not as represented. This is particularly unfortunate as we were assured that all parts were new and for the Austin 1800, this was not the case, resulting in us having to dispose of (take to the tip) More than 2/3 of the quantity received.

This exercise was very costly as we also paid \$A250 in freight to get the parts to Melbourne.

Bank statement as at 30 June 1999	\$2197.86
Less unrepresented cheques 166,167,168	\$875
Bank balance 01 July 1999	\$1322.86

## RECEIPTS

Subs 1999-2000	\$2640
Subs 2000-2001	\$210
S'parts sales	\$1018
Bank balance	
as at 01/07/1999	\$1322.86
Total receipts	
Including bank	
balance	\$5190.86

SOH spares	\$1857
------------	--------

## EXPENDITURE

Spares	\$1768.60
Freight (ex Sydney	\$250
D Stephens	
stationary, telephone	
postage	\$1099.35
K Douglas	
printing newsletters	\$579.80
P Farrell	
postage telephone	\$44.99
P Jones	
Q'land chapter	\$81.80
Spares postage	\$107.65
ACCM subs	\$125.50
1999/2000	
2000/2001 (paid early to save	
GST)	
LOCI subs	\$45
TOTAL EXPENDITURE	\$4102.69

P.FARRELL

# Editorial

For those 'blessed' with 3 females in the house, answering the telephone is a rare privilege

Because old age and treachery always beats youth and skill, I managed it recently. The person at the other end had their Mk 1 unsuccessfully in the For sales of this magazine some time ago, and wanted to know if I wanted it for \$100.

Since it was still registered, it had to be worth a look. The War Committee promptly drew my attention to a promise I allegedly made some years ago – something about no more dead bodies lying around.

That was conveniently forgotten, and I came home with it. Cashing in the registration for \$248 appeased the War Committee, and I was allowed back into the main bedroom. The owner, grandson of the original owner attempted to extract a promise of restoration, but with tin worm everywhere it was not possible.

Whilst wrecking it in my garage, the Mk 1 and spectacularly unreliable Rover V8 Hatchback were left in the street. Came out one morning and one car was missing. Worse, it was the 1800! Fortunately, it was recovered minus a \$700 ladder on the roof.

Anyway, the wreck had 4 good tires, new VH 40 power booster and re conditioned brakes – all which went on to daughter Naomi's Mk 1 automatic. I used the Kimberley booster bracket to mount the booster flat on the firewall. This allows more room for twin carbies. The radiator overflow tank is the mounted on the grill – ala early Morris 1100.

Two weeks later, a friend rang with knowledge of a low mileage Mk 11, with a banana shaped body, I figured I could collect it, rip out the power unit and dispose of the body while the Was Committee was at work.

Got busted big time! She came home from work crook. I also suddenly felt crook. Since I was now banished to the spare bedroom until further notice, it seemed sensible to spend a days extracting what parts could be salvaged.

Around this time, the incredible safety engineering of the 1800 came to the fore when Naomi put her Mk 1 into a lamppost at 80 k's Broke all the engine mountings, smashed the steering rack, and wrecked the d/s front end. Plus re shaped the mudguard, grille etc. Fixing this mess is keeping me quite! For those who don't know, in a serious ding the power unit shoots under the floor, and the steering pivots on the front parcel self, and the wheel kicks up out of the way

Just after this, it was Donna's 18 Th. The occasion was celebrated by wasting some frequent flyer points in Sydney. On the weekend we were there, we used the following

methods of transport; car, shuttle bus, plane, taxi, train, mono rail, ferry, light rail, destroyer and submarine.

Also, nearly as Hurs as Donna persuaded Janice and I while we were at wonderland – Naomi having more sense - to ride on the Space probe which is kind of like the tower of terror at Dreamworld. This monstrosity took us 73 metres upwards, dropped us and caught us, minus lunch, in the past 3 metres

A boot up Donna's rear end was definitely called for!

Come late December, and preparations were in full swing for our annual caravaning holiday. The 1800 was brought to its peak. Sometimes, however, plans can go belly up.

Naomi borrowed the Rover one wet night. Fences are funny things. Sometimes, they just jump out in to the middle of the road, just to trick unwary probationary drivers Naomi is much wiser, and we are without a Rover, for the first time in 17 years.

The first one came to live here in the early '80's, after a Mk 11 Kimberley died. Make no mistake; a good Kimberley is a very good car. A bad one is horrible! Ours was Horrible. Not content with all the problems of its predecessor, a very early Mk 1 Kimberley. it had added to the list. In particular, the inability to idle in traffic on hot days was in excusable.

A Rover SD1 was chosen basically because its simple specification i.e. front discs, rear drums, McPherson strut fronts end, and live rear end should make servicing affordable. Bad move as the parts were off the planet in price. It was also chosen because of its towing ability. Overlooked was a finish worse than the Russian Ladder. Its first lengthy exposure to the January sun proved too much for the paintwork. Some actually flaked off {Slamming doors could also cause the door trim to fall off!}

Whilst pondering this problem on wet night in my Mini van, the solution hit me in the face. The floor of the Mini had rusted out and a puddle of water hit me in the face. I promptly collected the vehicle ahead. The Mini was sold, and replaced with a Mk 1 1800 which took over towing duties from the Rover.

The 1800 served us in a magnificent manner till the early nineties. The Rover had been mechanically brilliant- going from 30, 000 k' till 300,000 without a drama. After Janice [ War Committee ] wrote it off, we bought the later SE with far superior build quality. Trouble was, the mechanical reliability went down the gurgler and it never towed

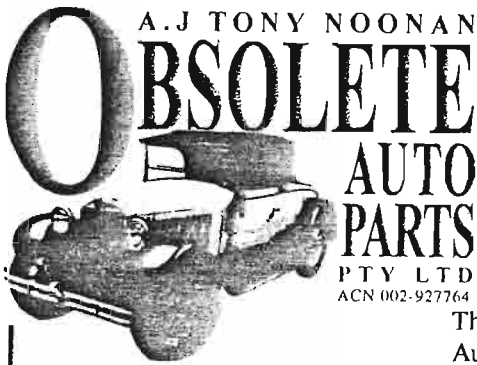
The 1800 gave us 17 years of impressive service. With the Rover gone, plan A was a shopping basket for Janice, and continue to use the 1800 as the family car. However, one drive convinced her that they are death traps.

Plan B Buy a family car of around 3 litres or more and hope that it's third time lucky for a towing machine. The contenders were narrowed down to Camry V6, Magna 3,500, Falcon and Yobbodore.

The War Committee dispatched myself to the motor auctions with instructions not to come home empty handed. For those who have never been to the auctions, an ordinary car yard seems like a Church compared to the auctions

Success was achieved and I have now moved out of the spare room!

P.S. Many thanks to Walter Berry for giving us a guide tour of his home town. Walter has owned his Mk 1 since new 400,000 miles ago, and it is still going strong



16 January 2001

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

### MOVING & UNPACKING SALE

Dear Sir/Madam,

Kindly be advised that I am moving to huge new premises at Bilpin, (the apple & peach orchard area in the Blue Mountains) NSW, better suited & better organised for the purpose of displaying & selling Vintage Automobile (car, truck, motorcycle, engine) spare parts & memorabilia et cetera.

Because I have around 300 to 400 tonnes of stock to be moved, resorted, cleaned shelved & re identified, for these & other reasons the move is going to take a year or two to complete. I will be unpacking hundreds of crates & cartons & pallets that have not seen the light of day for before, so if you want to be advised of that elusive part(s) that you have been hunting everywhere for unsuccessfully, let me know so that I can keep an eye open as the reorganising of my business takes place. There are thousands of very rare items that I had forgotten about or did not realise I had; ie; grilles, headlights, sidelights, tail lights, lenses, engine parts, instruments, accessories, radios, heaters, door handles, water pumps, carburettors, suspension, steering, electrical & a myriad of other mostly new 1900-1960's spare parts & paraphernalia. Many rare items are going to be available for the first time. I will discount on reasonable size orders, I will beat any other dealers listed price (Aust) or O/seas (landed). Lay Bys possible. Interesting trades considered & accepted.

When the new site is completed we hope to be able to invite your car club up for a run or a visit to enjoy & relax for a barbecue or picnic. The location is ideally suited for various club pursuits that can be explored later.

Phone: 0245-731424

Fax: 0245-732106

New part Time number : 0245-672323

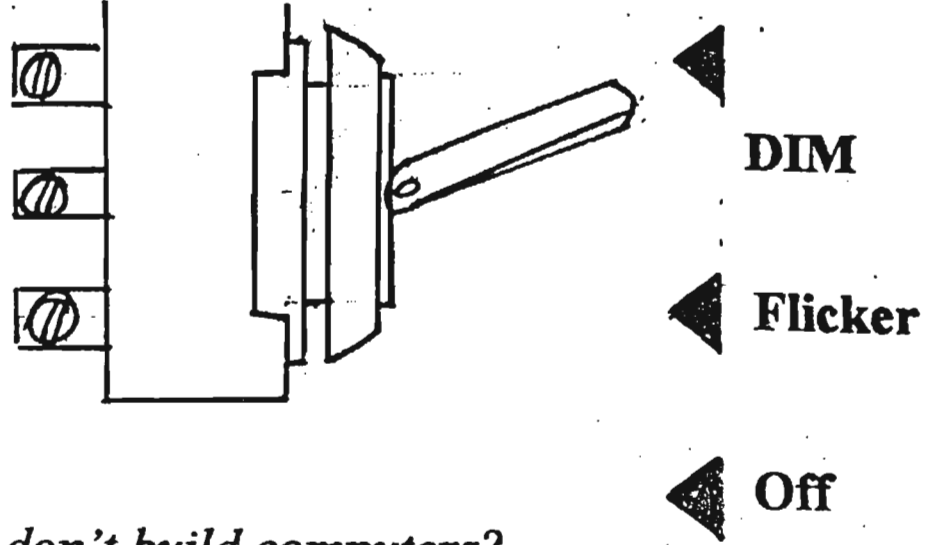
Mobile: 0407-731424 often switched off or out of range :-))

Email: [obsolete@pnc.com.au](mailto:obsolete@pnc.com.au)

Web Page: <http://obsoleteauto.netfirms.com>

Yours sincerely,

# The **LUCAS** SWITCH



*Q: Know why the British don't build computers?*

*A: They couldn't figure out how to make them leak oil!*

*The Lucas factory motto "A good day's work, and home before dark!"*

*"The Evolution of Rust" Developed by the Germans, perfected by the Italians and mass-produced by British Leyland.*

*Lucas inventor of the first solar powered lighting system.*

*It's not a leak.... It's a British Flow through Lubrication System.*

*Q Why do the British drink warm beer*

*A Because Lucas makes their refrigerators.*

*Q Why are there no two story buildings in England?*

*A Lucas makes all the elevators there!!*

*British definition of tradition. Building some thing the wrong way for past 20 years.*

*"All parts falling off this car are of the finest British Workmanship"*

*Q What is the definition of a defective British sports car.*

*A It is one that leaves more oil in the pan than on the pavement below*

*Lucas's dying words. "Don't drive in the night..!"*



WE DRIVE THE  
NEW ROLLS-ROYCE!

AUSTIN  
1800  
SPECIAL  
ISSUE!

# wheels

AUSTRALIA'S TOP MOTORING MAGAZINE

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

DECEMBER, 1965

Here it is!  
BMC's  
Holden-  
beater  
... first  
full test!

3/-  
30c



THE FIRST  
ROVER 2000 BELLETTI, RENAULT 8 GORDINI  
PLUS NEW NSU AND OPEN



## Technical description: Austin 1800

# HOW IT WORKS

WHILE most people will instantly dismiss the Austin 1800 as a "grown-up Mini", this long-awaited new car incorporates a number of radical new features. These are due more to the fact that it is a bigger car than its immediate predecessor, the Morris 1100, and this has brought far more engineering problems than the equivalent step up from the Mini to the 1100.

One of the great difficulties facing the designers of ADO17 — as it was code-numbered — was the proportionately greater weight on the front wheels, which poses problems with the gearing of steering effort, while an equal hurdle was the greater control needed over vertical pitch movements due to the longer wheelbase.

As is doubtless well known by now, the 1800 works on the same principles as the previous two ADO cars — a transversely-mounted four-cylinder engine and an all-independent suspension system controlled by interconnected Hydrolastic damper units that use fluid under pressure to link wheel movements in tandem. (In the first Minis, of course, Moulton rubber cones were used in the pre-Hydrolastic period).

The engine in the 1800 is virtually a de-tuned version of the five-bearing unit used in the MGB. It has the same cylinder head, valve gear, bore and stroke, but a quieter camshaft and a single SU, plus modifications to the lower end. The clutch is mounted close to the rear main bearing, instead of in an out-rigger position as in the previous ADO cars, which means that one can use a normal clutch; three gears in an outboard casing connect to the gear cluster below the crankshaft, and most casings in this area are made from aluminium alloy.

The gearbox, of baulk ring synchromesh on all four gears, is completely new. The remote lever is set on three rubber mountings for noise isolation and also to help stop the phenomenon known as "gearlever jizzle". It is connected to the selector mechanisms by three fully-enclosed rubber cables, which give both torsional flexibility and additional isolation from transferred noise. Torque twisting of the rather bulky

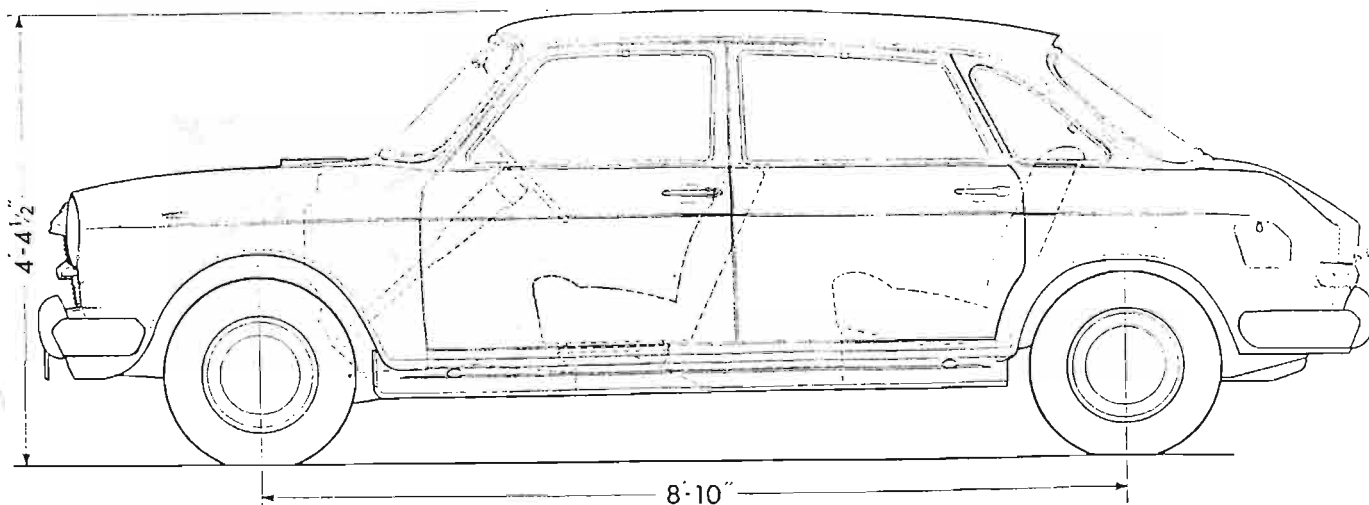
transverse four is controlled by a pivoted rod linkage leading from the gearbox housing to a frame member.

The car is, of course, now famous for having ultra-high torsional stiffness, or resistance to body twisting. It is claimed to be the stiffest sedan in the world in this way. The effect is gained by using massive side members as door sills tied in with a complete rear bulkhead, and a very substantial cross-member under the front seat section. The front section comprises toeboard, scuttle, wheel arches, parcels tray and door pillars, all in one solid section.

A lot of attention was paid to eliminating road noise in this car, mainly because the engineers had a good start by being able to design their suspension around radial ply tyres. These have been found to vibrate over a narrower aural spectrum than normal tyres, and this makes it easier to "tune out" in the suspension most of the reflected road noise that any unit construction car will pick up from the tyres.

The two Hydrolastic suspension units at the front are mounted end to end inside a large tubular cross-member. They are worked by strong upper suspension links pivoted on roller bearings. This whole assembly — much as in the Rover 2000 — forms an integral part of the car's front body assembly. The lower arms of the front suspension have radius rods angling forward for additional control. The Hydrolastic units, as in the previous ADO cars, act simply as dampers, and not as suspension units. The back Hydrolastic system is mounted in boxes under the seat pan, with trailing arms going back to the rear wheels. There is a fair amount of anti-dive effect built into this, as in most trailing link rear setups.

The Hydrolastic system operates in exactly the same way as it does in the 1100. The units are connected front to rear with hydraulic lines filled with a mixture of alcohol and water under specific pressure. Inside each unit is a flexible rubber diaphragm linked to the road wheels. The space between this and a conical steel membrane is filled with the fluid, which passes through a bleed hole in the steel member with rubber flap valves to allow for large move-

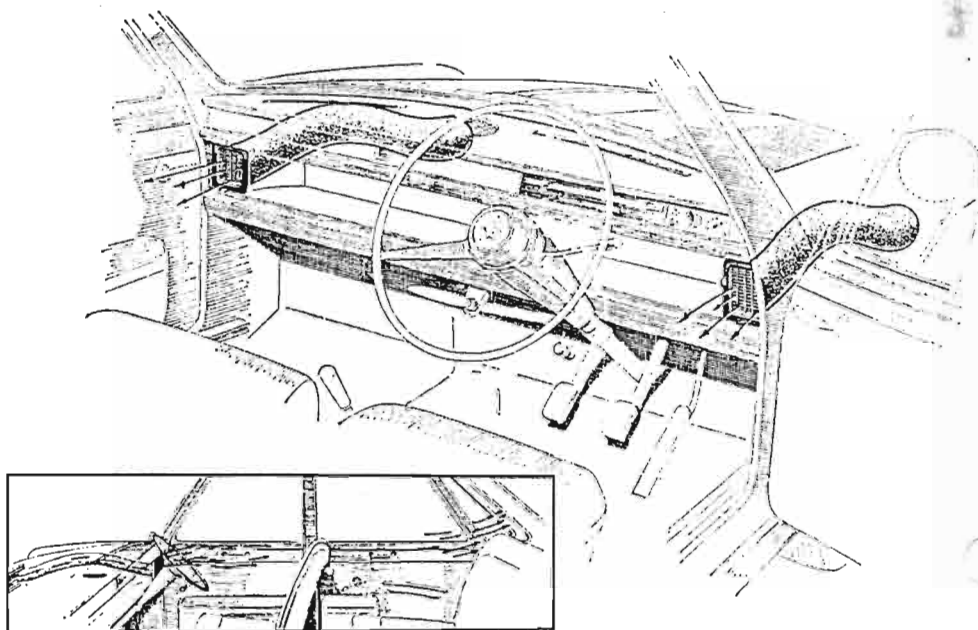




ments of the liquid.

The units have a completely variable spring rate, in that as the rubber diaphragm is pushed in by the metal cone it rolls off the outer tapered wall of the shell and makes more compressible area available, thus allowing more displacement of fluid for proportionate increases in travel by the wheels. Their main purpose, of course, is to balance the movement of the opposite wheels (fore and aft) so that a rear wheel, say, rises to counteract the front wheel rising. The long wheelbase, with wide track fore and aft, makes a car very resistant to roll forces in cornering but sensitive to fore-and-aft pitching, and it was to control this effect that the Hydrolastic system was primarily designed.

*Fingertip controls channel air four ways through interlocking direction deflectors mounted on facia. Throttle valve will instantly vary air-flow from zephyr-strength to gale proportions; combined with separate heating system this ensures warm air is fresh.*



Dunlop SP41 or Olympic GT Radial 175 by 13 radial ply tyres are fitted as standard equipment — BMC specifies only radial ply tyres for the car — and rack and pinion steering used. For Australia the gearing was raised from 4.4 turns lock to lock to 3.8 turns lock to lock to overcome serious objections by early British users and also to make the car more suitable for local preferences. The brakes, servo assisted, are 9½ in. Girling discs at the front and drums at rear, with an inertia-sensitive valve in the hydraulic lines to the rear which cuts off the increase in line pressure when the deceleration reaches a certain level, but which also has a by-pass system which distributes pressure to the rear brakes according to rises in pedal pressures.

In line with most European cars of the last two years, the 1800 has separate, multi-positional fresh air vents at each end of the facia. BMC's Australian experimental division found there was no need to modify the system for local conditions, so well does it work. Two big diameter tubes lead air to shutters at each end of the facia. The flow is controlled by two flexible levers, one controlling vertical shutter and the other horizontal vanes, and together with four-position volume control lever under the edge of the facia one can direct as much air as one needs to any part of the car, even getting a demisting effect on the side windows.

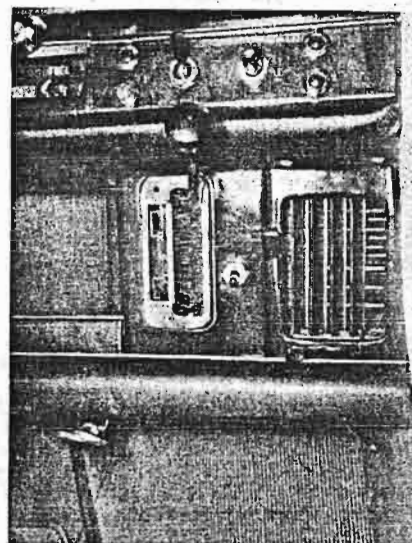
The Australian company made a number of changes to the car for local use — although not as many as to the 1100 — and of these the most important was probably the fitting of reclining front seats. These are an option in Britain. Local trim has also been used, and it is of very good quality, while the seat padding has been improved. Other changes include the fitting of adjustable front door armrests, a divider in the parcels tray, a sump guard, front seat belts as standard equipment and mounting points for three-point belts in the rear, and better dust sealing.

The throttle linkage was made more progressive, the exhaust mountings altered and strengthened, the electric fuel pump relocated in the boot, and the speedometer cable lengthened.

Like all BMC cars, the 1800 is painted with the Rotodip method, which involves complete immersion in proofing and coating materials. The paintwork is baked enamel — again as usual — and a zone-toughened windscreen is fitted.

# automatic 1800

## BORG WARNER GOES EAST - WEST



This position was chosen for safety reasons primarily. BMC say that with the selector in such a position it is impossible for anyone but the driver to reach it. True.

The choice of location was also prompted by the American safety requirements. The committee responsible for these requirements was at one stage giving consideration to safer locations for transmission selectors—about the time BMC were designing their automatic, apparently.

The selector lever protrudes through a curtain of bristles which line the quadrant and help—we imagine—to exclude bugs, dust and other foreign bodies.

The quadrant is lit at night by a really bright light, instead of the more common dim glow.

Starting off from rest, with the transmission in park, we could never slip it through reverse quickly enough to avoid a slight backward hop before the car started moving forward.

Manual down changes are easy enough because lock-up is directly under "Drive" and it is simply a matter

of batting the lever down firmly.

But as we said before, kicking the transmission down with the throttle was as quick—and more convenient.

### Not quiet

Like most four-cylinder automatics, the 1800 is not especially quiet, although noise level doesn't seem to vary much once 70 mph is reached. It is possible to add another 10 mph without any discernible increase in noise from the mechanicals.

The automatic will cruise between 70 and 80 all day. At these speeds the engine/transmission assembly is very busy, a fact which is very obvious to driver and passengers.

But the humming and vibrations are well keyed to one another and simply serve to heighten the impression that the 1800 is really getting along.

Handling and ride are unchanged. The weight difference between manual and automatic is, as we said, negligible. Consequently, the transmission switch has not had any affect on handling.

The 1800 is a strong understeerer, and it responds to shutting the throttle on corners in typical BMC fwd fashion—by tightening the radius of its line.

It is a very controllable arrangement and once familiarity is established it can be thrown around with quite a degree of abandon.

Driving position—the angle and size of steering wheel—are compromises, and when driving 1800s we find it necessary to sit closer than we like—so that the full diameter of the wheel is within comfortable reach.

None of these things are new to the automatic, of course.

The 1800 has its faults, most of them centred around its styling, and comparative lack of performance.

The new automatic hasn't changed any of this. It is still not an especially attractive car, and the automatic—despite slightly better performance—still isn't a ball of fire.

But for people who value interior space and sheer comfort above those things, coupled with the convenience of automatic transmission, this 1800 has much to offer.

Manufacturer: BMC (Aust.) Pty. Ltd., Victoria Park, N.S.W.

Test car supplied by them.

Price as tested: \$2625.

## SPECIFICATIONS

### ENGINE

Water cooled, four cylinders in line, transversely mounted. Cast iron block, five main bearings.  
Bore x stroke ..... 80.26 x 88.9 mm.  
Capacity ..... 1798 cc.; 109.75 cu. in.  
Compression ..... 8.6 to 1  
Carburettor ..... Single SU HS6  
Fuel pump ..... Mechanical  
Fuel tank ..... 10½ gallons  
Fuel recommended ..... Super  
Valve gear ..... Pushrod ohv  
Max. power (gross) ..... 84 bhp at 5300 rpm  
Max. torque ..... 100 lb. ft. at 2200 rpm  
Specific power output ..... 47.8 bhp/litre  
Electrical system ..... 12v

### TRANSMISSION

Three-speed torque converter automatic.			
Mph/1000 rpm			
Gear	Ratio		Max. mph
Rev.	2.09		
Low	2.39	7.3	37
Inter.	1.45	12.0	64
Top	1.00	17.4	87
Final drive ratio			4.19 to 1

### CHASSIS

Wheelbase	8ft. 10in.
Track front	4ft. 8in.
Track rear	4ft. 7in.
Length	13ft. 8in.
Width	5ft. 7in.
Height	4ft. 7in.
Clearance	6in.
Kerb weight	1 ton 1 cwt.
Weight distribution front/rear	63/37%
lb/bhp	29.5 lb.

### SUSPENSION

Front: Independent, wishbones, lower trailing links, hydroelastic displacers.  
Rear: Independent, swinging longitudinal trailing arms, anti-roll bar, hydroelastic displacers.  
Brakes: Disc/drum, servo assisted; 282 sq. in. of swept area.

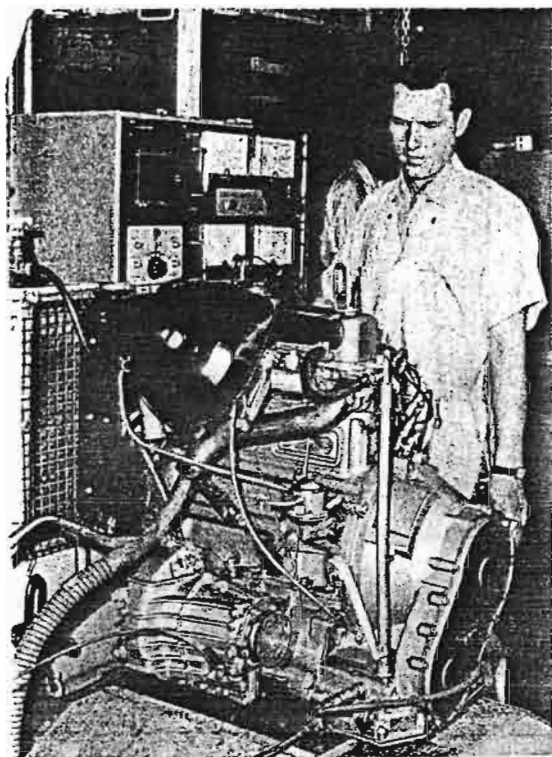
Steering ..... rack and pinion  
Turns lock to lock ..... 3.8  
Turning circle ..... 37ft.  
Wheels: Steel disc with 175 x 13 tubeless radial tyres.

## PERFORMANCE

Top speed	87.1 mph
Average (both ways)	86.5 mph
Standing quarter-mile	21.4 sec.
Acceleration	
Zero to	seconds
30 mph	5.7
40 mph	8.1
50 mph	12.3
60 mph	17.0
70 mph	25.4
kickdown	
20-40 mph	5.3
30-50 mph	7.6
40-60 mph	8.9
50-70 mph	12.6

Consumption: 20.5 mpg over 242 miles, including all tests.

Speedo error:					
Indicated mph	30	40	50	60	70
Actual mph	30	39.1	49.2	59.1	68.2



CONSIDERABLE size of automatic engine/transmission assembly can be gauged in this picture taken during BMC dyno testing (left). ABOVE: Ugly-duckling automatic.

**S**INCE BMC introduced automatic versions of the Mini and Morris 1100 some months ago, the most glaring gap in their ranks has been in the big automatic field.

They've fixed all that now with the introduction of an automatic Austin 1800 which they expect will increase their share of the market.

They're probably right because the kind of person who prefers the Austin's excellent ride and roominess to the more popular six-cylinder cars is probably the kind of person who also likes automatics.

Now, with this option available, BMC expect the 1800 to go even higher than its current sales of 1000 a month.

At \$2625 it is \$260 more expensive than the manual car.

It is the one automatic version in

our experience that is actually **FASTER** than its manual counterpart—and this takes care of the automatic's old bogey, performance loss.

The manual 1800 we tested back in December 1965 had a top speed of 83.5 mph and covered the standing quarter-mile in 22.1 sec. The automatic version covered the quarter in 21.4 average and had a top speed of 87 mph!

The automatic is faster than the manual right through the range. BMC say the difference is only fractions of seconds to all speeds, and since all 1800s now have higher compression than the car we originally tested, the difference won't be as great as those two figures we quote indicate. But the automatic IS a better performer.

BMC say this is brought about by

the automatic's gear ratios being slightly better keyed to the engine's power curve, and we'll accept that explanation.

## Transmission

It's a Borg Warner 35, and this is the first time that such a transmission has been turned around to work in conjunction with an east-west fwd. This is done via a chain-drive.

BMC and Borg Warner engineers combined on the job, and they achieved it with hardly any weight penalty. The automatic weighs only 2 to 5 lb. heavier than the manual—depending on castings—and when you see how big the engine/transmission is, you realise just what an achievement this is.

In its mode of operation it is just like Borg Warner 35s fitted to dozens of other makes. There are five speeds, and these can be selected manually by using position "L" on the quadrant. There is also a kick-down device which selects a lower ratio when the accelerator is floored below certain speeds.

Kickdown into low can be achieved below 24 mph, and kickdown from top into intermediate is possible at speeds below 56 mph—useful for overtaking.

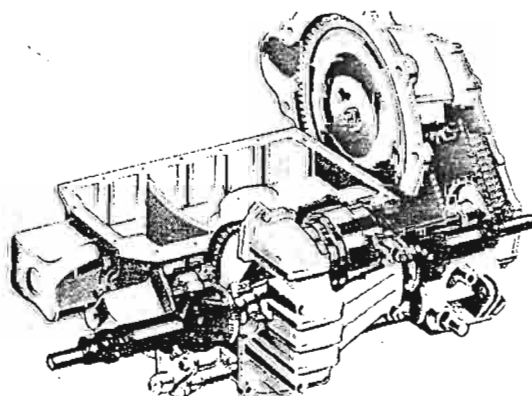
When the transmission is allowed to change automatically in normal circumstances the changes are extremely smooth—as smooth as any we've experienced on a four-cylinder motor.

There's a slight delay with both manual up and down changes, and we found the kickdown the quickest and most convenient way of going down a cog.

The selector quadrant is mounted in the fascia to the right of the steering column, and directly in front of the driver.

We found it not very convenient to use, although it is certainly a better arrangement than some center selectors we've experienced.

BELOW LEFT: Front compartment shows floor clear except for slight centre bulge. BELOW RIGHT: Cutaway shows how chain is used to drive transmission east-west.



Here's one automatic car that actually performs better than its stick shift cousin







# Crabwise

**A dull, boring old saloon car? Not a bit of it, says Zoë Harrison. Tony Hobbs's subtly modified Austin 1800 will give an MGB a serious run for its money**

**T**ony Hobbs wasn't specifically looking for a Landerab when he traded in his Mini-Cooper S against an Austin 1800 way back in February 1969. "I just needed a bigger car for my family," he explains. And if there are those who might dare to suggest that Tony came off worse in the deal, let me tell you that he still owns the Landerab today. Not only that, but he's since bought himself another Mini-Cooper as well.

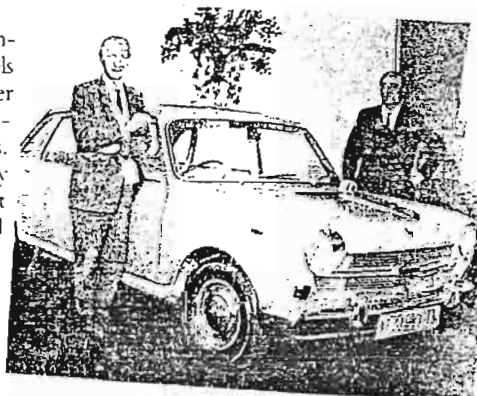
The Landerab was a year old when it entered the Hobbs house-

hold in Derby, having covered just 7000 miles with its first owner. Tony describes it as a Mark One-and-a-half, a Mark 1 body with a Mark 2 interior. "It handled like a big Mini and had bags of room in it, which was basically what I wanted, but it didn't go well enough," he explains.

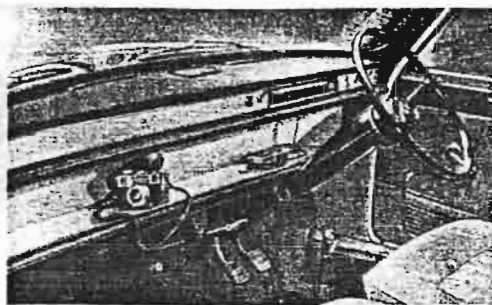
The original Austin 1800 saloon was launched in October 1964, but did not share the same instant success of that other Alex Issigonis creation, the Mini. The 1800 was designed on much the same principles, however, with the wheels very much pushed out to each corner, providing an enormous amount

of room inside the passenger compartment. "It feels big, but it's actually shorter than a Mark Three Cortina," Tony comments. There is also a deceptively large boot – 18 cubic feet – with the spare wheel slotting into a handy carrier underneath.

Interior space may not have been the Landerab's problem, but performance certainly was. Powered by a four-cylinder 1798cc overhead-valve engine, with a single SU carburettor, it offered 84bhp.



**Sir Alec Issigonis (left) remembered not for 1800, but Mini**



Simple facia layout accentuates 1800's massive interior space (left). Body styling as Mark 1 (right)



## Performance data

	Standard	Stage I	Stage II
<b>Through the gears</b>			
0-50mph	12.3secs	9.3secs	8.6secs
0-60mph	17.4secs	13.5secs	12.7secs
0-70mph	24.9secs	18.4secs	17.3secs
0-80mph	38.7secs	27.1secs	24.4secs
0-90mph		44.6secs	37.0secs

<b>Top gear performance</b>			
20-40mph	12.1secs	10.7secs	10.1secs
30-50mph	12.2secs	10.6secs	9.6secs
40-60mph	13.6secs	10.9secs	9.2secs
50-70mph	15.8secs	12.9secs	10.4secs
60-80mph	21.5secs	18.2secs	12.7secs

<b>Top speed and fuel consumption</b>			
Top speed	90mph	98mph	106mph
Fuel consumption	23.5mpg	21.5mpg	23.5mpg

### Power output

Compared to 84bhp from the standard 1800, the Stage I produces 90bhp at 5250rpm and 106lb/ft of torque at 2300rpm, while the Stage II produces 101bhp at 5750rpm, with a maximum torque of 110lb/ft at 3250rpm.

This was quite a respectable output, but the 1800 was a substantial vehicle, tipping the scales at a hefty 2535lbs. This gave a power-to-weight ratio of 74bhp per ton.

By the time of the 1965 Motor Show, the company was already making changes to the model to try and improve its performance – and therefore its appeal. First it raised the final-drive ratio from 4.19:1 to 3.88:1, which had been listed as an option the previous year, but now became standard. Also, an A60 camshaft was fitted to restore the lost bottom-end acceleration caused by the alteration in the gearing.

The benefits in performance were perhaps outweighed by the reduction in efficiency of the engine, using the standard inlet and exhaust manifolds. "In fact, BMC went through about four different camshafts in the 1800, so it's often difficult to know precisely what the power output of the car was at any one time," Tony adds.

Nevertheless, some increase in output was called for, and he quickly set about achieving this. He began to gather information from the main sources of performance bits for the 1800, namely BMC's Special Tuning Depart-

ment, and also Daniel Richmond at the Downton Engineering Works near Salisbury. Downton was perhaps better known at that time for its tuning work on the MGC and the Mini-Cooper, but it also offered its Stage I tuning kit for the Austin and Morris 1800.

The Stage I consisted of a modified cylinder head with bigger valves, replacement valve-spring cups and collets, and dual valve springs. The combustion chambers were enlarged and their central lobes substantially reduced to improve the gas-flow. The inlet ports were also polished.

Having bought this kit in October 1969, Tony took it to his nearest Downton-approved fitter, which was Alan Smith Garages at Frigate Station in Derby.

The simple

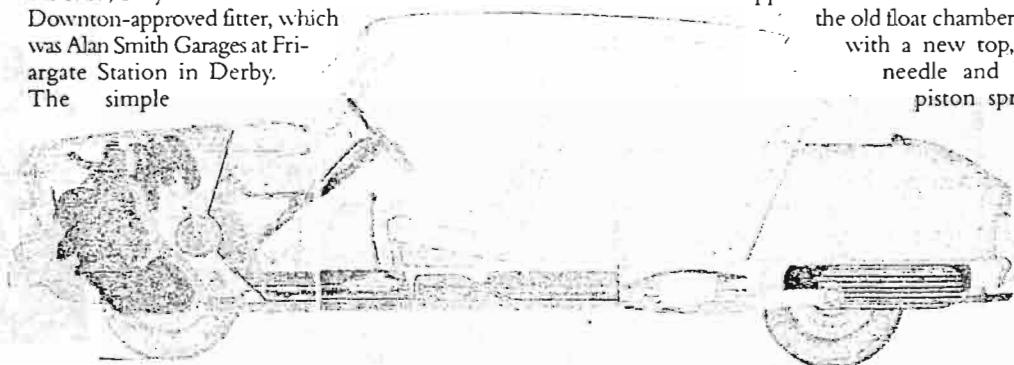
Stage I retained the 1800's single carburettor and used the standard exhaust and inlet manifold, although suitably cleaned and polished up, and matched to the modified cylinder head. Suitable new HT leads and spark plugs were also supplied.

The results were encouraging, but Tony felt there was still room for improvement, so in September 1970 he went for the full Stage II specification, which included the twin SU carburettor set-up. In fact, this conversion utilises the existing HS6 1.75-inch SU, plus an additional unit, on a new inlet manifold. The rest of the breathing problems experienced by the 1800 were

solved by fitting a three-branch performance exhaust manifold and system. Tony bought this kit from Special Tuning at what had become BLMC, and fitted it himself.

To do this he first disconnected the battery, drained the cooling system and removed the carburettor inlet manifold, heater pipes and exhaust. He was able to fit the new exhaust manifold and system with the joint supplied.

The next step was to refit the carburettor to the rear of the new inlet manifold, using the packing piece supplied and the existing progressive throttle-operating bracket. A new bolt and rubber grommet was supplied to enable him to mount the old float chamber, but with a new top, SY needle and blue piston spring.



Mechanically, Issigonis-designed 1800 was simply a bigger version of Mini and 1100/1300





Car still seems to roll considerably, but feels much flatter from behind the wheel. Hydrolastic suspension gives superb ride

## On the road in the MGB-beater

The motoring press at the time were certainly very impressed with the Downton conversions on the Landcrab, and lamented the fact that Austin had no plans to bring out a tuned model along similar lines.

One of the better aspects of the conversion was the torque curve. The Stage II maintains over 100lbs/ft from 2000rpm right up to 5250rpm, making the car very flexible to drive.

Tony himself is very satisfied with his Landcrab. "It's very enjoyable to drive once you get used to the armfuls of understeer," he explains. "The ride is a bit like

the Citroën DS, you get that characteristic floating feel, but it copes well with pretty rough roads and you just get used to thrashing on regardless of the road surface.

"There isn't a great deal of body roll on the corners, which I think is helped by the wider track with these wheels." Tony has always found the gearchange quite slow, but says you simply get used to it. "Compared to a modern car there's quite a bit of wind noise and road noise, but in general it feels as though it's not very old, although because I'm so used to it by now I often find it difficult to tell how lively it is."



He fitted the new carburettor and packing piece, plus three joints to the front of the manifold. The throttle operating rod and petrol supply pipe could then be connected, together with the choke, which operated on the driver's side carburettor only.

Because of the additional carburettor, a longer heater pipe was supplied to maintain a clear run, and Tony fitted this before finally connecting up the exhaust manifold. Then it was a matter of reconnecting the battery, and refitting and filling the cooling system. With the engine started up he could check

for leaks and once it was at normal running temperature he could balance the carburettors.

"I did find, however, that once I'd done this the car ran fairly hot on the oil, so I was recommended to fit a 13-row oil cooler kit, which I did, together with extra oil pressure and temperature gauges," he explains.

Fitting the oil cooler involved first removing the radiator grille and weathershield. Tony assembled the supplied brackets on to the oil cooler with the nuts and screws provided. The oil-cooler kit was designed not only for the Austin 1800, but also for the Wolseley

18/85 as well, depending on where the brackets were positioned.

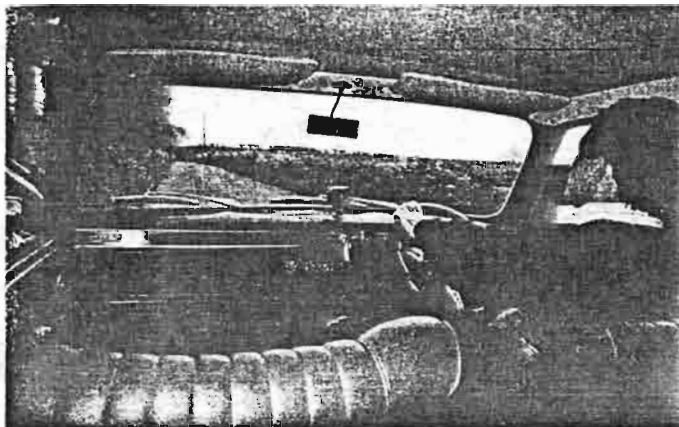
Tony fitted the cooler on the nearside of the radiator-grille aperture, with both brackets under the support rail, near to the edge, at the same time trying to ensure that the oil cooler itself was placed as centrally as possible. He had to drill two mounting holes for each bracket.

He disconnected the oil-gallery pipe, having first removed the oil-gauge adaptor. He replaced the filter adaptor with the new one supplied. Tony measured 18 inches from the right-angled end of the cooler pipe and cut through it so he could attach

the pipe to the oil-filter union, attaching that to the filter housing with the pipe facing downwards. He could now fit the open end of the pipe to the straight cooler connection, and clamped it in place using the clip supplied.

The cooler pipe was supplied in one long piece with the correct unions fitted, and the idea was the owner had to cut it to the right lengths, depending on which Mark of 1800 he was fitting it to. Tony had to measure 25 inches from the 45-degree end which was left and cut it before attaching the pipe to the original adaptor on the cylinder

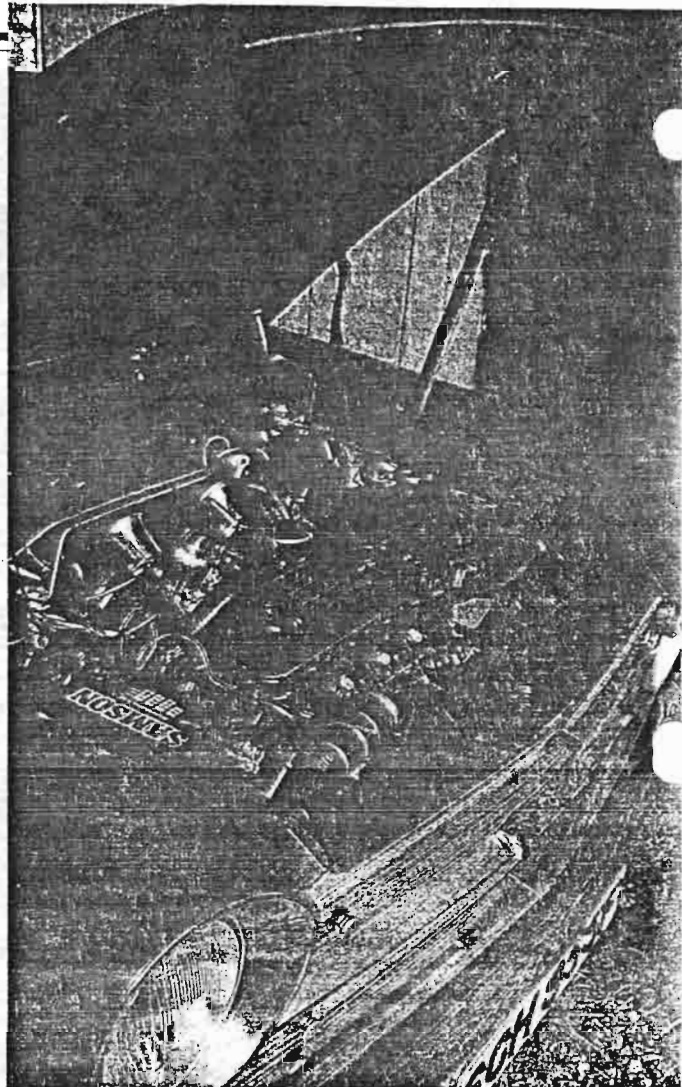




**Fast cornering requires determination to overcome inherent understeer (above). Wheels are genuine Minilites (left)**



**Car part of the family by now; children learned to drive in it**



**B-Series engine produces a healthy 101bhp in Stage II tune**

block. The other end he fastened to the remaining cooler connection. To prevent the pipe chafing through, a rubber grommet was provided to slide over it.

Then it was just a case of replacing the oil-gauge adaptor and trimming approximately two inches from the weathershield so that it cleared the oil cooler. Once the radiator grille was refitted and the oil topped up, the job was finished. "On the motorway you tend to drive the car on the oil temperature, but it's been no problem," he adds.

Tony made no alterations to the suspension, but did manage to get hold of a set of five Minilite wheels after Lord Stokes began to run down the Competitions Department and many of the parts were sold off quite cheaply. These are still 13 inches in diameter, but an inch wider than standard at 5.5 inches.

Many miles have passed under the Austin's wheels since Tony bought it, and it now has over 120,000 on the clock, without requiring any major work. After burning out a piston and damaging one bore, he is on his second cylinder block, which he acquired as army surplus, together with a spare gearbox, although the car is still run-

ning on its original unit.

When the Hobbs moved from Derby down to Somerset, where Tony runs a small engineering company, the Landcrab came too. "The kids learned to drive in it, which is why they wouldn't allow it when it was going to be sent to the crusher in the sky," he says.

Fortunately, the Austin escaped this fate and a couple of years ago it received bodywork attention and a full respray by a firm in Sherborne instead. "Structurally it was very sound," he comments. "I'm assured by the experts that the Landcrab is still one of the most torsionally stiff body shells ever made."

To bring it more up to date, Tony removed the now-rare Downton head and fitted a Peter Burgess item which allowed him to run on unleaded fuel. "They're actually pretty similar heads in terms of combustion-chamber shape," he remarks. He has also fitted a stainless steel 1800S exhaust system onto the original three-branch manifold.

"It's a bit of a time-warp, really," Tony admits. "I guess the best of putting it is that it's an interesting survivor." I'm sure Tony Hobbs's Downton-tuned Landcrab will keep going for many years yet. □

IT IS A Q-SHIP in the finest tradition and it runs a hot 100 mph — in the style of the marauding Q-ship it is almost impossible to pick from its more sedate brothers. Only a rubber securing strap on the bonnet lid warns that all may not be as it seems with this latest Repco research car — the Austin 1800.

The car is an English model and this is clear from the leather upholstered seats to the thin black pin stripe along the body's creased flanks.

But as soon as a door is opened, it is obvious this is no standard car. On the driver's door is a black box with a couple of toggle switches. A matching smaller box with one switch on the passenger's door confirms that the front door windows of the car are raised and lowered electrically.

"Well it is rather a long stretch across to the passenger's window winder for the driver of an Austin 1800 and the ventilation in standard form can't cope well with Australian heat", said the man from Repco-Brabham, Frank Hallam.

Beneath the 1800's standard instruments were three extra instruments — tachometer ("I think it reads a little fast"), temperature and oil pressure gauges.

Changes inside the car were minor compared with those under the bonnet, the changes which made the car into an entertaining Q-ship.

As soon as the bonnet was opened it was obvious why there was a rubber strap added — there was no bonnet catch! Instead, the panel where it normally mounts was eroded to clear the air cleaners of an impressive pair of Weber 40 DCOE carburettors. They were sitting on the front of the motor because — that's right, it had a cross flow head.

The head was a light alloy HRG part intended for MGB's. Repco fitted it because they wanted four inlet ports instead of the normal Siamesed pair to test fuel injection equipment on the 1800.

When the injection equipment didn't materialise they doubled up a pair of Webers to get the car mobile. SU carburettors were considered but wouldn't fit in the space.

The manifolding for the Webers is sharply angled to the ports — again because of space limitations.

The disc front, drum rear brakes of the standard car retained a vacuum booster with the takeoff for the vacuum coming from each inlet tract, and forming the balance pipe between them, a neat touch that marked the conversion to carburettors and cross flow head as more than just a casual affair. The whole engine had the air of a professional approach to the performance improvement.

The Austin began life as a workhorse research vehicle. The bores of the motor in original form, were in Siamese pairs like the inlets and there were no water spaces between cylinders 1 and 2, 3 and 4. To see what effect this had on the wear pattern and rate, Repco carefully altered the motor, drilling between the bores and fitting new water passages directly to the drilled passages from the water pump.

The effect of the modified motor on the car's performance was astonishing. A good bootful of revs. and a dropped clutch saw the front of the 1800 climb into the air as the wheels spun in enthusiasm to get under way.

A grab to second gear, the lever's knob came off in my hand, and the car surged away again as I tried to feed the knob back onto the lever.

Chris de Fraga drives a ...

# Q-SHIP AUSTIN 1800



Fifty mph whooshed past in less than eight seconds and the car was still accelerating strongly in third. Into top and the urge was still there. The tachometer needle swung to 6100 rpm in top and the car was fairly whistling along. Then I remembered this car had special gearing, not for acceleration, though.

It came from England with a final drive ratio which gave approximately 16.5 mph per 1000 rpm. — the Australian version has an even lower mph figure. An alternative ratio in England was 17.7 mph per 1000 rpm — and so this was fitted to the test car.

In 16.5 mph form, it lost interest very quickly at about 83 mph instead of the standard 87 mph. With the tall gearing and modifications, it swept past 90 mph with insolent ease.

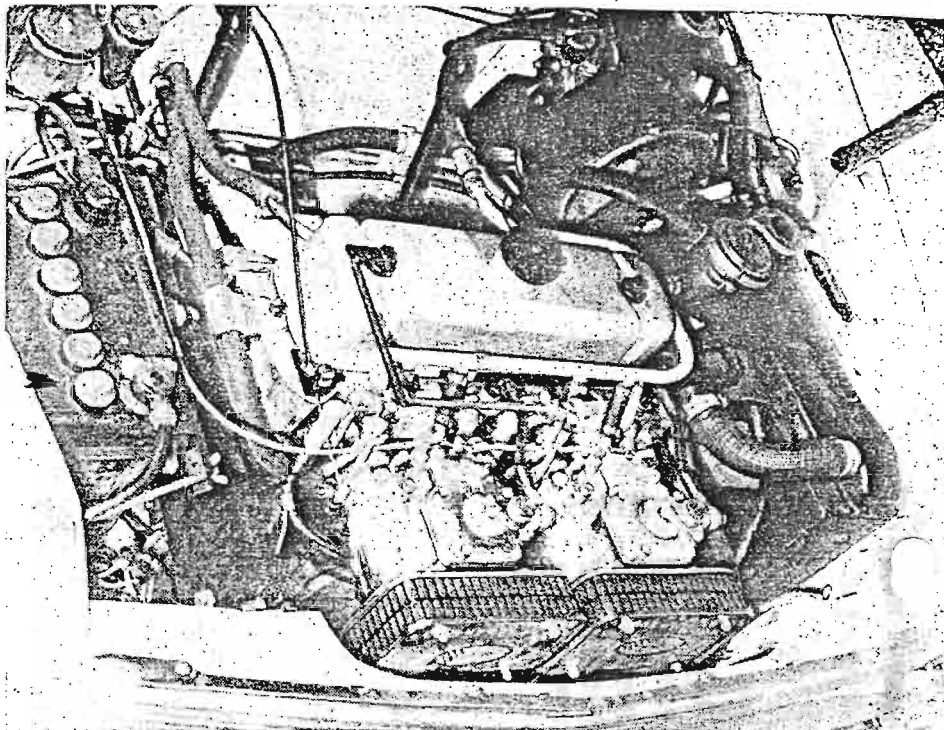
At high speeds, the car proved stable with its Pirelli radial ply tyres, hydro-lastic suspension and the slower gearing of the English steering.

BMC Australia are to be congratulated on their choice of a faster steering ratio for their Australian models. Wheel twirling for parking with the English model was annoying and wrapping on correction took many bites of lock. Exhaust note of the Repco 1800 was subdued so it was no wonder we saw some surprised faces as the car slipped silently past.

In standard form, the 1789 cc four cylinder Austin 1800 motor turns out

80 bhp net and the MGB version 95 bhp net. The crossflow model in the Repco car must have been pumping out better than 95 bhp to haul the 22.7 cwt. body along like that. (It hasn't seen a dynamometer as yet).

At 90 mph, the gauges of the car indicated it was not straining and if this is the performance with a pair of Webers, the fuel injected model would be a tyre smoking fire eater worthy of a dragger's pride.



Now there's a big heap of carburettion for you, twin Webers even yet. When the engine is further modified with fuel injection it should be the original rubber burner.

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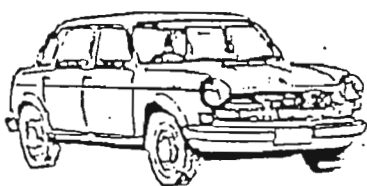
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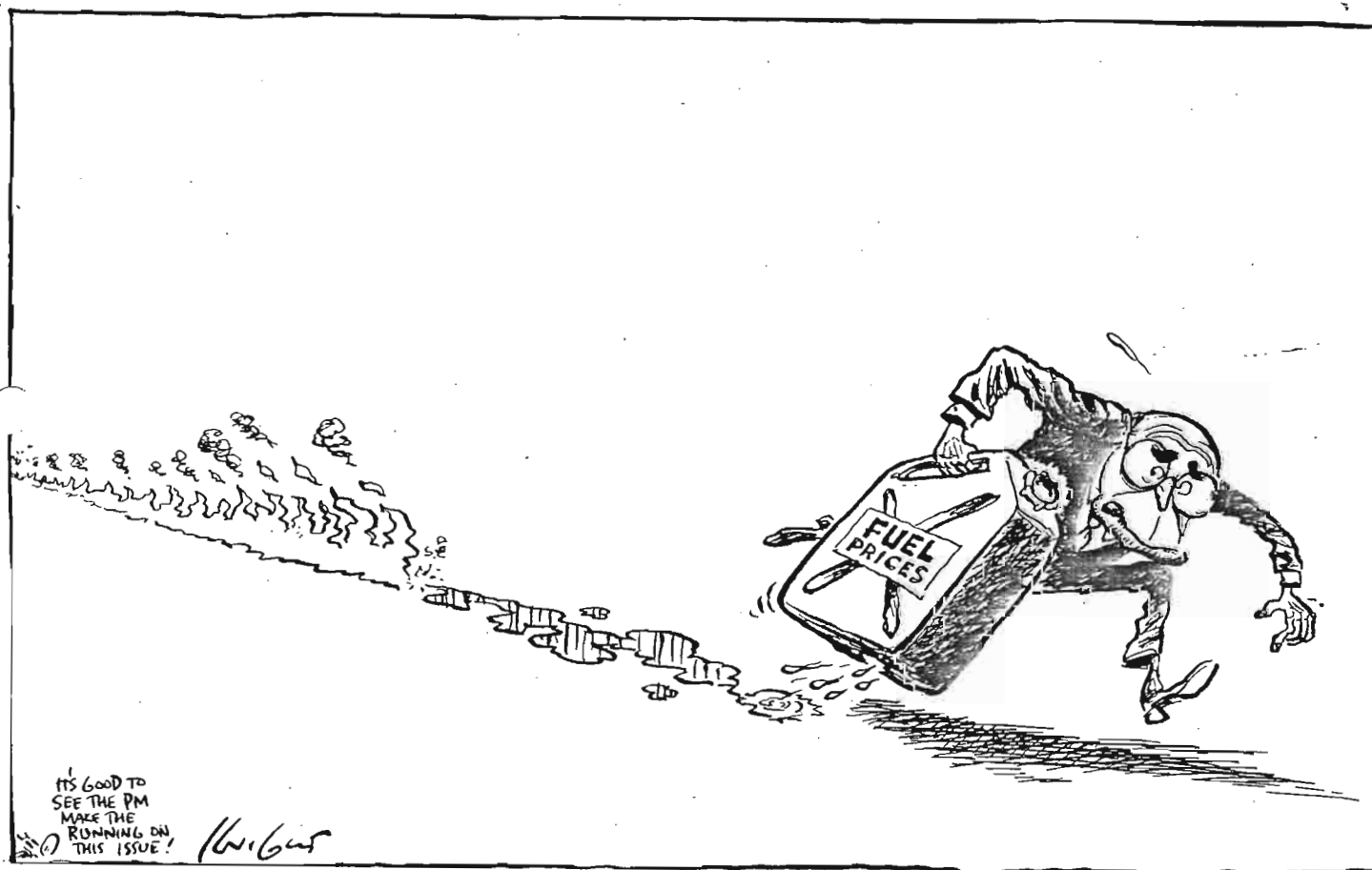


# LANDCRAB

CLUB OF AUSTRALASIA INC.



Welcome to newsletter number 97 for April and May, 2001



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MAKE THE  
RUNNING ON  
THIS ISSUE!

W. G. G.



# SMARTSEARCH

23 July, 1999

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FOR THE ATTENTION OF SERVICE AND PARTS MANAGERS

## DRIVE SHAFT KNOCK

Under certain operating conditions, such as driving slowly over uneven road surfaces or where there is a deflection of the front suspension on drive, a knock may be experienced. This results from the slip-stick action of the drive shaft sliding in the differential gears when compensating for suspension travel and must be accepted as a normal condition with this type installation. Extensive investigation has established that it will not affect the reliability or service life of the component.

As with all cases of noise level an acceptable standard must be set and where a dealer feels the noise is excessive the following procedure should be followed. If it is found to be necessary to proceed beyond item 1 then an authority must be obtained from Distributor or State Service Office.

## DIAGNOSIS

Road test the vehicle over an uneven surface on drive and then without drive. If the knock is experienced on drive but is not apparent on overdrive then it is a reasonable indication that spline knock exists.

## RECTIFICATION

1. To overcome this complaint it is advisable to first check condition of engine mountings and the adjustment of the lower engine steady to ensure that it is not thrusting the engine sideways. This condition exists if the lengths of the differential shaft protruding from the final drive are visibly uneven. To adjust, disconnect the steady and run the engine allowing it to settle in a static position, then adjust the steady rod to ensure replacement without tension.

AUSTIN

1800

2. If the knock is still apparent to an excessive degree after carrying out the above then upon issue of an authority the following procedure must be adopted:-

Maintaining vehicle weight on the suspension disconnect the rubber couplings from the differential shafts. Push the shafts into the final drive, and with the couplings still connected to the drive shafts, position them above the final drive housing. (It will be necessary to roll the car forward or rotate the drive shafts to disengage the couplings.) Withdraw the differential shafts from the final drive; a slight loss of oil may be experienced.

The abovementioned "stick, slip" condition is the result of a "bel-ling" of the splines and/or burrs, sharp corners etc., at the free end of the spline.

It is therefore necessary to correct this by filing the spline ends (use a small three square file) to ensure parallelism of the splines over their entire length.

NOTE: To achieve satisfactory results this operation MUST BE carefully executed.

THOROUGHLY DEGREASE the entire length of the splines, using a solvent such as white spirits, lacquer thinners etc., and when dry spray with Molybond Pressure Pack 122L applied as per package instructions.

Immediately prior to refitting the shafts to the unit coat the splines only with Molybond GC20 grease (Part No. HYL 3454).

NOTE: When replacing the drive shaft coupling "U" bolts do not over-tighten - refer to bulletin C. 36A/65.

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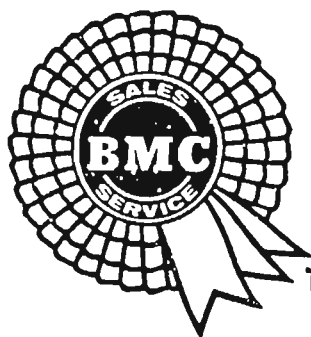
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Service Manager

S/L



# *Service* **bulletin**

THE BRITISH MOTOR CORPORATION (AUSTRALIA) PTY. LIMITED

C. 5	35
F. O.	
Exp.	
3. 12. 65	
Sighted by	

FOR THE ATTENTION OF SERVICE AND PARTS MANAGERS

## EARLY PRODUCTION MODIFICATIONS TO 1800

During the initial production of the Austin 1800, certain improvements have been introduced into production.

The following is a summary of these and all vehicles delivered by you should be checked and the modifications carried out where it is found that they were not done in production.

### Hydrolastic Hose Protectors:

Two plastic protectors, Part No. 24G 4346 (outer) and 24G 4327 (inner) were fitted from Car Serial No. 1522. These replaced the pieces of weather strip (HYA 2635) introduced for an interim period. The protector sleeve prevents chafing of the flexible displacer hoses where they pass through the upper and lower flanges in the aperture of the front displacer mounting tunnel. Chafing of the hydrolastic rubber hoses can also occur by a twist set into the flexible pipe during the initial assembly. Where this condition exists, break the flexible pipe joint and reset the effected hose.

Note: The above mentioned Part Numbers will not be available until May 1966. Any vehicle not fitted with either HYA 2635 or 24G 4326-7 should be fitted with a piece of weather strip at outer flange only.

### Speedometer Cable.

Incorrect speedometer operation can be caused by the accidental kinking of the speedometer cable where it passes through the bulk head. The run of the cable should be inspected in this area.

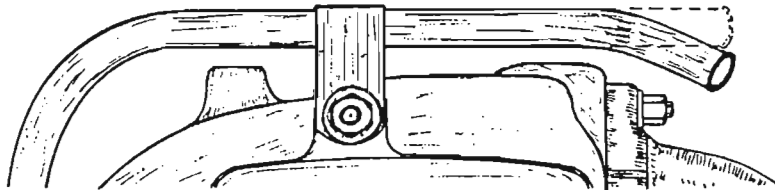
### Heater Hose Clearance

Some vehicles may have insufficient clearance between the heater hose from the cylinder head and the R/H hydrolastic pipe.

The copper pipe passing round the rear of the cylinder head has been reworked in production to overcome this condition. See Figure 1.

All vehicles prior to Chassis No. 1375 should be inspected and if there is insufficient clearance the pipe must be reworked.

Fig. 1.



1. Position heater control to off.
2. Loosen the 2 hose clips and remove the hoses from either end of the pipe. It is not necessary to drain the cooling system.
3. Slide the pipe through its mounting bracket on the rear cylinder head stud.
4. Anneal the copper pipe by heating it to a cherry red condition around the area of the bend (Water pipe to water hose). Insert a suitable diameter rod into the bore of the pipe and rework the bend sideways to a straight ahead position, and then slightly downward.

DO NOT ATTEMPT TO COLD WORK THE COPPER PIPE.

5. Paint and refit the pipe to the vehicle ensuring that there is now sufficient clearance between the water pipe hose and the Hydro-lastic pipe.
6. Top up cooling system.

### Jacking Points

Prior to Car Serial No. 1800 it is essential that the jack is fitted into all jacking points to ensure that it can be correctly positioned. The restriction of a jacking point can be caused by the welding flash around the sill panel to the jacking sleeve not being properly dressed. To correct this condition remove the obstructing welding flash and re-paint.

### Safety Belts

It has been observed that belt adjustment can be rendered inoperative due to incorrect fitting of the adjustable webbing to the release buckle. For correct assembly, the adjusting strap of the harness must be positioned through the release buckle so that the overlapping webbing lies on top and NOT underneath.

### Rear Wheel Cylinders

160 vehicles were intermittantly fitted with 3/4 in. bore rear wheel cylinders, and Car Serial Nos. are not available. However, this was intentional and they are quite satisfactory. If a 3/4 in. wheel cylinder should require replacement both wheel cylinders must be replaced with 0.70 in. wheel cylinders Part No. 27H 6304.

The wheel cylinder bore size can be identified by a stamping on the main body of the cylinder i. e. 70 and 3/4 in. However should seals require replacing they should be replaced with a repair kit using the bore size number for identification.

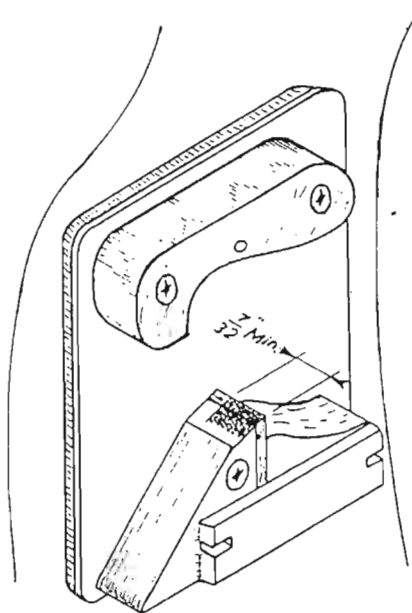
0.70 in. kit, Part Number 18G 8068.

3/4 in. kit, Part Number has been ammended from SP2042/2 to SP 2042/3.

### Front Door Lock Striker Plate

To increase the cam to striker overlap to a minimum of 7/32 in. packing plates HYA 4677 can be fitted behind the striker plate. See Figure 2.

Fig. 2

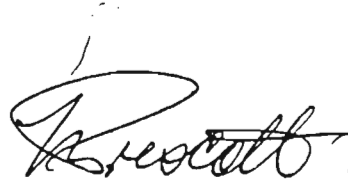


The contact area will be apparent from a witness mark on the striker. Where it is found to be less than 7/32 in. packing plates MUST be fitted behind each striker plate. The plates are .035 in. thick and four is the maximum number that can be fitted. Should there be a case where the minimum contact area cannot be obtained by the addition of 4 packing plates, the front door hinge should be adjusted or reset.

Door Bounce Back

If the door bounces back on slam condition it is an indication that the striker plate could be out of adjustment.

Correct striker adjustment - with the button depressed the upper guide rail of the door lock must have a slight interference and full striker contact along the nylon guide.

A handwritten signature in cursive script, appearing to read "N. Prescott", is written in dark ink.

N. Prescott,  
Service Manager.

S/L





# Service bulletin

THE BRITISH MOTOR CORPORATION (AUSTRALIA) PTY. LIMITED

C. 50/65

Exp. -

F. O. -

15. 11. 65

Sighted by:

FOR THE ATTENTION OF SERVICE AND PARTS MANAGERS

## PRE - RELEASE INFORMATION - AUSTIN 1800

The Austin 1800 has undergone extensive road proving in Australia before being introduced into production in this country, resulting in a number of improvements to suit local conditions, most of which will not be apparent to you as they are in the basic vehicle structure. The vehicle specification is basically similar to that detailed in the Workshop Manual AKD 4138 which has already been made available to you. The few changes affecting service procedures are:

### TORQUE WRENCH SETTINGS

Cylinder head nuts - 40 lb. ft. maximum.

### VALVE TIMING

Rocker clearance .018 in. cold or .016 in. hot. Rocker clearance must be adjusted by the method outlined in Section A9 of the Workshop Manual.

### IGNITION SYSTEM

Ignition timing - Dynamic  $12^{\circ}$  B. T. D. C. at 500 R. P. M. and then increase engine idle speed to 550 R. P. M.

### SUSPENSION

Trim height at kerbside weight condition and 260 P. S. I. mean pressure checked from the front hub centre to wing height should be  $15\frac{1}{4}$  in. to  $15\frac{1}{2}$  in. A slight differential in pressures may be used to equalize the mean trim heights each side. Vehicles must not be run at pressures exceeding 280 P. S. I.

STEERING

Steering wheel turns - lock to lock has been reduced to 3.8 by the introduction of a slightly larger pinion.

FRONT WHEEL ALIGNMENT

The front wheels must TOE-IN 1/8 in.

CLUTCH PEDAL HEIGHT

The Clutch Pedal Height should be checked at every opportunity and should read 5-5/16 in. plus 0, minus 5/16 in. from the lower tip of the pedal rubber to the toe board (with carpet and felt removed). Adjustment is achieved by adding half packing pieces, Part No. 11B 5138, as necessary between the clutch master cylinder flange and the bulkhead.

BLEEDING THE HYDRAULIC SYSTEM (Rear brake reducing valve).

Top up the supply tank direct from a can of unused Brake Fluid.

Special Note: Never under any circumstances use fluid which has been bled from a system to top up the supply tank as it may be aerated, have too much moisture content and possibly be contaminated.

Ensure that the supply tank is kept topped up with fluid as it is essential that at no time during the bleeding operation should the fluid reservoir level be allowed to fall to a point where air may be admitted into the hydraulic system via the supply tank.

Slacken off the adjusters to the rear wheels until they reach their stops.

Bleed the front brakes first. The pedal must be pushed hard down through a full stroke, followed by three short rapid strokes and then allowed to return quickly to its stop by removing the foot from the brake pedal.

Note: Remove the floor mat or any other object which may obstruct the full stroke of the pedal.

Ensure the handbrake is applied before commencing to bleed the rear brakes. The pedal must now be depressed slowly through a full stroke and returned slowly, allowing three or four seconds between each stroke.

If during this process the pedal application causes the valve ball to contact the valve seat (this condition is easily detectable as the contact can normally be heard and the brake pedal cannot be pushed completely to the floor) the bleed screw must be tightened without delay whilst the assistant operating the brake pedal releases the handbrake. The combination of both actions displaces the ball valve from its seat.

The handbrake must then be re-applied and the bleeding continued, repeating the procedure until the air is dispelled at each rear wheel cylinder.

Upon satisfactory completion of the bleeding procedure, reset the adjusters on the rear drum brakes.

### TRANSMISSION

Final drive ratio 4.187:1, 16.39 miles per hour per 1000 R.P.M.

### SEAT ADJUSTMENTS

Both front seats are adjustable fore and aft. by a spring - loaded lever which is located below each seat. The reclining front seat squabs are adjustable by a lever control to any angle from upright to flat.

### JACKING POINTS

When lifting the front of the vehicle with garage jacking equipment, the jack must NOT be placed under the transmission case as it may lead to damage of the engine mountings. It is recommended that a suitable jacking block be fabricated to locate aft. of the front suspension mountings.

### TYRES

Radial Ply Tyres are the only tyres recommended and are fitted as original equipment.

### POWER UNIT - REMOVING AND REPLACING

The rocker cover studs are unsuitable as fixing points for the engine lifting brackets. However, the brackets should be attached to Nos. 5 and 8 cylinder head studs for this purpose.

PLEASE AMEND YOUR WORKSHOP MANUAL ACCORDINGLY.

## PERFORMANCE STANDARDS

With the introduction of the Austin 1800 into production in Australia, we have entered into a new phase of Quality Control by establishing what is known as a "hot-run". This means that all engines and transmission assemblies are run for a period of  $\frac{1}{2}$  an hour at varied speeds through a range of 500/3,000 R.P.M. under the actual conditions as installed in the vehicle.

During this running period, a very thorough check of all ancillary equipment is carried out and all final adjustments made to tappets (after tightening down cylinder head), ignition, carburettor and general engine tune. This procedure is carried out by highly skilled operators using the latest scientific equipment. Another feature of the "hot-run" is that it enables inspection to detect and correct oil leaks. This is done by means of ultra-violet light which will reveal even the latest trace of oil.

We are confident of the effectiveness of the "hot-run" technique and it should not be necessary for any tuning adjustment during pre delivery service unless there is some obvious malfunction.

As with all new models, there is a need to become familiar with new features and standards, and the following explanations will enable you to have a better appreciation and perhaps save considerable time and expense in trying to correct what is a normal condition.

## ENGINE

The engine is fitted with a fairly high performance camshaft which requires a tappet setting of .018" and as such, the tappets are a little more audible than may be considered desirable. However under no circumstances should the tappet clearance be reduced, as this can only lead to poor performance and ultimate valve trouble. As with all highly developed engines there could under certain circumstances be a slight tendency for the 1800 engine to run-on after the ignition is switched off. This can be aggravated by incorrect general engine tune or too fast an idling speed. On the other hand, if the idling speed is reduced too much then this could induce the characteristic gear train noise which you have probably encountered on other East/West installations.

Special care is taken during assembly to keep these factors within acceptable standards and the only attention likely to be required by you is to keep the engine in a well tuned condition. Under no circumstances should you resort to changing gears or polishing cylinder heads without first reporting the matter to the B.M.C. State Service Office or the State Distributor and obtaining the necessary authority.

The engine ventilating system is of the closed circuit type and care should be taken to see that the oil filler cap and dipstick are correctly positioned otherwise an out of tune condition will become very apparent. In fact these two points should be immediately checked if any erratic engine running is encountered.

Durability and Road Test experience has indicated that the initial oil consumption is likely to be in the vicinity of 5 pints per 1,000 miles but this should settle down during the running-in period to within the region of 3 pints per 1,000 and then remain reasonably static. With modern oils the running-in period is likely to be prolonged over a period of 5,000 to 6,000 miles and under no circumstances should an engine be dismantled for the fitting of piston rings in order to correct oil consumption until 5,000 miles has been covered or alternatively, authority has been obtained from the B. M. C. State Service Office or State Distributor.

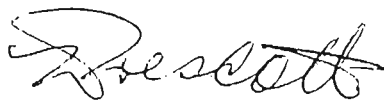
### TYRES

The Austin 1800 is the first production vehicle fitted with Radial Ply tyres as standard equipment, and there will be a need for you to become familiar with their characteristics. The many fine features associated with this type of tyre are probably well known to you but you will also find that they tend to give a firm ride and small irregularities in the road, such as the joints on concrete roads, will become far more noticeable. In spite of this you will find that the tyre gives the appearance of being under-inflated but under no circumstances should you deviate from the Factory's recommended pressure of 28 p. s. i. front and 22 p. s. i. rear.

Radial Ply tyres are also very critical to wheel balance and special attention is paid to this during assembly. Should any vibration or steering reaction be encountered, then you should firstly check for wheel balance. It is again emphasised that, as the 1800 was specially developed for Radial Ply tyres, conventional tyres are not to be fitted either singularly or in sets.

### BRAKES

The brakes of the 1800 are exceptionally effective, being power operated discs on the front and drums on the rear also incorporating a Girling non-skid reducing valve. Like all disc brakes there is a slight tendency to squeal but this must be accepted as a standard condition and corrective action under warranty will not be considered.



N. Prescott,  
Service Manager.

**EXCLUSIVE TO**

# **ETHERIDGE PTY. LTD.**

Standard equipment includes: Powerful heater/demister, layback seats, radial ply tyres, screen washers, power-assisted disc brakes, child proof locks, dress rims, locking petrol cap, and twin horns.

The 1800, in case you don't know, is a big car. Seats 5 "full size" people with enough space to stretch and move around, and it has a king-size luggage compartment too.



## **AUSTIN ETHERIDGE G.T.**

Travel 1st Class—fast—in an Austin Etheridge 1800 G.T. Have the car you want specially built for you. Our factory trained experts take a basic model 1800 MKII and turn it into a high performance sports saloon, capable of speeds well in excess of 100 m.p.h. (on super grade fuel) with economy of 25 p.m.g. plus. You choose the color and trim combination, tell us the options you require, such as wood rim steering wheel, tacho, driving lamps, gauges, wide-rim road wheels etc. etc. and the performance you require, then we do the rest. You can own an Austin Etheridge G.T. for as little as \$2900.

For further details consult our General Sales Manager, Mr. David Mills.

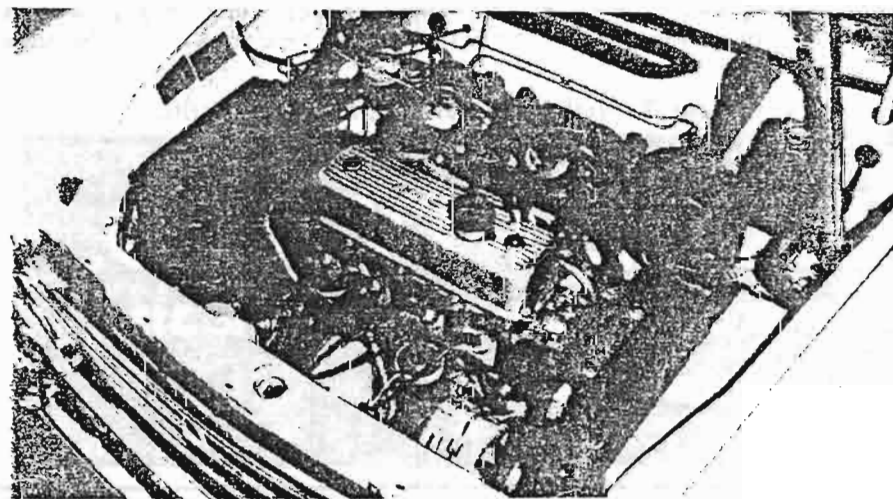
# **ETHERIDGE PTY. LTD.**

**303 WHITEHORSE ROAD, NUNAWADING, Vic. 3131**

**Phone 878-7333**



# the go faster austin 1800



TOO OFTEN THESE GO-FASTER KITS produce a car which will spin wheels for 200 yards, turn respectable burghers white and eat petrol like an aeroplane.

Which is fine, of course, if you own an oil well and can take the associated noise; a noise sufficiently loud to justify ear plugs or intercom between driver and passengers.

Faced with an interstate trip in one of these "go-faster" cars, I was ready to pack crash hat (for silence), string backed gloves and driving shoes.

It was quite unnecessary with Etheridge's 1800 GT.

Plan behind their go-faster kit was to make a car which, although it performed better, retained the original car's features, and in this they have succeeded admirably.

The modification work started with a complete dismantle of the motor and the substitution of an MGB camshaft for the standard 1800 model.

The pistons in the four bores were machined for weight, their connecting rods were lightened, the crankshaft was balanced together with the substituted competition clutch and flywheel.

All the modified pieces were then crack tested to ensure they were stronger than standard and the bottom end was reassembled.

Work began on the top end with the polishing of all gasflow areas, the painstaking equalisation of capacity in the combustion chambers and the fitting and lapping in of a special inlet manifold and extractor exhaust manifold.

Two silencers were fitted to the exhaust to damp out differing resonances and a single tail pipe protruded at the rear.



Carburettion on the car in which we were cruising at a relaxed 80 mph was by twin SU 1.5 inch with air cleaners to quieten their otherwise insistent suck behind the dashboard.

Inside the test car there were some extra engine instruments set on a wood grained panel ahead of the steering wheel and matching this on the passenger's side was a door closing to the parcel shelf with a magnetic catch.

To help others pick the car were yellow and black stripes (ugh!) over the roof, quartz iodine lights in front and backing lights set into the matt black tail panel.

The car certainly felt different to drive with its 105 bhp, its ability to take 7000 rpm without any apparent strain and its increased torque.

And most important as far as long distance travel was concerned, the noise level was very little different from that the standard 1800.

Overtaking cars or pulling up Hume ghway type hills proved the car's extra torque was working well and the handling was altered only slightly from that of the standard car.

With the 1798 cc motor mounted transversely ahead of the dashboard and driving the front wheels, the car had the front wheel drive understeer characteristic of all such cars — but with the 1800 from Etheridge, the extra power tended to magnify the effects.

Pressing on through corners produced understeer but lifting off in mid corner

caused the nose to tuck-in with resultant oversteer.

When necessary the car could be slowed from 80 mph without any sign of fade or strain from the 9½ inch diameter front disc brakes and 9 inch drums at the back.

Steering was different in feel, retaining the 38 ft. turning circle and 3½ turns lock to lock, but with effort no greater and convenience much improved through the fitting of a smaller diameter wood rimmed steering wheel.

Fuel disappeared from the 12 gallon tank at the rate of a gallon of super every 24 miles or so at 80 mph, but at slower speeds the figure improved to around 28.

Most important, though, was the relaxed feel about the car, its very smooth motor and the retention of the 1800's good family qualities.

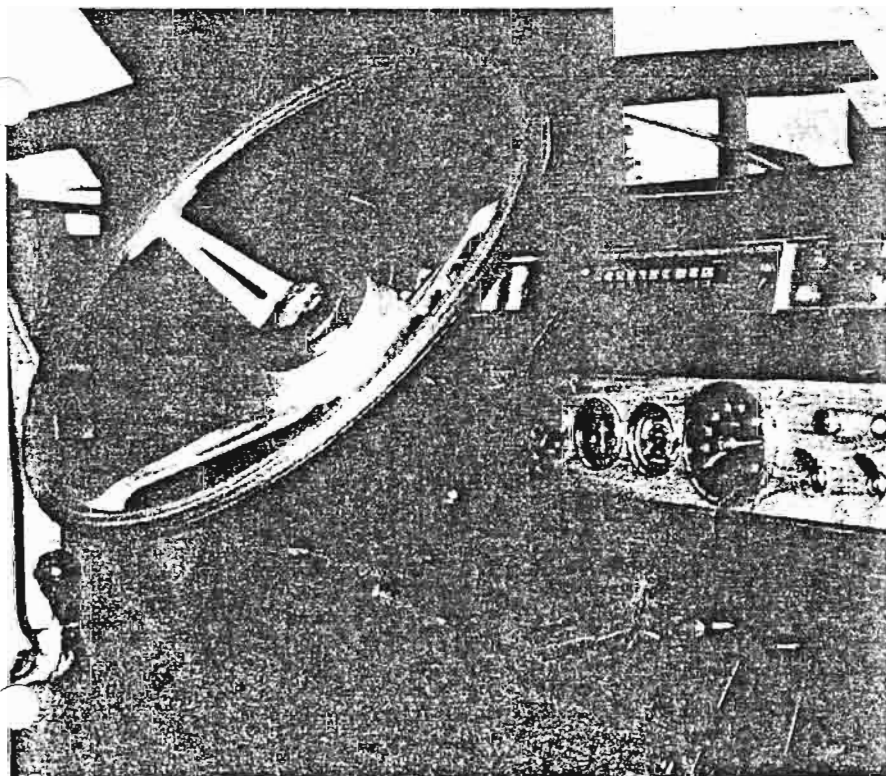
A feature of the conversion was the way the engine would run smoothly down to 20 mph in top gear if desired.

Around the city the car was less at home than in the country, its 2573 lb. body being rather hefty for 1800 cc, despite the power increase.

It spun wheels on bitumen during acceleration tests, however, and reached 50 mph in a brief 9.2 seconds, covering the standing quarter mile in 18.9 seconds.

Summing Up: Well thought out, the engine conversion adds some \$430 to the cost but improves the car's performance, smoothness, reliability, and makes it an effortless, quiet open road runner.

1800 GT dash has extra instrumentation including tachometer (red-lined at 7000 rpm), oil pressure gauge and ammeter. Steering wheel is wood rimmed.



## DATA: ETHERIDGE 1800

**CAR FROM:** Etheridges, Whitehorse Road, Blackburn.

**PRICE AS TESTED:** \$3200.

**OPTIONS FITTED:** Wooden steering wheel, tachometer, driving lights, backing lights, paint identification of model, oil pressure, vacuum and ammeter gauges.

### ENGINE:

Type .... 4 cyl., front wheel drive, transverse  
Bore and Stroke .... 80 x 89 mm  
Capacity .... 1798cc  
Compression ratio .... 9.3:1  
Power (gross) approx. 105 bhp at 5600 rpm  
Torque .... approx 110 ft./lb at 3000 rpm

### TRANSMISSION:

Four speed, all synchro mesh.

### CHASSIS:

Wheelbase .... 106 inches  
Length .... 166½ inches  
Track F .... 56 inches  
Track R .... 55½ inches  
Width .... 67 inches  
Clearance (Minimum) 6½ inches  
Test weight .... 2573 lbs.  
Fuel capacity .... 10½ gallons

**SUSPENSION:** All independent by hydrostatic displacers connected front to rear.

**BRAKES:** Power assisted.

Front: Disc 9½ in.

Rear: Drum 9 in.

### STEERING:

Type: Rack and pinion.

Turning circle: 38 ft.

**WHEELS/TYRES:** Steel, 165 x 14 in. radial plys.

### PERFORMANCE:

Zero to  
30 mph .... 4.2 seconds  
40 mph .... 6.9 seconds  
50 mph .... 9.2 seconds  
60 mph .... 13.3 seconds  
70 mph .... 17.6 seconds  
80 mph .... 24.3 seconds  
90 mph .... NA  
100 mph .... NA  
Standing quarter mile 18.9 seconds  
Fuel consumption on test 23.8-25.2 mpg on Super fuel.  
Fuel consumption (expected) as above.

Cruising range 230 miles.

Indicated 30 40 50 60 70 80 90 100

Actual 30 NA 49 NA 59 NA NA NA

**MAXIMUM SPEEDS IN GEARS:** At 7000 rpm in gear.

1st .... 33 mph  
2nd .... 54 mph  
3rd .... 79 mph  
4th .... 108.4 mph

# INTRODUCING

Bernard Brennan      30 Riverhills Road      07 3715 8432      Mk 11 & Mk 1  
Middle Park QLD 4071

Bernard's mk 1 is under restoration.

Grayham Bickley      3 Freedom Place      07 5455 3167      Mk 1  
Sunrise Beach QLD 4567

Andrew Vincent      44 Heathcliffe Cres      [02] 9948 8123      mk 11  
Balgowlah Heights NSW 2093

## Sales

Mk 11 1970 VGC one owner 66,000 miles Bundaberg QLD 07 4152 1935

Mk 1 ute 74,000 miles VGC Dalby QLD 07 46662 1858

Mk 11 Ute manual fully restore 42,500 miles blue bucket seats \$5,000 Cliff Wright  
at Armiale NSW 6772 8484

2 x 1 ¾ " cards, inlet manifold and extractors fair offer required plus 2 1800 utes Terry  
at Kirrawee NSW 9521 5149

1968 1800 6 of. 2 driveable, 1 auto, 1 manual Lots of spares 1 reconditioned motor  
and gearbox for sale [02] 9605 5076

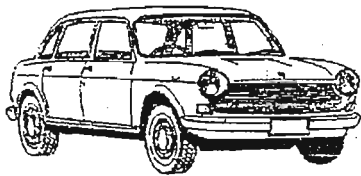
1800 Mk 1 auto good body auto leaks [02] 6258 5375

**Note for John Howard The lab called and your brain is ready for  
collection !**

## Editorial

The good news is that the well over due BMC Service Bulletins should be available for  
all 1800 owners soon. Full details in the next newsletter. [Note from Mrs Editor Does  
this mean we can have our dinning room table back ?]

This is newsletter number 99 for July and August, 2001

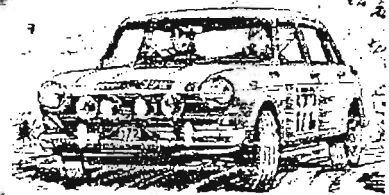


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# LANDCRAB

CLUB OF AUSTRALASIA INC.

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

Last August. I went cap in hand to the Bank Manager. Surprisingly, I came away with \$147 Big Ones. This was just enough for a JAG Sports. Four days after delivery, it cracked up. And was gone for 3 weeks

Then in January, it leaked like a sieve.

Come April and it flamed out again. This time, I yelled, screamed and jumped up and down and a new replacement was forthcoming.

It ran like clock work for 2 weeks, and promptly hemorrhaged.

More yelling, screaming and jumping up and down. The dealer finally came good and a full cash refund was received. A new Pulsar was purchased and is giving every satisfaction.

Moral of the story. Never buy a JAG watch- buy a Pulsar instead !

# Introducing

Jim Taylor  
Heidelberg Heights

46 Parker Road  
3081

[03] 95677808

Mk 11 ute

Jason Birmingham

9 Parklands Close  
Bateau Bay 2261

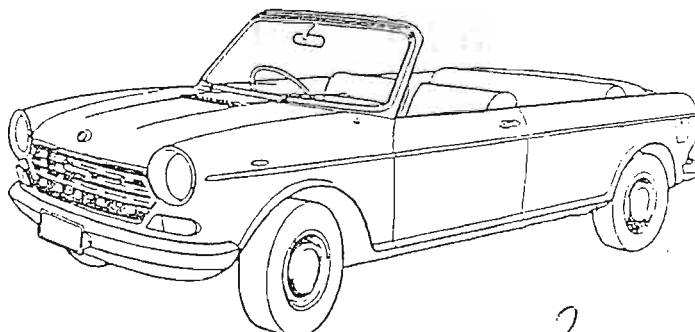
[02] 4334 3901

Tasman &  
Kimberley

Dear Daryl

I thought I'd better introduce myself to all the members & say hi. My name is Jason & I am 36 years old. I have a Kimberley & Tasman (both manuals & both Mk I's) I am pretty new to the BMC range, though I spose nothings changed in a long while. I've had a thing for the Kimberley's since school days (a long time ago) & I've finally plucked up the courage to do something about it. For a while I've been looking around in old car magazines for a restoration project (cheap one), something that not your everyday project, & I found this Kimberley for the princely sum of \$200.00 in sunny Colac in southern VIC. I made a call to the old guy who owned it, but somebody had already spoken for it (in QLD!!!) He wisely took my phone no. & rang back 2 weeks later to say the QLD guy hadn't been heard of since & did I still want it? Much to my wifes disappointment, a money order was sent & "The Big K" was mine. So on the Anzac day long weekend, the missus & I hooked a car trailer onto the Rodeo & headed south for 4 days.

You know it's always a trap to buy on someone else's word, & I fell in face first!!! A short description:- "runs perfectly", "tiny amount of rust", "small dent in roof, easily popped out", "just needs petrol & a battery & you could drive it home". So when I get there, 1. It only just ran, after some fiddling. 2. Rust, Rust & more Rust. Doors, Sills, Lower rear 1/4 panels, lower front guards, etc. etc. 3. small dent in roof (supposedly caused when a hale bale fell onto it when in the hay shed) was totally stuffed!! The "hay bale" was in fact a hay role (the big round one's you see lying in a paddock) & it had pushed the whole roof down & smashed the rear screen!!! 4. The "just needs petrol" thing, well, I had considered scoring a trade plate & driving it back, lets just say I'm glad I didn't, with no brakes, suspension on the deck, you get the picture. Anyway, I was there, with a car trailer & I'd already paid for it so I loaded it on & copped a hard time from the missus ever since. Now a customer of mine ( I own a mechanical workshop) tells me about a Tasman he has at his place. He's had it since new & he took it off the road in 1981 when it broke an engine mount bracket off the firewall. It's been sitting in his chook shed ever since. Luckily it's only a couple of kays away (not a 2600 klm round trip) so I go & have a look. Another sad & sorry sight. Absolutely covered in chook s\*\*\*, no suspension pressure on one side & "STINK" inside!!! I counted 8 dead rats on the front floor (later was to be 22 when cleaning it out). Anyway what the hell, my missus already hated me!! \$150.00 & a tow truck later, I had two of Leyland Australia's finest in my work shop.



So I sat back & took in what I had. After cleaning the Tasman up I decided to have a crack at that. It seemed pretty straight & only had 98,000 miles up. The motor was out & the engine bay seemed a pretty good place to start. That's when I noticed the skirt & rail damage. A call to the customer (whom I new pretty well) laid out a strange scenario. Back in 1971 he was off to buy one of the last mkII 1800's when this Tasman appeared in the classified. It was a private sale, but with only delivery kilometers & unregistered (never been registered). He snapped it up, but wished he hadn't when he got home & underneath it & saw lots of new parts labels attached to various suspension & body components. Anyway he drove it for ten years until the engine mount bracket broke & the carby rubbed though the hydrolastic hose & it lost pressure. Anyway the only real worries for him was that it kept eating front tyres & LHF wheel bearings. It didn't take a rocket scientist to work out that it had had a big stack, & a half a repair. The panel fit was OK (as good as it gets on one of these ) but the rail was pushed back 15mm on the left side. Lets have another look at the Kimberley!! It was a one owner car from Colac. It had 3000 miles on the clock, but whether it was 103,203 or 303 was any ones guess. I spent some time on the motor, adjusted the valve clearances & camshaft timing (two teeth out), plugs & points, cleaned & reset the carbs & replaced the petrol in it. The exhaust was long since rusted away so I put the Tasman rear 3/4 exhaust on. & guess what?? It sounds like a million dollars. No smoke, no noises smooth & quiet. Finally a win!! So off came the brake master cylinder & a look up its bore revealed everything was nice & smooth up there. A new set of rubbers & a change of brake fluid gave me brakes. I thought "I'll burn this up & down the street to reveal what horrors the gearbox has in store for me" Another win !!! no noises, synchro that works & no jumping out of gears.

So thats where I am at the moment. The Kimberley has a good engine & pretty stuffed everything else, & the Tasman has a bent rail & skirt & it's body isn't real flash when you get into it, but has a great dash (no cracks) good suspension & steering (nice & tight). Obviously I am going to try to make one good one out of the two, but which one!!!

## **Highway to Heaven**

**<http://jokes.about.com>**

A minister dies and is waiting in line at the Pearly Gates. Ahead of him is a guy who's dressed in sunglasses, a loud shirt, leather jacket and jeans.

Saint Peter addresses the first guy: "Who are you, so that I may know whether or not to admit you to the Kingdom of Heaven?"

"I'm Joe Cohen, taxi driver, of Noo Yawk City," he replies.

Saint Peter consults his list. He smiles and says to the taxi driver, "Take this silken robe and golden staff and enter the Kingdom of Heaven." The taxi driver goes into Heaven with his robe and staff.

It's the minister's turn. He stands erect and booms out, "I am Joseph Snow, pastor of Saint Mary's for the last forty-three years."

Saint Peter consults his list. He says to the minister, "Take this cotton robe and wooden staff and enter the Kingdom of Heaven."

"Just a minute," says the minister. "That man was a taxi driver and he gets a silken robe and golden staff. How can this be?"

"Up here, we work by results," says Saint Peter. "While you preached, people slept; while he drove, people prayed."

# Around Australia in an 1800

by Herb Simpendorfer

## **Trip summary:**

Walla Walla - Sydney - Brisbane - Rockhampton - Mt Isa - Darwin - Broome (half way) - Newman - Perth - Nullarbor Plain - Pt Augusta - Renmark - Walla Walla.

13695 km in 35 days in the months of April and May 2001.

This was the trip done in a Mark 1 Austin 1800 manual. Speed was usually 85 - 90 km/hr as I was not in a hurry, and I wanted to minimize the chance of car problems. The car was not specially prepared for the trip. It was going well, so was deemed to be ready. Odometer read 97,000 miles at start of journey. I bought the car ten years ago, with the odometer reading 95,000 miles.

Highest daily mileage during the trip was 750 km, lowest was 160 km, not counting three days when car was immobilized.

I travelled alone, have some mechanical experience, but am not a mechanic. I had no weight or space problem, but still took only what seemed useful or necessary.

In this article, I will discuss only mechanical matters, which would be of most interest to Landcrab Club members. Suffice it to say that the trip was unforgettable and most enjoyable.

## **Preparations:**

Preparations started rather low key about six months ago, usually on Saturdays when I had a bit of spare time. Much of this preparation was getting the car in good order, getting it registered, and putting into it what seemed necessary for 14000 km of often desolate travelling. I did all of the mechanical preparations myself. I also wanted to stay close to total expense of \$50 average per day including fuel once the trip started.

Extra instruments fitted before start of trip:

Oil pressure gauge, additional temperature gauge with sender where the block tap is, clock, inside and outside digital air temperature gauges, tachometer, vacuum gauge, voltmeter connected to battery terminals, ammeter. All of these except the digital gauges were retrieved from wrecks or cheap from Swap Meets. I also have a blinking green LED that blinks when the radiator is full of coolant. It is behind the steering wheel spoke, so is not normally seen. Of all of these, the instruments I looked at most often, in order, were the two temperature gauges, the vacuum gauge, the speedo and the oil pressure gauge. Knowing the outside air temperature was very interesting and beneficial in the north on hot days. The tacho could have stayed at home. When you get to know your vehicle, you know what the engine revs are before you look at the tacho. The voltmeter must be the undamped type, otherwise (for example) you don't know the voltage of the battery when the starter motor is engaged.

Here is the list of spare parts and tools that went along, with comments:

The usual spare wheel, wheel wrench and jack. I had to take wheels off at various times, so these were used. The spare tyre on top of the tyre I had off was used as a safety block under the car when I had to do work underneath.

Spare tube, bead breaker. Not used. No punctures or flat tyres on the whole trip.

Complete distributor, water pump, fuel pump, set of radiator hoses, fan belt, various plastic tubes, starter motor, drive shaft, alternator. None of these were used, but I was glad to have them aboard in case something went wrong.

Spare battery and small 4 A charger. I have heard of batteries exploding, so did not want to be stuck if this happened. I have recently fitted a Calcium battery in the car and did not know how reliable they are. I used the spare battery twice to start up in the morning after I used my halogen 4A interior light for a long time the evening before. I charged the spare battery twice during the trip.

Small bottle jack, length of electrical wire, length of thin clothes line. All used.

Tyre pump and tyre gauge. Pump was used only for freeing the piston and cup of the suspension pump.

Suspension pump and suspension fluid. Used. See below.

Two rear engine mounts. One used, see below.

I also took along a used head gasket from an old engine. Not used, but I would have tried it if I had blown a head gasket in the outback and hoped it would hold for a while.

Various tube of Silastic, with gun, and gasket cement. All used.

Some would say that many of these should not be taken on a trip, but I wanted to be prepared for all but the most unusual problem. Also, it gives you a good feeling to know that you have a lot of parts aboard. I felt very very vulnerable in the lonely stretches in the north. As it turned out, a spare head and tension wrench would have been handy!

#### Tools:

Set of SAE sockets, extension and ratchet.  $\frac{1}{2}$ , 9/16 and 5/8 used.

Screwdrivers, feeler gauges, multigrip, vicegrip pliers, tinsnips,  $\frac{1}{2}$  and 9/16 ring and open ended spanners, compression gauge, timing light, hack saw. All used.

Spare fuses. Not used. The one fuse I needed I did not have: 2A for the CD player bought four at Derby.

Large adjustable spanner. Not used.

Long screwdriver for water hose clamps. Used.

Small thick tarp for putting on the ground. Indispensable. Used every day to cover bare ground or prickly grass when in either fix up or camping mode.

Good pair of scissors. Absolutely indispensable. I used it every day at least once.

Another indispensable item was my little organizer which had a function that converted km to miles and vice versa. (The Mark 1 odometer is in miles)

Forgot to take spare globes. I blew a two filament globe, replaced it with one I found in a wreck west of Kunnunurra.

As I like to do mechanical work on the Austin, I was very happy when something needed to be done, and it was comforting to know that I had the knowledge and equipment to keep the car going.

#### Problems at start of trip:

As I left, I knew I had some faults in the car: The brake pedal sometimes went nearly to the floor the first time when used, but was always good from then on. There seemed to be too much noise coming from the transmission. I was concerned about the clutch or thrust bearing failing, as I had not had a look at these, and it seems they often fail at about 100,000 miles. There was a small clunk somewhere in the front end when I turned off, but not heard at any other time.

What happened to these:

The brake pedal problem did not go away or get worse.

Both clutch and brake hydraulic fluid leaked somewhere, and I just kept topping up the fluids.

I had a very good listen to the noise from the transmission at Brisbane before heading into the remote areas, but the noise did not seem to be any worse, so kept going. The noise is still the same today after the trip is over.

There is still a clunk at the front end now. It did not get worse. I will find the cause sometime.

### **New problems that developed:**

Soon after leaving home, the oil pressure warning light came on at unusual times. It could mean all sorts of things, but the oil pressure gauge showed no loss of pressure when the light came on. I was a bit worried about this one, but found the problem at Brisbane. The sender unit wire was shorting on the nearby coil when the engine rotated a bit. I soon moved the coil away a tad. Problem solved.

For the next 3400 miles, I had no problems. Rockhampton, Longreach, Mt Isa, Three Way, Darwin, Kununurra. Life is a Breeze! Then.....

At Broome, which was exactly the half way point, I had four problems as I pulled up in the caravan park: bad miss in the engine, car down on the left as I had busted a displacer unit during the day, right indicator not working properly, and CD not working. I went to bed wondering how to handle these, as I was completely on my own, with no friends within two thousand miles of Broome. Next morning, I soon found the reason for the miss (one spark plug was fouled up), the CD problem was due to a blown fuse, easily fixed, one indicator light was blown, so I fitted one I found in a roadside wreck the day before. That left the bad lean, and I went to the local rubbish dump to fix that. See below. Soon after noon, I was sailing along again, confident of putting many miles on the speedo that day.

As I came into Perth, a thousand odd miles later, there was again a bad miss in the engine. I kept going slowly until I reached my brother's place, where I was expected. I parked in his back yard, and prepared for action. Tarp on ground in front of car, tool box out, bonnet up. The compression gauge read zero on No 2, so I had to take the head off. That did not take long, as I had all the right tools. The No 2 exhaust valve had a bit missing. Cylinder not scored, fortunately. Phone calls. One nearby Head Reconditioning Firm could do the job in one day. I took the head to them, and a day later, it was planed, cleaned, painted, three new guides fitted, new exhaust valve fitted, all valves ground, of course. It looked brand new. The firm also supplied a top gasket set. Nice service by Hi Tech Cylinder Heads in Malaga. Total \$361.70. I was very happy to pay this amount to get going again! The firm kindly loaned me a tension wrench for a day at no extra cost. Mine was 5000 km away at home, and it was the only tool I had to borrow on the whole trip. No more problems with the engine after Perth. The valve problem may have been partly caused by the very hot conditions in the north of Australia. I was also amazed how much carbon was on the head and pistons.

The temp gauge went a bit past its normal spot, and when I thought it was going too high, I turned the heater on full bore, and slowed down. That did the trick.



Since I had not had the head off before the trip, I did not know of any problems there, but a compression test at the start of the trip had showed extra good readings

From Perth to my home at Walla Walla, I had no car problems at all. But I did notice some scrubbing of one front tyre. I had no way of checking toe in until I got home, so kept going.

**Fuel and Oil:** I used leaded, or LRP or Super except for one place where I added unleaded to a half full tank, because they had run out of leaded. Best fuel consumption was 13 km / L. Price went up to 139 c / L in isolated spots. In some places, you have to pay before you get petrol. The high prices are an incentive to travel as economical as possible. I changed oil once, at Mt Isa, in the caravan park. I was in a remote corner of the park, so felt confident that it was OK. The engine used very little oil, and I often travel two days, well over 1000 km, before adding some.

### **The Suspension Problem**

Just south of Halls Creek, miles from anywhere, on a very hot afternoon, there was a small bang, and the left side went down. I knew what had happened. Suspension fluid lost, probably a burst displacer unit or hose. I kept going to a shady spot, and found fluid under the rear cradle. I had no spare displacer unit on board, and it was extremely unlikely that I could buy one anywhere on the trip. Maybe my wife could send me one. I thought and thought. I tried rubber blocks made up of bits of discarded truck tyre treads (they are left on the road by trucks for this very purpose), joined with silicone, but the blocks just kept slipping out.

As I came into Derby, I had an idea. Why not block off the suspension system at the back end, and pump up the front displacer unit. I have never heard of this being done but I reasoned that it should work. I had fluid and a pump with me. This repair and making a new block for the back wheel would take a few hours, and it is not appropriate to do such repairs on a street or in a caravan park or on the roadside. I asked where the local rubbish dump was. I went there, picked a nice spot, and was able to work without interference. To block off the back of the suspension system, I cut the hose at the displacer unit, bent the hose back onto itself, and held it there with a vicegrip pliers. Until I worked out a better way of doing it with two bits of flat metal and bolts and nuts, I was very careful not to go over very high bumps in parking areas! I knew now that the displacer unit had burst, not the hose. I then pumped up the system to make the front the right height. I fitted another improved rubber block at the back but it slipped out again before the day was done. The back continued to be a problem until I got to Port Hedland, where I had another brainwave. I had already replaced an engine mount, as one was getting a bit tired, and the engine was hitting the sump guard from time to time. I thought of this tired mount, and thought it was about the right size to fit into the gap above the rear wheel next to the bump stop. This should bring the back of the car up to about the right height and also act a bit like a spring. I jacked up the back right there in the caravan park, lowered the cradle, and had a look at the space. Yes, it looked like it would fit in if a few protruding bits are cut off with a hack saw. A few fittings later, it went in, the cradle was bolted on again, the wheel put on, the car lowered, and to my great joy, the body was at the right height. It worked, at least while the car was stationary. I had to do all this surreptitiously, working with as few tools visible as possible, and as quickly as possible, as I had a site pretty well in the middle of the caravan park. That engine mount spring,

stayed there for the rest of the trip. I tied some thin rope around it to hold it tight, but that was probably unnecessary. The ride for the rest of the trip was surprisingly good, but a bit stiffer than usual! There was also the odd clunk from the back when the car went over a sudden drop in the road, but this occurred very rarely, as National Highway No 1 is nearly always as smooth as a billiard table. Total cost of repair: Nil

In hindsight, one factor that played a part in blowing the displacer unit could have been that the system was not properly evacuated. This meant that there was some air in the bags and hoses. In the heat of the north, the air would expand much more than fluid on a hot day, causing a big build up of pressure in the system. I should have noticed the rising of the body in these very hot conditions and then lowered the pressure.

### **Meeting up with Ken Lyle.**

While I was on the trip, I was interested in meeting up with fellow Austin 1800 owners, and so rang up the Perth members of the Landcrab Club when I arrived there. That brought me to the workshop of Ken Lyle, which must be the mecca for Austin 1800 owners in W.A. What a pleasure that was for me! Ken restores Austin 1800s, and knows all about them. He would have gladly sold me a displacer unit, or let me borrow one, but I continued to use my engine mount method which was quite satisfactory. I had plenty of bags at home. Seeing all the Austins in Ken's yard was one of the most memorable moments in my trip. These are the only Landcrabs, apart from my own, I saw in 14000 km of travel around Australia.

Incidentally, a lot of people came up to my car and had a good look at it, and said something nice. Obviously, there are very few 1800s in the outback these days. Also, there were many waves from fellow travelers on the road, but it is customary to wave to others in the outback anyway, so I did not know if the waves were for the Austin or for me. I am quite sure that I had the oldest vehicle on the road. Most people were in big fancy new 4WDs with big aluminium bumpers in front, and towing a huge caravan at the back. Quite often there was an upside down boat on the top somewhere.

**Postscript:** Now back at home for a week, I have fitted a displacer unit at the front, connected it, pumped everything up again, checked wheel alignment (it was out quite a bit for some unknown reason) and the car and I are nearly ready for another trip. The hydraulic fluid leaks were due to rusty scored walls in the bores of the master cylinders. I will try synthetic fluid for a while to see if it is OK. This should eliminate the rust.

I would like to hear comments on the build up of carbon on the head. There should be a way of minimising this, as new vehicles have almost no carbon build up, so I've been told.

I will certainly do the trip again, maybe in one years time, and probably in the same car. The few problems that I had actually added to the enjoyment of the trip, as I like a challenge. The 1800 was an excellent choice for a fascinating, unforgettable, challenging, comfortable and relaxing drive right around Australia.

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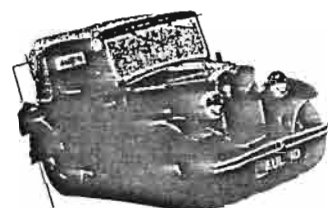
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Terrance Copeland has purchased a new blinker stalk from JED Motors

Other suppliers are Tony Wood in England 0011 441 253 352 730 or Glen Horn in New Zealand 0011 647 827 9121. Glen can supply the 3.7 crown wheel and pinnion

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# The 6 week restoration

By Daryl Stephens

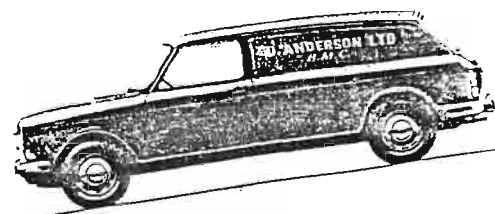
At the end of April, daughter Naomi finally decided that she would prefer her car fixed instead of a party for her 21 st in early June. No problem, except that upon close examination, the damage done to her Mk 1 when a lamp post jumped in front of her, when travelling at 80 ks proved economically insurmountable.

A desparate search was then commenced, bearing in mind the time frame, to locate another vehicle in time for 5/6/. If possible the new 1800 was to be a surprise.

A mk 11 with a shot clutch was first cab off the rank. Curiously, when we arrived it transpired to be a mk 1 automatic !

## Visual examination revealed

Leaking petrol tank  
Bonnet sound proofing fallen off  
New tyres  
Sun ruined dash board [ also the only auto I have ever seen with the mk 1 dash]  
Sun/ child ruined seats  
Leaking hydrolastics  
Sad ball joints  
Registration expired  
Windscreen probably beyond RWC



## Road testing revealed

Clouds of blue smoke from the engine  
 Auto making horrible, terminal sounding noises  
 Instrument panel lights intermittent  
 Tired battery  
 Blinker stalk u.s

All of which mattered not because it had received a fairly recent quality respray in the original cream. With the driving lights on the bumper, a Union Jack badge on the grille, and a pair of large reversing lights, it creates quite a presence on the road. Two Green Ones changed hands.

With 3 solid days behind me, the mk 1 donor car had provided a multitude of parts- the major items being a young mk 1 engine block with a mk 11 head [ with the block recessed for the exhaust valves] sitting on a reconditioned mk 11 automatic.

Time did not permit a change of camshaft, or a unleaded head. However, I did clean the lump thoroughly, undercoated it and repaired it in mk 1 engine paint. ie dark green Haynes Hammertone [ I think ]

In my experience, the trick to an 1800 engine in/ out job is to pop the top ball joints. This gives ample room around the drive shafts. This was done and the engine swap was completed. The old power plant – minus head- went to the tip !

Next item on the agenda was the dash board. I developed the theory while doing it that Sir Alex Issigonis sketched the dashboard, gave to an apprentice to make it work, and went to the pub at lunch time. Having had one to many he returned and signed off the dash board.

Not only was the dash top going to be replaced, the crash padding also needed replacement. At the same time, a mk 11 dash was going to be installed simply because the heater controls are easier to reach for a vertically challenged person. At the same time, the English Mk 11 instrument panel , with blinker warning lights under both temperature and petrol gauges, a stalk that controls horn, high and low beam, blinkers and flashers was going to be installed. { This better system also needs a different plastic cover over the stalk.]

The bottom ½ came off without too many dramas. The dash top is held on by 11 nuts- 5 in the vertical plain and 6 in the horizontal plain. With the bottom dash removed. most of the nuts are easily removed. However the speedo needed removal to access a couple of them. It would not move, the screws being too tight ! While cogitating about this problem, I decided to remove the crash padding. Most nuts undid easily, except those blocked by the speedo !

Further examination revealed that the 4 speedo screws screw into a plate which screws into the main body of the dash board, and the plate need to be removed for the crash padding nuts to be accessed I could see the tails of the 3 plate screws but not the heads. Then I had an idea. The heads had to be behind the walnut strips. Careful prizing off revealed this to be the case. With the heads facing the rear of the car, these



3 screws were easy to remove. The plate came out and brought the speedo with it. Then the crash padding came off, and the dash top, and we all lived happily ever after !

The heater box was then removed , and the mk 1 1/2 box installed -.the mk 1 1/2 heater box is basically the same with different controls to facilitate the mk 11 dash. Installation is simply a reversal of the stripping down process. Or so I thought.

After nearly 6 hours, I reached a disappointing conclusion – the dash top would not fit ! If I put the vertical studs it the holes, the horizontal ones would not line up- and visa versa! Since the studs would not go the holes, the holes would go to the studs. Five minutes with the electric drill and the horizontal holes were enlarged sufficiently to drop it straight on. Re assembly then went according to plan.

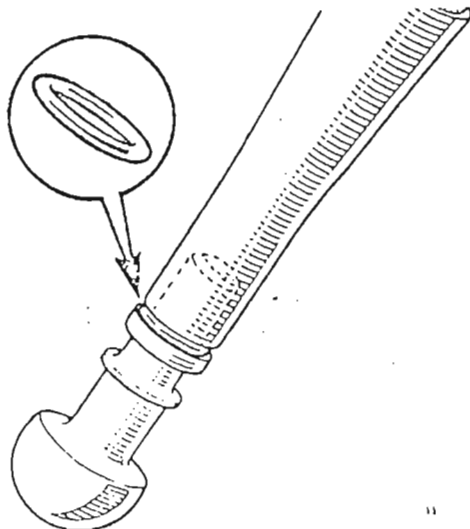
After a visit to my Chiropractor, the suspension was attacked.

The basic idea was to add 1/2 " spacers to the front suspension and fit the larger/ stronger front hydrolastic units to the rear.

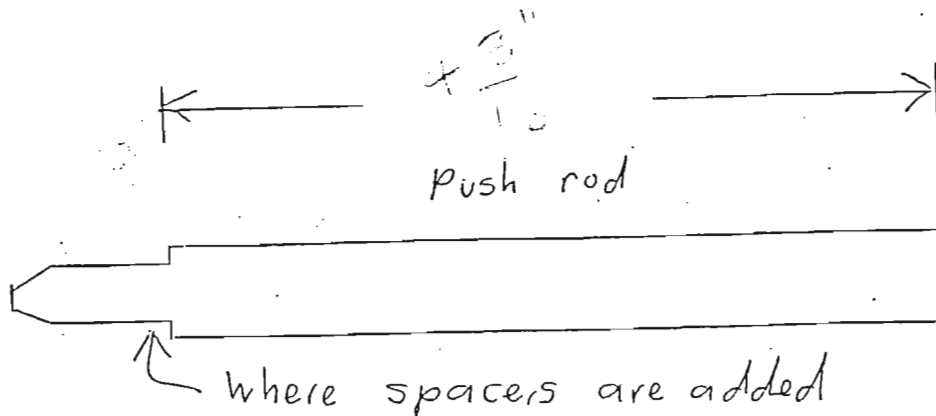
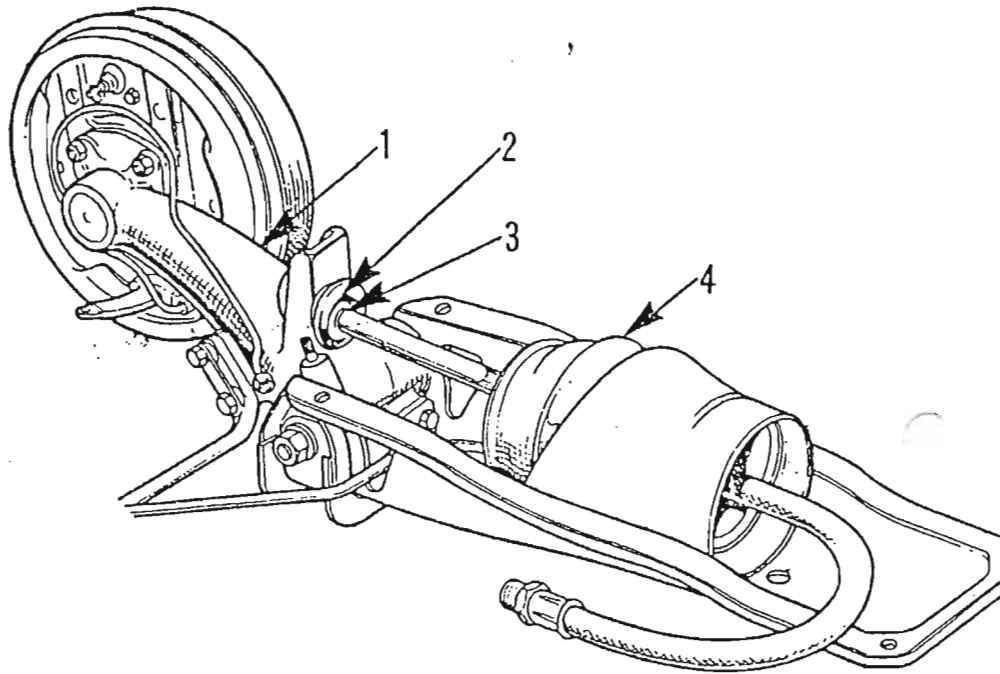
A perusal of the recently available service notes indicates that BMC dropped the suspension pressure of the 1800 from 280 PSI to 260 PSI during the production run. With the Tasman/ Kimberly series it was dropped to 215 PSI - all in the interests of durability. The front 1/2 " spacer, with a suspension height of 14 3/4 " drops the pressure to around 210 PSI.

To access the push rod, the front aluminum housing needs to be moved outwards, but still hang on the studs. Firstly, the brake hose needs disconnecting, followed by the tie rod arm. Then the studs holding the housing need to be swamped with WD 40 as they can be difficult to remove.

There are 5 nuts to remove. The 2 top and 1 bottom nuts are removed before the suspension pressure is released. Then the 2 middle nuts are wound out until the nut is on the end of the stud. The hydrolastic pressure pushes the aluminum housing outwards, there by saving al lot of trouble. When this is completed, the suspension can be deflated. The housing just needs to come a little further to allow a hand inside to place the spacer in position. This will only work if the push rod comes out of the hydro unit. Re assembly is a reversal of the procedure- taking care that the push rod goes back into the hydro unit.



The rear suspension just about falls out, but the next bit is time consuming. The push rod was cut to  $4 \frac{3}{16}$ ". This meant that the hollow section in the push rod was too short to fit in the knuckle joint. Investigation revealed that a  $\frac{5}{8}$ " drill would lengthen the hollow section of the push rod sufficiently for the spring and knuckle joint to go in.. The trailing arms were then attached to Ute cradle. { Tasman Kimberley cradles give the same result as they will take either size displacer.} The push rod length must be the same both sides as there is a 4 to 1 multiplier effect .



Re assembly produced no surprises, and it takes a pretty sensitive rear end to pick the ride difference

Because my suspension pump blows, but will not suck, the suspension was blown up and deflated a couple of times to remove the air. Incidentally, Penrite make the suspension fluid.

Next, the seats were replaced with better ones I had lying around.

Then the standard headlights were replaced with Halogen ones. They were fitted with 100 / 90 globes and a relay installed. Night into day !

I found a full width rear window demister at the Auto Barn and it works very well.

Next, the reversing lights were wired up through R . All automatics have provision for this.

Then the carbie came in for some attention. My experience is that 1800's perform better on the standard rich needle – in this case the SW from Midel's [02] 9759 5598 It appears that this overcomes the need to hotter plugs because of poor quality petrol.

A rubber distributor protector – a bit of boot mat actually- was installed inside the grille directly ahead of the distributor to keep the wet stuff at bay.

Next, new windscreen filler strips – bought from the Old Rubber Company [03] 9569 4290 at \$25 each end were installed. A hiccup occurred here when it was discovered that the non standard front windscreen rubber would not accept the standard filler strip. Fortunately, an original rubber in good nik was lying around.

Hazard lights were next. Here is one way of installing them.

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

By Keith G Douglas

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

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

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

### (a) Headlight or Wiper Switch

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


(b) **Hazard Switch**

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

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


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

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

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

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

(Note:

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

(d) **Flasher can and Flasher can base**

An additional 1800 flasher can and flasher can mounting are required.

(e) **Ignition Warning light**

An 1800 ignition warning light indicator (including lamp) was used as the flashing warning light to indicate that the hazard lights were operating.

(f) **Wiring diagram**

The wiring diagram as attached as Appendix 1.

(g) **Installation**

- (i) Switch - the switch was installed in a hole cut in the radio and ash tray console just to the left of the ash tray.
- (ii) warning light - the warning light was installed in a hole drilled in the radio and ash tray console just above the hazard switch (g) (i).

(Note: Position this hole so there is still room to install another warning light above this one for another project at another time).

(iii) attach the wires to the switches etc as per the wiring diagram as follows:

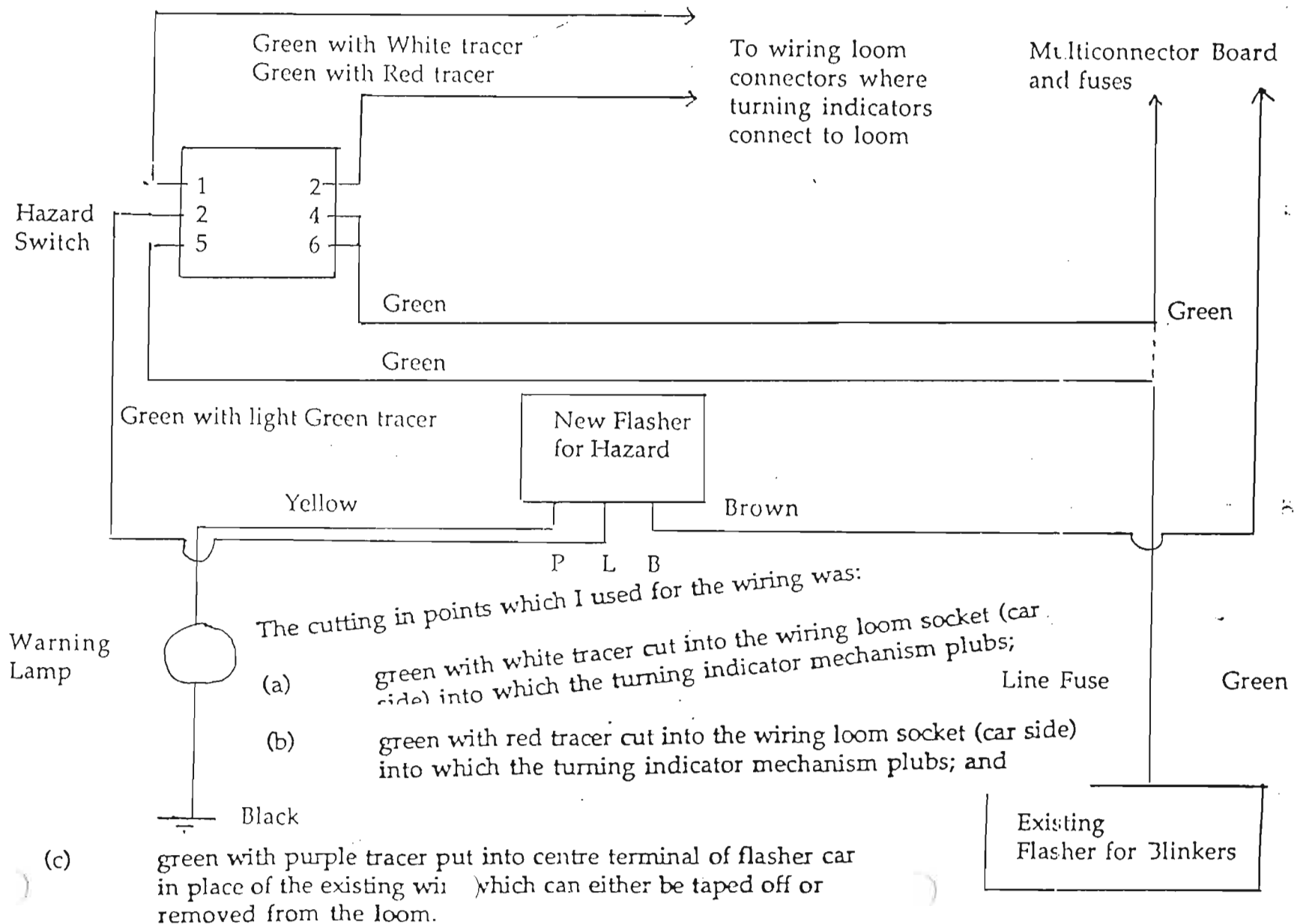


- \* The green wire which runs from the multiconnector board and fuses to the original flasher can needs to be replaced by a green wire running from the multiconnector board and fuses to terminal 6 on the hazard switch and another green wire running from terminal 5 on the hazard switch back to the terminal point where the original green wire went into the original flasher can.
- \* Connect terminals 4 and 6 on the hazard switch with a green wire
- \* Connect a new brown wire to the multiconnector board and fuses on the same circuit as the other brown wires then run it back to terminal B on the new flasher can mounting.
- \* Instal an in line fuse on that brown wire near the flasher can.
- \* Run a green wire with light green tracer from terminal 3 on the hazard switch to terminal L on the new hazard switch.
- \* Run a yellow wire from terminal P on the new flasher can mounting to the warning light.
- \* Run a black wire from the warning light to earth.
- \* Run a green wire with white tracer from terminal 1 on the hazard switch to the wiring loom socket (car side) into which the turning indicator mechanism plugs.
- \* Run a green wire with red tracer from terminal 2 on the hazard switch to the wiring loom socket (car side) into which the turning indicator mechanism plugs.

(h) Testing

Turn on the ignition and switch on the hazard switch. All blinkers should operate together and the hazard warning light should flash alternatively with the blinkers.

# Appendix 1:- Hazard Switch





Wiring and I sometimes fight. Therefore they were installed professionally. A special switch – purpose designed for hazard lights was purchased from Auto Barn for \$67-00. Then an auto electrician installed it for \$30. Money well spent

Finally, it was ready for a Road Worthy Certificate. The fellow I generally use has fortunately just got his license for these certificates back after a slight er misunderstanding. Something about the cash donations to his retirement fund.

I rocked in and he asked if it was as good as it looked. Better said I. He wrote the certificate out without bothering to examine the car, except the windscreen. He then suggested a cash donation to his retirement fund would improve the windscreen ! { Here in Victoria, even 6 week old windscreens will usually fail a RWC}}

Registering a car in somebody else's name – when it is a secret form them turned out to be a real problem. I finally had to forge Naomi's signature !

Finished the car 4/6 and she got it 5/6. She loves it and has hardly been seen since !

# SALES

Mk 11 auto Sugar cane/ Red no reg auto busted Rob Turnbull 03 9735 0698 \$200  
ONO always garaged Churnside park

Mk 11 Man no reg rusty doors deceased estate offers [02] 4937 1500 Hunter Valley  
NSW

Mk 11 1800 1970 man. fair condition two owners car at Boonah NSW \$1,200 [07]  
5463 1367

1966 1800 parts or restoration 1970 1800 parts Ningi [07] 5497 5121

Mk 1 1968 re built auto 78,000 white/ blue reg & RWC [03] 536 723 94 \$2,500

Mk 11 manual no reg rusty doors cheap [02] 4937 1500 Hunter Valley NSW

Mk 11 one owner 132,000 miles white/ black \$2,000 club member Mary Baird  
Highton Vic [03] 5243 8154

### FOR SALE

Austin 1800 Mk 1, needs coil and battery. In shed at Dalgety, N.S.W. Green. \$300

Austin 1800 Mk 1, black. At Dalgety, N.S.W. \$150

Austin 1800 Mk 1 ute parts at Cooma N.S.W., including displacers with 'cradles, doors, driveshafts, gear change cables, rack and pinion, steering wheel and column, brake servo unit, pedals, windscreen and rubber, back window and rubber, new hoses and generator, starter motor, spare tyre car, other parts \$100 the lot.

Ring Jeff Koerber 02 6452 5529

### FOR SALE

Austin 1800 UTE 1968(?)

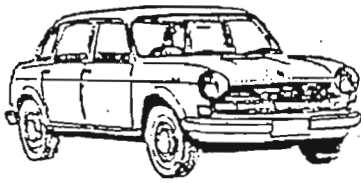
Reasonable condition, body work generally OK, some rust in sills, and tray. Interior not too good, motor/gearbox Ok. It goes and is registered. With another UTE in poor condition and a sedan with a good body and some mechanicals. To be sold as is. The lot \$2000 ono

Phone: Brian 53391207bh, 56346307ah 0418519948mob, 53381949fax,

Email: [wennew@netconnect.com.au](mailto:wennew@netconnect.com.au).

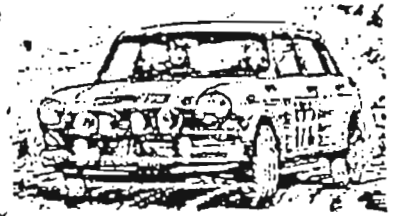
Mk 1 Kimberly deceased estate registered minor panel damage Ballarat Vic 5333  
2419 Offers

**Club fees of \$30  
became due 30/6  
An extra \$20 will  
purchase the BMC  
service bulletin's for  
the 1800**

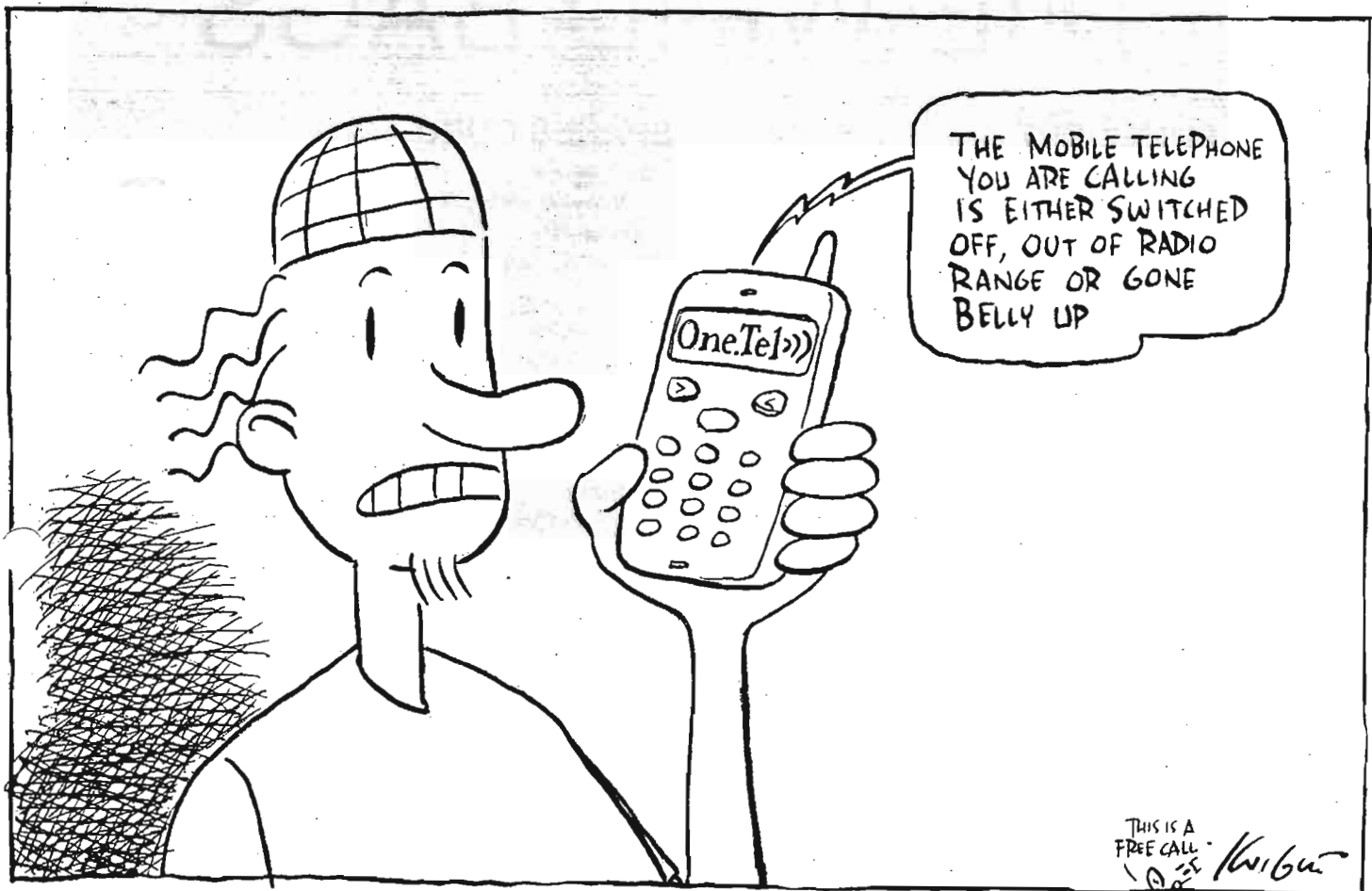


# LANDCRAB

CLUB OF AUSTRALASIA INC.



Welcome to newsletter 100 – a feat not seemed possible when the Club was formed some 10 years ago – for October and November 2001



# Introducing

James Gaida	6 South Crs Heidelberg West 3081	Mk 1 1800
Naomi Hall	81 Shrives Rd Narre Warren Vic 3805	Mk 1 1800 & Mk 11 Ute
Michelle Mott	32 Allistair Close Knoxfield Vic 3180	Mk 11 1800
Les Jordan	63 Wilson St The Rock NSW 2655	2 Utes
David Howell	45 Lauriston Avenue Selby 3157	Mk 11

## THE WIND BAGS

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Vacant applications invited

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### **TREASURER / LIBRARIAN**

Pat Farrell  
As above

### **SOCIAL CONVENORS**

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Sydney vacant  
Melbourne Paul Nichols 44 Moores  
Road Monbulk 3793 [03] 9752 1489

### **PUBLIC OFFICER**

**Applicants are invited for the vacant positions**

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

# IMPROVING THE 1800 MARK 1 HANDBRAKE

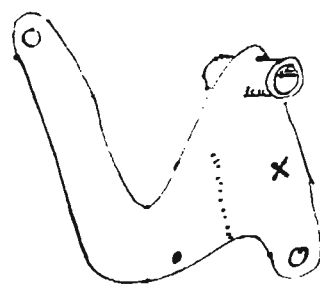
The 1800 Mk 1 handbrake is activated by pulling a handle out from under the dash. It was obviously not a very good idea, as it was discarded when the Mk 2 was produced. The Mk 2 handbrake lever is on the floor between the front seats. Some owners have fitted the Mk 2 handbrake system into the Mk 1 body to improve the hand braking effectiveness.

There are a few reasons why changing is not always a good idea. The Mk 2 seats are narrower than the Mk 1 seats to allow space for the hand brake, so two Mk 2 seats, preferably of the same colour as the discarded ones, must be found and fitted. Also, the possible option of fitting a small holder between the seats to hold the mobile phone and other items is lost. But most important, it is not necessary to change, as the Mk 1 system can be made very effective for no cost and it takes only about a half hour of your time.

Here's how it is done. It is necessary to remove the intermediate lever of the handbrake system from under the car. There is a bolt, a spring and two pins to remove. The intermediate lever has a long arm and a short arm. Both have a hole at the end. Drill a new hole in the short arm about halfway between the original hole and the bolt hole. The new hole must be the same size as the original hole.

Now refit the intermediate lever, putting the pin which is attached to the cable to the rear of the car through the new hole. Go for a drive. Find a steep slope. If your modified handbrake works as well as mine, the handbrake will hold the car easily, whereas before it would not hold the car on the smallest of slopes. As with most things, there is no gain if there is not some loss, and in this case, the handbrake has to be pulled out twice as far as before, but I have not found this to be a problem. I also think that the modified handbrake has a much better "feel".

Herb Simpfordorfer



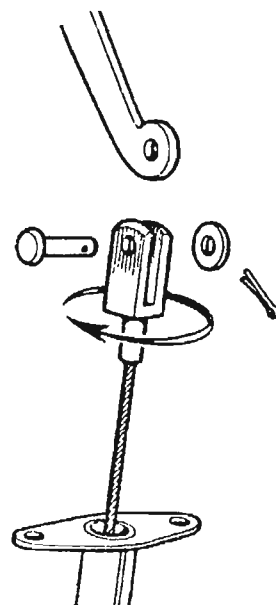
Intermediate lever  
X marks the spot for  
the new hole.

## Fly-Off Handbrake 1800 MkI and MkII Change Over Model only

### **Fly-Off Handbrake**

The existing handbrake under the fascia panel can easily be converted to fly-off by rotating the fork end of the cable 180° clockwise as shown from underneath the engine compartment. Check that the handbrake operation is free and apply a good release agent such as Rocket WD-40 to all moving parts.

The handbrake handle should then be used in a vertical position in the car, and can be locked on by twisting clockwise to the horizontal position. Leave the locating pin in position otherwise the cable will be over-twisted to breaking point.



# [MRS] EDITORIAL

Sometimes I let Daryl off his leash. Not often, mind. He was still in the queue for 1800 bits when normalicy was handed out, and we have heaps of 1800 parts !

In two hours last month, he excelled himself. Firstly, we both now have magnetic insoles in our shoes. Something about protecting us the harmful effects of electromagnetic radiation. Surprisingly, they seem to help. I suffer from stress- no wonder with something like him around- and I can feel a difference. Dork features has gone up a division in table tennis since wearing them- from bottom to second bottom . Why bother

Then unbeknown to me, a parcel came in from England. I naturally assumed it was car parts. Isn't it always ? Looking very pleased with himself. He unwrapped it, and announced it was the result of 25 years of research. I asked if it was hair restorer, and suddenly remembered pressing engagements elsewhere.

It is a water purifyer or similar. In the past, we have had various water filters but there seemed not much point in drinking pure stuff when one showers [ monthly in Daryl's case] in ordinary stuff.

This one is great ! It attaches by cable ties to **the exterior** of the house water inlet pipe. Naturally, Daryl tied it to the gas pipe first, and then wondered why it failed to work. For me, no surprises. Now , every water outlet has the stuff.. It lasts a lifetime, has no running costs, and neither of us understand how it works. But it does and the water is beautiful.

Strangely, it is advertised as Living Water which must upset the Churches ! \$A300 or so from the Centre for Implosion Research UK 01752 34 552.

Last week when off the leash for two hours, he found tickets for a concert by Judith, Keith, Bruce & some other Guy. They were marvellous and he was lucky to Seek[ers] them out !

## 5 speed fiasco

as researched by Pat Farrell & Ken Green

Regretfully, further painstaking research has proved that the 5 speed Ambassador gearbox is with the tooth fairy and Santa Claus!

The 5 speed is clearly shown in the Haynes Work shop manual – however they meant to say 4 speed and 1 reverse. The factory work shop manual shown that the Ambassador used the 1800 box. Also. the Ambassador Club say there is no 5 speed.

However. It may still be possible. The Ambassador used the O series engine which was developed from the B series and as such has the same print. This has been proved here in Melbourne with both Keith Douglas and Daryl Stephens bolting on the Ambassador automatic transmission straight onto their 1800"s.

What this leads up to is the the Montago {Rover, Austin Morris or what} has the O series engine with the 5 speed gearbox mounted on the end, as the modern FWD's tend to. Does this mean the gearbox will bolt onto the B series? If yes, will it fit the 1800 as is, or would the radiator have to be relocated to the front of the engine bay for the motor to shift sideways to allow room for the transmission on the end ?

Further information will be made available as/ or if it comes to hand.



8<sup>th</sup> July 01

Editor / Secretary, Daryl Stephens  
22 Davidson Street, Mitcham Vic. 3132  
Dear Daryl,

Sorry for the late remittance of my club fees. Please find my cheque for \$50, as I would like a copy of the service bulletin as well. When I receive them I will go through them along with my own to see if I have any different or amended ones to add. Please keep us informed on any progress toward procuring a five-speed gearbox, as I am **very** interested to have one. Doe's the club still have spare parts, such as nonethane engine mounts, and front-end rubbers, or any others! I would also like to urge all other club members to write to you with more articles-stories etc, of their experiences with their vehicles or other, as I have enjoyed them immensely, also can I ask them to send any information on S.U. carburation, needle type verses engine modifications, so I can add it to the register, for all to gain vital information for future modifications. If there is anyone missing the first copy of the needle charts, sent with my last letter please write- e-mail-or phone me and I will endeavour to send them a copy. As I have had many enquires about my last article I have produced another which I hope to be worthy of a position in a forthcoming magazine. Thanks again to all who have had input in the magazine.

Yours truly,

Grahame Fordyce

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Wynnum Qld 4178  
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At an eccumenical round table discussion, religious leaders tackled the question, " When does life start?"

" At conception," said the Catholic Priest.

" No, no argued the Presbyterian Minister, " It actually begins at birth."

" It's in between," insisted the Baptist. " Life begins at 12 weeks when the foetus developes a functional heart."

" I disagree with all of you," said the Rabbi. " Life begins when your last child leaves home and takes the dog with him !"

# AUSTIN 1800 SPECIAL TUNING

## UTILISING MODIFIED STANDARD COMPONENTS AND KEEPING UNDER BONNET LOOK STANDARD.

The chapter below is meant to be an introduction into modifications, and is by no means a complete list as this is endless. It is however an easy place to start, and is worthwhile if you enjoy driving your 1800 now. By completing these mods, it will give you even more driving enjoyment, with more power and economy, and the knowledge that you are responsible for this outcome. Another thing you will find amazing, is how little that could have been done at the time of manufacture, which could have earned more praise from all who have driven one.

The first component I would modify would be the air cleaner. This is done by removing the internal baffle from the main body cover, with the aid of tin snips and a 4" angle grinder, leaving the round section that is spot welded to the cover untouched, this will help to reinforce it. Next, visit your local muffler shop and have a new air trumpet with a copy of the original flare made from 2" minimum or larger diameter tube. After carefully measuring and marking the tube for its new location and correct angle to the main body, cut the old one out and enlarge the original hole to take new trumpet. This is done by first cutting just the original flare off, to slide the new trumpet over the old, and mark the angle and length plus an extra 3/8", to bend at the correct angles inside the backing plate (for welding or brazing tabs) also mark the new trumpet outside diameter on the backplate while in this position. Be careful here this hole is oval, and a neat fit is necessary as this is seen. Another trip to the muffler shop to have this welded in on the inside. I prefer to braze it in, as it is a neater job, then all that is left to do is a clean up of any sharp edges and a sand and a new paint job.

The reason for doing this modification is to improve airflow. The larger bore of the new trumpet and the more direct route of air to the air cleaner element will be the result. When the vehicle is not being displayed, a cold air induction tube with a smooth inside finish can be fitted to the trumpet and be routed to the grill to where a large funnel type flare can be fitted, this will help to get a larger quantity of cool air to the engine, as long as this trumpet is 2.25" to 2.5" in minimum diameter. If the trumpet diameter is 2" try road-testing tubes of different lengths, as this size trumpet and added tube can affect your torque curve as it acts as ram induction. The larger diameter tube will have less noticeable effect but it can also affect torque. Cramming in more and cooler air is fine, but you might find a richer carburettor needle, and the possibility of needing a stronger dashpot spring (mainly on standard to 2' trumpets) may be required if power gains are your requirements. A reasonable needle to try at this point is a S.M., this I consider to be one step richer than the very ample standard S.L., but a thorough road test changing engine timing, checking spark plug and exhaust colours, and power improvements, etc., is a must.

Be very weary during the road test especially watching for any lean out of fuel mixture, (especially when using a leaner needle than the S.L.) which might be felt as a falling off in power, hesitation, backfiring into the air cleaner, etc., or seen as white deposit colour of spark plugs or exhaust (on **leaded** fuel only, or a very slight light orange to a very slight tan colour depending on which lead replacement additive the fuel maker is using), or temperature gauge reading slightly higher than your normal reading. With all of the above, terminate the road test as soon as possible as engine damage could result. If backfiring into the carby occurs on hard acceleration only, try thicker oil in the dashpot, about one grade higher, but try not to accede 20w/60 oil (summer) or 20w/50 (winter) as you might hydraulically push the damper rod out the top of the dashpot or shear the threads on the plastic screw top of the damper, on hard acceleration. If black soot or smoke is omitted out the exhaust pipe (above normal level) under hard acceleration, but is clear on light to normal acceleration, and the spark plug colour remains ok when using the S.M., try thinner oil in the dashpot or a mixture of oils until acceptable.

I hope I haven't put anybody off just yet, because there is usually no problems doing the above, just be aware when making modifications, they can produce other reactions.

The next mod I would try, is an air cleaner element change. I'm not sure if one is available in K+N or Fina Filter etc., that would be able to be inserted inside the original air cleaner case, as I have not tried to find one, but a Fina Filter no-FF 422 is close. A standard 1800 filter, is about 170mm in diameter and 70mm in depth, where the Fina Filter is approximately 180mm x 75mm, and although it fits in, a longer locating nut (about 6mm), and the removal of the internal baffle, (described above) are required. I opted to further modify the air cleaner case, and with a longer locating nut was able to fit the above. The case was modified by cutting the body to 180mm, the outside diameter of the new air cleaner element, and cover down to 190mm diameter, this takes advantage of the shape of the cover, as the flare on the modified cover holds the element snugly (very easy). One thing to watch when dealing with these types of air cleaners, is the amount of special lubricating fluid (oil) that is applied to it, as too much will tend to block it, and too little will let dust penetrate, so strict adherence to the procedures is vital to receive gains in air flow that will result in a power increase. These mods might give an extra 2-3H.P. with an engine in standard form, but would be much more on a modified engine, and although it might be hard to notice a difference, it is a very good place to start. Another useful air cleaner can be made, by cutting down both the cover and main body to 135mm diameter, and inserting a new standard paper element (this looks like a sports filter). I have tried this version on both single and twin carburetor set ups, and it appears to work well, (sounds great) but you can notice a further improvement when the Fina Filter version is substituted. One version I would like to try, is inserting a K&N cone filter with an integral substack inside an 1800 original case (with baffle removed and with a 3" trumpet), that has a cold air induction tube fitted, I think this would be worthwhile. There is another version. Take a standard filter housing with the baffle removed, with a 3" trumpet inserted, then braze the two housing halves together. Fit this to the carburetor, and then add a smooth inner wall tube from the trumpet to a modern type pod filter mounted in front of the engine. As this is taking us past my original scope, I will end now, as there are many more that could be mentioned.

Next step is 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 a new **genuine Austin 1800 manifold gasket** as a template, in place on the manifold studs, mark the head face of the inlet ports with a Nikko pen. There will be approximately a 1/8" step marked here. With the cylinder head in place, and all ports sealed, (stuff them with clean rag as tightly as possible) cut and smooth the offending lip, then blend it into the port carefully, if done with the head in situ, a die grinder or a right angle drill will be necessary because of room. Use an approximately 3/4" diameter 1 1/2" long Christmas tree shaped stone, and the first 3/4" of the port should be rounded back to the manifold face, so when looking into the port it should look like the inside of a trumpet. An exponential curve here is necessary for good flow. Try not to enlarge the port at that 3/4" to 1" in point. as this is the port orifice and enlarging it will change your torque curve. A standard port will be approximately 30mm to 31mm in diameter at this orifice, and taking this out to 31mm should not cause any loss in low speed torque, on an otherwise standard engine, but if taken out 32mm to 33mm can affect low engine speed torque dramatically, so much so, that the increase in torque from the mod, might not be evident at low engine speeds. You might not think the job went satisfactorily, because you will only notice the midrange torque if the port is too big. If you don't care about low speed torque, then open the port an extra 1mm or so over the specified, but don't complain about the consequences.

My advice here is; standard engines 31mm to 31.5mm or standard MK1 head; oversized bore or 3 angle seat valve jobs 32mm or standard MK11 head; fully modified MK11 head with flow modified **standard** size valves 33mm to 33.5mm; road/ rally engines 34mm to 35mm (larger inlet valve); race engines 37mm. After the inlet to the port mod is finished, it's time to smooth the bumps on the port walls, just after the orifice to the left and right, (on the horizontal plane) don't remove much material here, just radius the bump to allow smooth flow out of the orifice into each port beyond it. This finishes the port mods. The engine bay should be well covered as the dust from the stone and the cast iron is very abrasive, and when finished the area should be thoroughly cleaned, especially the ports which should be washed with a solvent soaked rag (mineral turps) or **unleaded** petrol.

After doing this mod, expect a notable increase in power, (especially mid range torque) approximately 4or 5 H.P. This mod, will also be the starting point for future porting work, and, not only will you be removing the lip, but you will be correcting the port angle, to direct the incoming gas stream to the correct side of the port divider. I believe the original port angle is as much as 3/8" out, and doing the mod correctly, can bring you as close as 1/16" from the optimum, which = the hefty increase in power that you will receive. The S.L. carby needle might need to be changed at this point (for optimum power if the air cleaner mods have already been done) a S.M. needle will be close.

Next modification is the manifold and carburettor as described in my letter on 21/06/00, along with the missing drawing (now supplied with this letter) These mods along with a decent air cleaner element, or the modified air cleaner, as described above, should give another 4or5 H.P. when the optimum carby calibration is achieved. Morris 1500-Kimberley/Tasman-p76- single and twin carby versions will also benefit as the same square cornered log manifold exists. **Decent element** doesn't mean ordinary foam sports cleaner, as these have no radius on the entry into the carby, and will result in a loss of power approximately 3-4%. If you have already purchased an ordinary foam filter, then you will have to modify it, to fit onto an original 1800 alloy air cleaner backing plate. This is also modified to remove the centre air cleaner mounting stud, by grinding it down and shaping it to its surrounds. The foam filter backing plate is then modified by cutting a hole into it large enough to enable it to fit the standard air cleaner flange. The two pieces are then screwed, or pop riveted, together along with an original seal, to exclude any dirt in use. If this sounds to complex, and it is, then take your air cleaners to the next swap meet and put the proceeds towards buying quality air cleaners with integral substacks such as K&N or a Fina Filter matched to the original 1800 back plate. The mods above when completed correctly, should give your tired old 1800 a new lease of life, or your newly built motor real sparkle, and also a healthy increase in fuel economy and torque, will be the result. When driving the vehicle after completion of the mods, it will give the driver an impression like the car has been fitted with twin carbs and a set of extractors. These are very worthwhile mods and still the engine bay looks standard. Speaking of twin carbs, the mod on the ports entrance will be most affective with the 1 3/4" carbs, as the 1 1/2" manifold will have to be extensively ported out to take advantage of this size opening, and this can be very time consuming, as a lot of metal has to be removed.

If you have a poppet valve in your butterfly valve, (HIF type carby if you have fitted one) replace it with a plain butterfly valve, as the former is very restrictive. Also check your vacuum take off to see if it is on the inlet side of the butterfly, if not, then extra advance will be necessary to overcome the lack of vacuum advancement when accelerating off the mark (because these carbs loose advancement signal as the manifold vacuum drops when the butterfly is opened). This could feel like a flat spot or hesitation, and you might be tempted to use a richer needle, when extra advance say 4°- 6° might fix the problem, then plug off the vacuum line otherwise it will be over advanced at idle. When shaping the butterfly, (as in the drawings and on a normal inlet side vacuum take off HS type carby "**Standard 1800**") it will automatically give you a faster advancement for acceleration, because of the thinning of the butterfly, (uncovering the vacuum hole sooner) and the new radiused shape placing the vacuum more intensely on the take off hole. **Note:** - Be careful if doing this butterfly mod on an "E" series engine, if you already have pinging problems from high compression or distributor advance set up incorrect, also on 1800's with high compressions 9:1 +, these butterflies can be left standard adjacent the vacuum take off point, and should not require retarding of the initial spark advance.

When the butterfly valve is finished, reshape the shaft, or if worn, shape a new shaft and install 1/8" Withworth domed head screws set in locktite or soft solder on the final assembly. Be careful if soldering some carbs have plastic spindle bushes. After doing this mod I found the throttle response to greatly improve (very sharp and precise) and even more so, after the carby body had all the sharp edges removed, especially the edge which is formed by the dashpot piston bore cutting through the throttle bore leading down to the butterfly. Do not be tempted to reshape the bridge or its sharp edges as it will only adversely affect its operation.

Another modification to consider is the removal of burrs, and to reshape the exhaust manifold. The places to smooth out are: - (1)-The first bend. This needs to be reshaped and smoothed, so a gradual bend of the same diameter is produced, and the square lead into the manifold also has a gradual change to the round of the manifold beyond.

(2)-The three downcomers. These also need de-burring and are the most difficult to reach. I used a flap wheel on a flexible extension shaft to reshape the outer two and all sorts of shaped stones on extension shafts to blend the centre downcomer into the outer downcomer. Don't give up on this as this is the worst bend and as usual the hardest to reach.

(3) The outlet: - There is a lot of material to remove here, and it is advisable to have a template made first. A piece of  $1\frac{7}{8}$ " exhaust pipe approximately 2" long with a normal flare made on one end. The flare is then ground down on the outermost edge, until a new exhaust clamp will just fit over it, and the manifold, this then is the template, not only for grinding the manifold outlet to its inside diameter, it also is used as a guide to make the exact size flare on the front exhaust pipe. Doing this will result in making a very serviceable front exhaust pipe that will not leak at the joint. **Note:** - an  $1\frac{7}{8}$ " exhaust pipe fits the exhaust clamp and flange so perfectly that misalignment and leaks are a thing of the past, so much so, even when fitting a standard size exhaust system I recommend a  $1\frac{7}{8}$ " pipe about 4" long with a correct size flare one end and have the pipe press reduced to the standard diameter the other end then butt weld (preferred) or clamp it to the front pipe. The manifold outlet orifice is firstly ground out on the clamp face to mate with the template inside diameter, then remove the pipe and start blending back to the downcomers. Keep grinding until a minimum of  $\frac{3}{32}$ " metal thickness exists at the clamp-locating groove. **Don't remove any more** from here; just blend it into the upstream and downstream sides with **exponential curves**, (not straight tapers). These exponential curves are then smooth polished with a flap wheel, to resist cracks forming during operation and stresses from the exhaust system. Place a small radius on the outlet this then ends the manifold mods.

**Please note:** - The exhaust system should have: - (1) A solid standard Mk11 differential mounting with the pipe clamping bracket modified for the exhaust diameter used.

(2) A front exhaust pipe bent with smooth flowing bends that is a perfect fit on the manifold joint, and is cradled without tension onto the differential mount, a task that usually is not achieved by many exhaust shops. When using the automatic type universal joint, a much smoother flowing front exhaust pipe can be made. I make it easier for them by taking a engine / transmission assembly with my modified diff mount in place, and insist on supervising it's manufacture, then I fit the new pipe to the vehicle, and return for the completion of the system. This might seem over the top, but a better job is the outcome, and is far quicker to manufacture (less cost) especially if you make extras.

(3) A flex joint in the front pipe, and standard rubber mounts middle and rear, so the exhaust system hangs without stressing the flex joint.

(4) A kick up bend at the centre mounting point, so the front pipe runs parallel to the floor, then the muffler is tucked up for good ground clearance (same as standard).

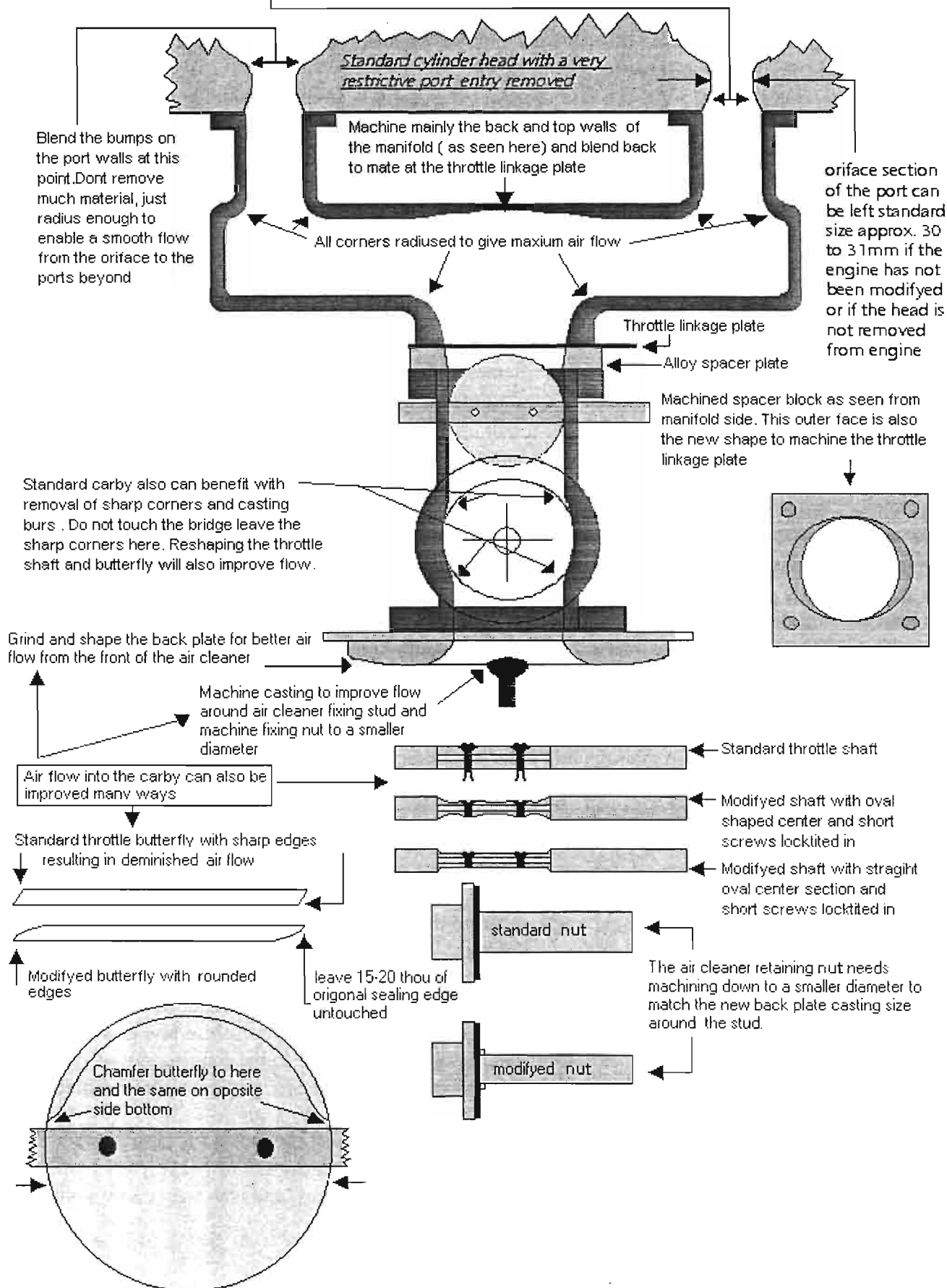
(5) A complete  $1\frac{7}{8}$ " system can be fitted, but if a 2" system is required, firstly have the flange section press reduced to  $1\frac{7}{8}$ " then have the flange made on this reduced section using your original template. A 2" pipe unfortunately won't fit into the standard exhaust manifold clamp. Don't be tempted to have a  $1\frac{7}{8}$ " stub pipe made and sleeve weld it into your 2" system as the lip will impede resonating exhaust flow within your beautifully polished modified manifold. Having your pipe reduced from 2" adds wall thickness to the flange area. Be warned a 2" system is very hard to reduce noise levels with a free flowing muffler, even with a resonator fitted in the rear pipe, this is due to the long length of the rear pipe. Ute owners don't have the same problem and can run straight through systems with 2" outlets.

After completing the air cleaner - head inlet - inlet manifold - exhaust mods try a R.H. carby needle, as this will greatly improve the power output. This ends the mods for now. In my next letter I will try to go through some more head mods, and maybe some camshaft changes, and also twin carby set ups.

# Modified factory intake manifold and carburettor with reshaped spacer plate

## Austin 1800 M.K. 11

Head with port reshaped to remove the restriction in air flow.  
An exponential curve here is necessary for good flow and the port is blended into the oriface section





	O.A.7	oa7/SL	S.L	SM/SL	S.M	oa6/SL	O.A.6	RH/SL	R.H	bdl/SL	B.D.L.				
1	.100	+1	.099	0	.099	+1	.100	+1	.100	0	.099				1
2	.096	+1	.095	0	.095	+1	.096	-0	.095	+5	.0955				2
3	.093	+1	.092	-5	.0915	-3	.0917	-5	.0915	+4	.0924				3
4	.0902	+1.2	.089	-5	.0885	-3	.0887	-1.2	.0878	+3	.0893				4
5	.0872	+5	.0867	-1.2	.0855	-1.1	.0856	-2.1	.0846	-2	.0865				5
6	.0843	+1	.0833	-8	.0825	-8	.0825	-2	.0813	+1	.0834				6
7	.0814	+1.4	.080	-5	.0795	-6	.0794	-2	.078	-2	.0798				7
8	.0786	+1.6	.077	-5	.0765	-8	.0762	-2	.075	+4	.0774				8
9	.0757	+1.7	.074	-5	.0735	-9	.0731	-2	.072	+1	.0743				9
10	.0727	+1.3	.0714	-4	.071	-1.4	.070	-1.4	.069	-4	.071				10
11	.070	+5	.0695	-5	.069	-2.5	.067	-3.5	.066	-1.5	.068				11
12	.067	-4	.0676	-6	.067	-3.6	.064	-4.6	.063	-2.6	.065				12
13	.064	-1	.065	0	.065	-4	.061	-5	.060	-3	.062				13
14	.061	-2	.063	0	.063	-5	.058	-6	.057	-4	.059				14
15										x	.056				15
16										x	.053				16
17															17
	Lean	Needle	S.T.D	Needle	1 Richer	Needle	2Richer	Needle	3 Richer	Needle	S.T.D				
	Australian	Diameter	Australian	Diameter	Australian	Diameter	Australian	Diameter	Australian	Diameter	Australian				
	MK11	Difference	MK11	Difference	MK11	Difference	MK11	Difference	MK11	Difference	MK11				
	Special	Expressed	Yellow	Expressed	Special	Expressed	Special	Expressed	Special	Expressed	Special				
	Use only	in	Spring	in	Use only	in	Use only	in	Use only	in	Use only				
	Yellow	Thousands		Thousands	Yellow	Thousands	Yellow	Thousands	Yellow	Thousands	Yellow				
	Spring	of an inch		of an inch	Spring	of an inch	Spring	of an inch	Spring	of an inch	Spring				
		Lean "+"		Lean "+"						Lean "+"					
		Rich "-"		Rich "-"	1x H.S.6	Fully	Ported	Carby	With	Rich "-"	HIF44mm				
		to		to	Modified	Standard	1800	Radiused	Air	to	Carby				
		Compare		Compare	Cleaner	Backplate	With	Fina	Filter	Compare	K+N				
		one needle		one needle	No-FF422	Filter.	Ported	MK11	Inlet And	one needle	Filter				
		to another		to another	Exhaust	Manifold	With2"	Smooth	Flowing	to another	With				
		to find		to find	Exhaust	System.	Modified	Port	Entries	to find	Radiused				
		a suitable		a suitable	And	3 Angle	Valve	Seated	Head.	a suitable	Substack				
		Needle		Needle	Or	Ported	Head	With	Standard	Needle					
		to trial		to trial	Size	Reshaped	Valves,	32to33mm	Port	to trial					
		in your		in your	Oriface	And	Smooth	Polished	Chambers.	in your					
		project		project	8.2:1 To	9:1	Comp..	Standard	To 270°	project					
					Duration	Camshaft									
	(									(				(	





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# AUSTIN 1964/74 1800

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Auto Glue 250ml	613.008	\$7.07 ea
(Excellent for fixing door & boot seals to vehicle - plus many more automotive applications)		
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EFI Hose - 5/16" ID	/m	264.109	
Fuel Hose - 5/16" ID	/m	264.103	
Fuel Hose - 3/8" ID	/m	264.104	
Fuel Hose - 1/4" ID	/m	264.105	
Sound deadener - bituminous sticky- backed		607.004	\$38.52ea
Sheet size 1.2m x 600mm x 3.5mm thick - for interior use on firewall floors rear quarter panels.			
Sound insulation 1m x 1.5m		607.005	\$40.90ea

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HOME, AUSTIN PAGE, EMAIL US

# Carbon Thickness

By Ian Wiltshire

The thickness of the clutch carbon thrust can be checked with a piece of suitably bent rod inserted in the hole into the bell housing that the clutch fork fulcrum pin comes out from.

This task is made easier if this hole is enlarged somewhat. Best done when dismantled.

## Ian Powell's wisdom

Just a quick note to say three things ;

- 1 I have finally solved the problem of blowing Hydrolastic bags. I haven't driven the 1800 for over a year. A drastic solution, but very effective. I promise to get it up and going again, but its just not the same to be driving " The car of last Century"
- 2 To prove that my hearts still in it even if my knuckles are resisting, please send me the service bulletins.
- 3 As always, thanks for the newsletters. I had to laugh when I read about Herb Simfendorfer blowing a Hydro unit near Halls Creek. Going around Australia back in '79, I blew one near Fitzroy Crossing. [ A cattle grid followed by a crater in the road] That was in the good old days when the road was dirt. The drive to Darwin was orthpeadically interesting.....

Re Herds query about how to reduce carbon build up-

I used to have a lot of problems because I lived in the inner City and only did short trips for most of the year.

Eventually, I fitted an electronic ignition system- - not a fully fancy system - but an add on voltage booster. Stronger spark, few deposits- I went from adjusting the valve clearances twice a year to never.

The only catch is that I fitted the system 15 years ago. Now all new cars have electronic systems and add on boosters may be hard to find. The one I have is an Echlin brand.

# HINTS and TIPS

Now there's a bright idea

**Automatic Owners:** Does your transmission 'CLONK' noisily when engaging Drive or Reverse?

If the answer is "yes", first check the engine idle speed followed by a check of the down-shift throttle cable adjustment. If this 'clonk' persists, it may be necessary to dismantle and clean the valve bodies together with checking the strainer, alloy suction pipe, O-ring and pump at the same time. However a likely cause which the workshop manual omits is the possibility the large nut on the output shaft is loose. Access to this is gained by removing the extension housing (speedometer drive). It is not uncommon for this nut to work itself loose.

**Bearings:** Have you discovered a shiny bare metal area caused by the tyre rubbing against the body when removing a rear wheel? The rear pivot bearing on the suspension of the Mk II is a Slipflex, a rubber bearing and not as good as those used on the Mk I, that is a tapered needle roller type. On Mk II's that have seen considerable use, the Slipflex bearing wears causing the tyre to rub against the body due to the pressure exerted by the Hydrolastic unit which tries to push the rear radius arm sideways.

When this happens it will be more than likely that the Slipflex bearing will need replacement, however ... here is a tip worth trying first. Jack up the car and remove the rear wheel; you can now get to the 15/16" pivot bolt. Try tightening this bolt, nine times out of ten, a couple of turns can be had - and this does seem to reduce the side play in the pivot bearing. I have done this several times in the past and it extended the time in which to effect a repair or to seek a good second-hand one.

Many Mk II sedans with Slipflex rear suspension bearings often get a bad lean in on the rear wheels. Providing the bearing is OK, the correct .5 degree camber can be restored to the wheel by inserting appropriate shims between the body and the suspension cradle. These can be inserted without de-pressurising the suspension, merely slacken the four mounting studs, remove the outer two in turn to insert the shims. 1/16" aluminium sheet is very good material for making the shims. This negligible cost of repair can save a very costly replacement of the Slipflex bearing. Even with new bearings a set can very soon occur which puts you back where you started.

**Brake Cylinders:** If you didn't know already, Mk II PBR rear brake cylinders are no longer available. A similar one, suitable for the 1800, is from a Chrysler Valiant, however the thread is different and longer, which would warrant altering the brake line to the hub. The other and better alternative is to have your old cylinder fitted with stainless steel sleeves. These sleeves will still take the standard size hydraulic seals.

**Clutch Pressure Plate:** Mk I clutch pressure plates have a weak thrust area, which self destructs and should be replaced with Mk II or exchange units. Clutch master cylinder push-rods can be usefully lengthened to keep the pedal out of the carpet (¼" optimum).

**Conversion of 1800 from Automatic to Manual:** Those of you who have had an automatic in which problems occurred or anyone now experiencing problems, where perhaps there is loss of a particular gear or even a complete loss of drive, have you wished for a manual drive car? Loss of drive is most commonly attributed to a broken drive plate. This is relatively easy to replace as the motor can be removed without too much trouble. The gearbox must be supported firmly and, following removal of the engine mounts, radiator, exhaust manifold and ancillary items, the crankcase bolts and nuts can be removed together with the four bolts attaching the drive plate to the torque converter, accessible through the starter motor housing. When ready to remove the engine, first lift it about an inch at the radiator end then move engine to the right an inch or two in order to clear the torque converter boss from the crankshaft spigot.

If loss of drive is not a broken drive plate, then suspect a broken drive shaft or HyVo chain, either of which involves some expensive repairs. Now is the time to consider what

If loss of drive is not a broken drive plate, then suspect a broken drive shaft or HyVo chain, either of which involves some expensive repairs. Now is the time to consider what to do and whether it is worth converting your car to a manual. Provided the engine is in good condition the answer is "Yes". How do you go about it? Ideally the best way of going about it is to obtain a complete old manual power unit where the engine is worn out (preferably one you know mechanically) - for example, if the gearbox was good, was the clutch OK, are the gear change cables working OK, are they frayed or leaking oil?

The next thing to do is clean up the old power unit (invariably covered in thick grease), then pull the whole thing apart. Before substituting the (automatic) engine, the steel bush located in the end of the crankshaft must be removed and replaced with a bronze clutch shaft bush, which is larger. Removal of this bush can prove difficult but a good tip is to fill the hole where the bush is fitted with grease. Insert a loose fitting metal dowel into the bush, then hit it with a hammer, the bush will pop out due to a hydraulic-like action.

When re-assembling, here are a few things to look out for:

1. Ensure the four lay-gear thrust springs and gear selector rod lock-plate are correctly located before bolting the adapter plate to the engine/gearbox.
2. Check the flywheel ring gear. If badly worn it can be reversed.
3. It is wise to renew the clutch release bearing and perhaps the clutch drive plate if more than one third worn.
4. Replace the clutch shaft oil seal.
5. The speedometer unit from a manual car should be used as it differs from one fitted to the automatic. Sources say the difference in speedometer readings after converting from automatic to manual is caused by the different differential ratios: 3.88 (auto) to 4.19 (manual).
6. Finally, don't forget to make sure the dipstick is the manual (longer) one.

If you are unable to obtain an old power unit, a list is compiled below of all the components needed to make the conversion:

- \* Gearbox complete with gear change cables and control box (gearlever housing) and cable-change housing.
- \* Change auto (blank) cover plate for the manual cover plate (hole for gearlever).
- \* Substitute (auto) brake and accelerator pedals for the (manual) clutch, brake and accelerator pedals.
- \* Clutch master and slave cylinders c/w hydraulic line.
- \* Adapter plate bolts to end of engine/gearbox.
- \* Flywheel, clutch pressure and drive plates.
- \* Flywheel housing c/w clutch fork and release bearing.
- \* Idler and primary gears, clutch shaft and primary gear cover.

## **SPOTLIGHTS**

To many an owner of classic British cars the fitting of spotlights is a good period accessory which also improves the looks of the car, but beware, different laws govern their placement and wiring.

Firstly the number of extra lights which can be fitted to a street registered vehicle vary from state to state, while some have no limit, others have a maximum of four or even only two extra lights.

The position of the lights is also important, here in Australia a minimum of 61 cm (2 feet) is required between the centre of any pair of extra lights (lights must be fitted in pairs only, no centre light). Lights below the bumper bar are classed as fog lights and must only be used in fog or heavy rain (day time only), while lights mounted above the bumper bar (to a maximum of 61cm) are classed as spotlights and must be controlled by the dip switch.

Another important point to remember when fitting spotlights is not to block the air flow through the radiator, this can have several adverse effects on the vehicle. Firstly it may overheat in hot weather, but there are other effects which most owners will not know about. These are, if the car has an automatic transmission, this may also overheat, some times before the engine, while if you have air-conditioning fitted you could reduce its cooling which in turn could overheat the engine.

Also beware that most alternators or generators fitted to classic cars cannot supply enough power to keep the battery charged if the spot lights are used for a long period of time, which could mean being stuck with a flat battery .

On my classic car I have fitted four spotlights, two (the inner pair) aimed directly down the centre of the road while the outer pair are aimed, one



to the left and one to the right (BL works style). The idea being that on long straight roads I use the inner pair, while on winding roads I use the outer pair.

The wiring and cable size is also very important, and it is recommended that you refer to the following diagram (next page) and cable size table before fitting any accessory to your classic vehicle, if you do not you may end up with a burnt out wreck.

Table of cable sizes and loads

Imperial cables		Metric Cables	
wire size	load (amps)	wire size	load (amps)
9 / 0.012	5.75	9 / 0.03	5.50
14 / 0.010	6.00	14 / 0.25	6.00
36 / 0.0076	8.75	14 / 0.03	8.50
14 / 0.012	8.75	21 / 0.03	12.75
28 / 0.012	17.5	28 / 0.03	17.00

As most spotlight globes are rated in watts, you will need to know the formula to covert this into amps, which is quite easy, all you have to do is to divide the wattage by the battery voltage as shown in the two examples below,

a 12 volt system using a 55 watt globe equals,	4.6 amps
a 6 volt system using a 55 watt globe equals,	9.2 amps

One important point to remember is to keep the wires to any accessory as short as possible, because the resistance of the wire will cause a drop in voltage to the accessory and in the case of spotlights reduce their light output. Also use the largest cable size that is practically possible to help reduce voltage drop, remember the larger the cable the smaller the voltage drop, and the brighter the lights will be.

PaJ

# Sales

Austin Princess Vander Plas 1100 Good condition 48,000 miles 1965 \$5,000

John Collyer QLD 3390 1817

Mk 11 1800 `1969 87,000 miles good condition sugar cane offers [07] 5546 8005

1971 Kimberely 90.000 miles two owners \$800 07 5496 1502 Woodford QLD

1967 Mk 1 White Mechanically sound Reg & RWC Ringwood Vic 03 9870 8081  
\$1,000

re built 1800 power unit ie engine, gearbox & clutch \$1800 Michael 03 9689 7555  
also 3 o4 other power units plus heaps of body parts

1800 mk 11 Bill Randell 07 5497 5823 Sunshine Coast

1800 mk 11 1970 man fair condition Boonah QLD 07 5463 1367 \$1,200

1966 mk 1 1800 for parts or restoration & 1070 mk 11 for parts 07 5497 5121 cars at  
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1965 mk 1 grey good condition Peter Campbell Beverley Hills NSW 0425 209 180  
\$1,000

Ute chassis no 17 unreg restoration almost completed \$600 088 522 1459 Adelaide

Tasman Mk 11 47,000 miles Murray [03] 583 188 99 Bendigo offers

Mk 11 1969 Man 74,000 minor rust \$700 [07] 415 25290

Mk 11 1800 no reg GC Green/ cream **seized engine** Mulgrave [03] 9585 3680

Mk 11 1800 some rust in doors battery OK seats fair new alternator Some body and  
mechanical parts **Free to good home** Mitchell at Eastwood NSW 0418 467 593

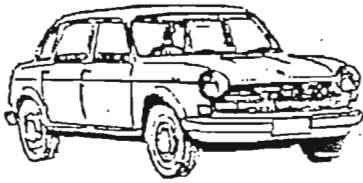
Mk 11 Sugar cane/ red no reg auto Warrandyte Vic \$250 [03] 9844 2519

Mk 1 ute reg tow bar, sun visor AM FM radio heaps of spares \$600 Eric Pitman  
Woodonga [02] 6059 7990 genuine reason for sale

Tasman/ Kimberely front blinker/ park assembly \$1-00 each Greg Feinberg [02] 65797  
075

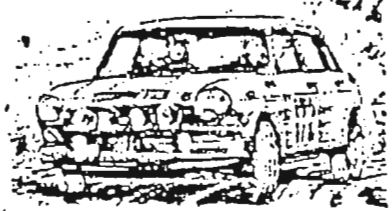
Tasman 1971 VGC rebuilt engine cream plus spare 1972 car with VG interior many  
spares \$2000 Glen Bryant bh [02] 6251 1311 ah [02] 6263 3778 Canberra

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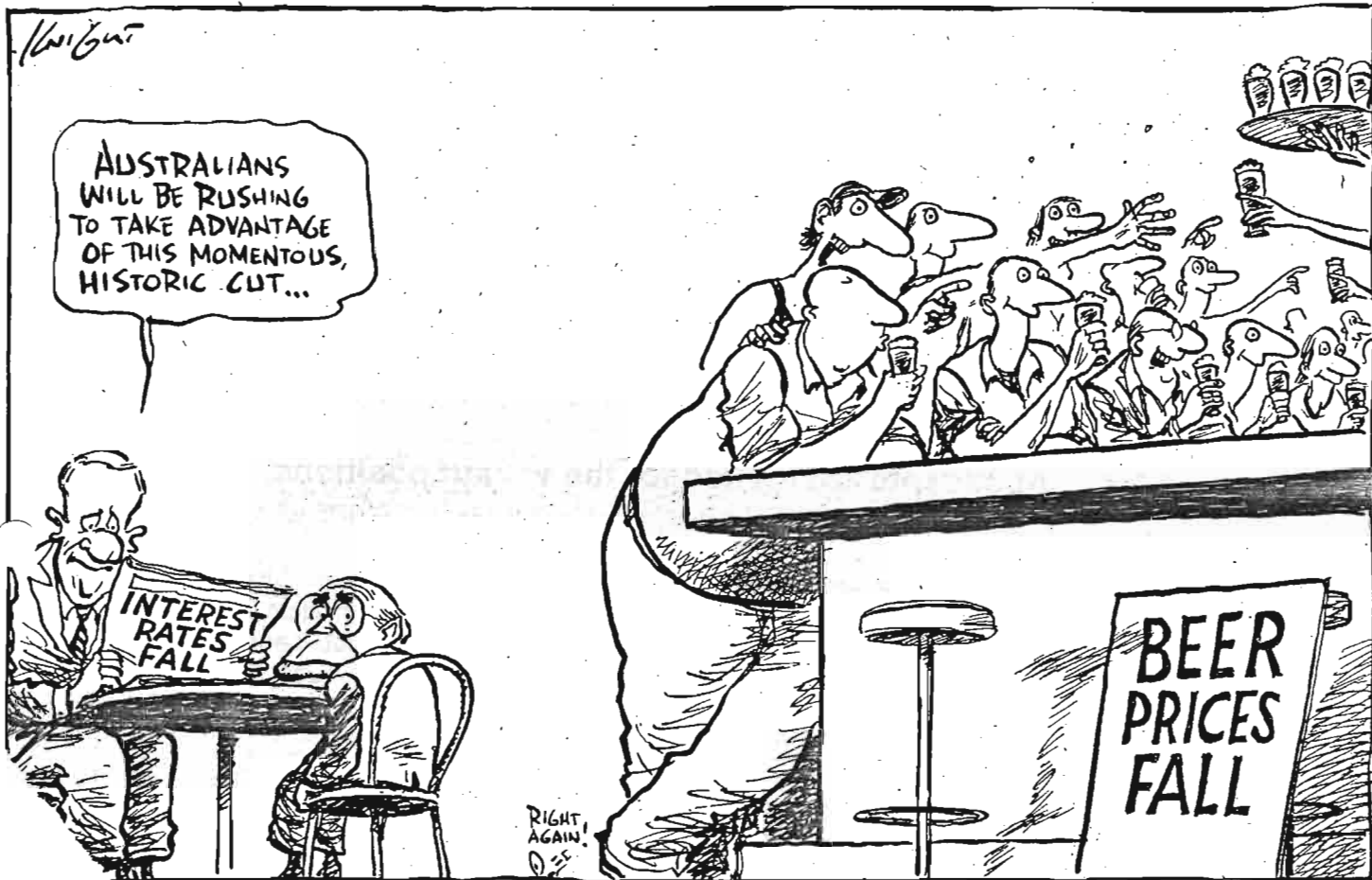


# LANDCRAB

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Welcome to newsletter number 101 for December 2001 and January 2002



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

63 Wilson St  
THE ROCK,  
N.S.W. 2655.

Daryl,

Please find enclosed my letter of introduction the club members, I hope this is ok to print in the news letter. Also I have included a full page wanted ad to go into the news letter if this is too big, use this one;

**Wanted**        2 end of hose fittings (fluid & vacuum), and a vacuum gauge to suit an original BMC Hydrolastic pump. I already have the pump.

**For sale**       two custom Victorian number plates, reflective blue background & white letters & numbers,    MK II S        ideal for your MK II sedan  
price \$300 plus Vic Roads transfer fee .

The number plates have been in my possession since 1989, I had them on a Cooper S. more letters and dribble at a later date.

Regards

Les Jordan  
07 Sep 2001



Members of the Landcrab Club,

I would like to introduce myself, having owned two MK II sedans and a Kimberley in the past. I decided it was time to look for a MKII Utility that I have always wanted.

In July this year I was lucky to find a 1970 MKII Utility in a local wrecking yard, I have always had a soft spot for Minis and Mokes and over the years many have been recycled / repaired by myself and returned to the road.

So when ever I find another wrecking yard I am always on the look out for another Mini or Moke. This time not only did I find some Minis but hiding amongst the rows of other vehicles was a MK I auto and a MK II manual Utility. As I looked further about the yard there was also a few MK I & II sedans. I was in Landcrab heaven, I made a deal with the owner and traded a Mini for the Ute plus a little cash to cover the cost of delivery.

Having joined the club I met Herb Simpfendorfer at the Albury swap meet who proceeded to show me his car, and then invited me to his place at Walla-Walla to look over his fleet. I soon learned that Herb can speak fluent Landcrab, so now I can speak Mowog, Mini & Moke and a new Landcrab Language. I have since spoken to another member, Terry from Kirrawee both members are enthusiastic Landcrab owners, and I thank them for their time, and answering some of my questions.

In the mean time I hope to renovate / recycle my Utility to roadworthy condition so I can enjoy the pleasure driving a Landcrab again. I hope to meet some of you in the future.

Regards,

Les Jordan



## Landcrab Owners Club Australasia members email addresses

bickcon@ozemail.com.au	Bickley, Grayham
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DowningA@shoalhaven.nsw.gov.au	Downing, Andrew
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robertg@corplink.com.au	Goodall, Robert
griz@emerge.net.au	Greasley, Paul
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loca_qld@go.com	Jones, Peter
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hmsimpfendorfer@telstra.easymail.com.au	Simpfendorfer, Herb
stephensdaryl@hotmail.com	Stephens, Daryl

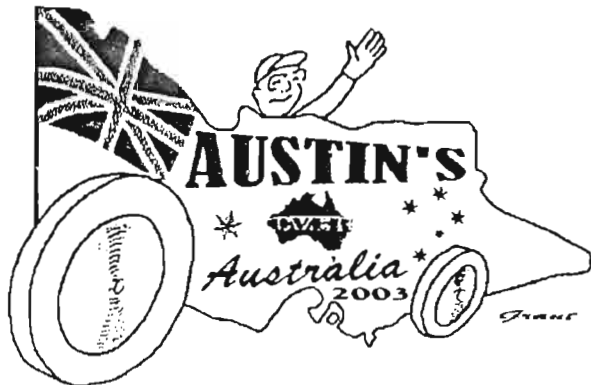


Graeme Anderson	3 Buffalo Rd Gladesville NSW 2111	02 9816 3389	Kim
Mary Baird	34 Culzean Cres Highton Vic 3216	03 5342 8154	mk 11
Joe Barling	125 The Ridgeway Ching London E4 6 QU		3 Wol.
David Bennett	5 Campaspe Cuit. Kaleen ACT 2617	02 6241 4720	mk 11
Walter Berry	12 Elkin Av Raymond Terrace NSW 2324	02 4987 1680	mk 1
Grayham Bickley	3 Freedom Place Sunrise Beach QLD 4567	07 5455 3167	mk 1 03
Jason Birmingham	9 Parklands Cl. Bateau Bay NSW 2261	02 4334 3901	Kim Tas
John Bland	100 Dumfries Av Mt Ousley NSW 2519	02 4229 8429	mk 11 Tas
Rudi Bourdaire	436 Maitland Bar Rd Mudgee NSW 2850		mk 11
Clifford Brendle	133 Old Para Crt Montmorency Vic 3094	03 0434 2226	mk 11
Bernard Brennan	30 Riverhills Rd Middle Park QLD 4071	07 3715 8432	1 & 11 03
Douglas Bright	26 Baynton St Kingston Tas. 7050	03 6229 2665	mk 11
Walter Brinkman	Box 77 Balkins Road Hamilton Vic 3300	03 5572 1318	mk 1
Glen Bryant	196 Kosciuszko Ave. Parminston ACT 2913	02 251 7813	mk 11 Tas
Derek Cameron	26 Tudawall Cres Wheelers Hill Vic 3150	03 9511 5258	mk 1
Laurie Cameron	913 Riversdale Rd Surrey Hills Vic 3127	03 9836 6406	mk 11
Peter Codd	Box 2351 Nerang East QLD 4211		
Peter Collingwood	18 Lighthorse Cres Narre Warren `3804	03 9704 1822	mk 1
Ray Cook	Box 6220 Lakemba NSW 2195	02 9750 0072	mk 1
Geoffrey Cooper	10 Tonks Street Moorooka QLD 4105	07 3277 2717	mk 11
Terrance Copeland	11 Windsor Street Margate QLD 4019		mk 11
Andrew Cox	22 Heversham Drive Seaford 3198		Ute 03
Michael Davey	MC 6123 Woolongong NSW 2500	0412 369 0552	Many 03

Colin Day	14 Mitchell Street Kerang Vic 3527	03 5450 4090	mk 1
Peter Dever	Box 1 Northlands QLD 4350	07 4639 3970	mk 11
Keith Douglas	50 Mackelroy St Lower plenty Vic 3090	03 9432 2820	3 x mk 11 s
Albert English	454 Quarry Road Bucca, Bundaberg QLD 4670	07 4157 8191	mk 1
Patrick Farrell	4 Wayne Av Boronia Vic 3155	03 9762 4457	Lots
Greg Feinberg	Iron Bark Valley Box Gap Rd, Putty NSW 2330	02 6579 7075	Kims
Don Florey	419 Windermere St Ballarat Vic 3350		Wols
Graham Fordyce	20 Wynnum North Road Wynnum QLD 4178	07 3396 8201	Ute
James Gaida	6 South Crs, Heilderberg west Vic 3081		mk 1 03
Stuart Glover	Box 6362 St Lucia QLD 4067	07 3511 7315	mk 11
Robert Goodall	95 Osborne Ave Mt. Waverrley Vic 3149	03 9515 7015	Kim
Ken Green	23 Beacon Road, Kindstanding, Birmingham U.K.		mk 11
Russell Greenwood	175 Kilgour St East Geelong Vic 3219	03 5229 7780	mk 11
John Griffiths	93 Wills St Kew Vic 3101	03 9853 8251	mk 1
Terry Grintell	17 Gore Ave Kirrawee NSW 2232	02 9521 5591	Kim
Kerry Guinea	Box 45 Wulguru QLD 4811		
Naomi Hall	81 Schrides Red Narre Warren Vic 3805	03 9796 7182	mk 1 03
Graham Halloran	Brookfields 83 Skyline Dve Wingham NSW 2429		mk 11 03
Matt Hill	c/- 47 Bendigo St Richmond Vic 3121	03 9428 5881	mk 11
Alan Hogg	22 Huntingdale Av Miranda NSW 2088	02 9522 6184	Kim
David Howell	45 Lauriston Av Selby Vic 3159	03 9754 5826	mk 11 03
Paul Jones	45 Ti Tree Drive Doveton Vic 3177	03 87051388	mk 1
Peter Jones	4 Yarandin Crt Worongary QLD 4213	07 5574 8293	mk 11 Tas.
Les Jordon	63 Wilson St The Rock NSW 2655	02 69202387	Ute 03
Tim Kennon	12 Narissa Gve Oak Park Vic 3046	03 9301 1021	mk 1

Adam Kingi	33 Springvalley Rd Corokan NSW 2263	02 4392 7251	mk 11
Scott Learmont	25 Johnson St Harboard NSW 2096		mk 1
Adrian Leighton	20 Clarinda Av Faulconbridge NSW 2776	02 4751 6926	1 & 2
Ed Lenny	51 Prince St Goulbourn NSW 258	048 212 015	mk 1
Chris Lewis	18 Lucas St Caulfield South Vic 3162		mk 11
Ken Lyle	3/ 11 Foundry St Mayland, Perth WA 6051	08 9721 3727	Many
Robert Mackellar	33 Third Av Sandgate QLD 4017	07 3869 0834	Kim's
Bob Mann	324 Elizabeth St Sunbury Vic 3429	03 9744 3956	mk 1
Geoff Marshall	19 Anne St Blackburn Vic 3130	03 9877 1425	Ute
James Martlew	12 Woolmore Cross Atwell WA 6164	08 9414 6551	mk 1
Ian McIntyre	18 Yondell Av Springwood Vic 2227	02 47514338	mk 1
Stephen Mc Phail	19 Joan St Chester Hill NSW 2162	02 9645 2190	mk 11
Robert Medlen	2 Grassdale Rise Alberfoyle Park SA 5159	08 370 7794	Ute
Neil Melville	C/ Post Office Cowaramup WA 6284	08 9755 5332	mk 1 03 Ute
Ferdinando Mignanelli	34 Harold St Bulleen Vic 3105	03 9850 7775	rnk 11
Bill Mitchell	Box 126 Beauford Vic 3373	03 5349 2720	Ute
Michelle Mott	32 Allistar Close Knoxfield Vic 3180	03 8717 6550	mk 11 03
John Nolan	217 Badger Creek Rd. Creek Vic 3777	03 5962 3435	18/ 85
Robert O'Malley	37 Cladeswood Av Penrith NSW 2750	02 4736 3218	ute
Eric O'Meley	1 Kylie St Urunga NSW 2455	02 6655 3758	Kim
Terrence Osborne	201 Cambridge St West Launceston Tas 7250	03 6344 5666	Kim
Terry Parer	Bow 402 Towong QLD 4066	076 253 371	mk 1
Ken Patience	149 Brees Rd Keilor East Vic 3033	03 9337 4661	mk 11 ute
Hans Pederson	3 Thornton Cres Mitcham Vic 3132	03 9874 1800	mk 11
Robert Peters	32 Price St Torquay Vic 3228	03 5261 2326	mk 1

Eric Pitman	4 Clyde Crt Woodonga Vic 3689	mk 11
Ian Powell	7 Acacia St 03 9523 7097 Elsternwick Vic 3183	mk 11
Adrian Priaux	61 Symonds Lane 03 5983 9351 Bittern Vic 3918	many
Donald Ramage	11 Rotherwood St 03 5339 9020 Wendouree Vic 3355	mk 1
Bill Randell	65 Relesiah Dr 07 5497 5823 Ningi QLD 4511	many
Herb Simfendorfer	21 Stitt St 02 6029 2224 Walla Walla NSW 2659	mk 1
Franklin Smallcombe	30 Illawarra Dr ,Kin Kora Gladestone QLD 4680	ute
Richard Snedden	36 Claremont Av 03 9509 0110 Malvern vic 3144	3 Wol 6's
Eva Sommerfield	45 Livingstone St North Coburg Vic 3058	mk 1 03
Daryl Stephens	22 Davison Street 03 9873 3038 Mitcham Vic 3132	mk 1
Basil Strelinikov	256 Walsh St 070 821 535 Mareeba QLD 4880	mk 1
Bruce Summerell	Verona Rd, Quaama 02 6492 9575 Via Bega NSW 2550	mk 11
Rodney Swile	35 Dehilia St Marsden QLD 4132	mk 11
Peter Tadman	Box 283 07 3262 4537 Nundah QLD 4012	mk 11
Jim Taylor	46 Parker Road 03 9457 7808 Heidelberg Vic 3081	Ute
John Van Groningen	1385 Rockford Road 03 5427 0388 Hanging Rock Vic 3442	mk 11
Chris Veffiroost	7/ 58 Jeresey St 02 9799 9204 Penhurst NSW 2222	kim
Andrew Vincent	44 Heathcliffe Cres 02 9948 8123 Balgowlah Heights NSW 2093	mk 11 03
Ian Wilshire	37 Old Borough Drive 08 8325 0109 Onkaparanga Hills SA 5163	mk 11 Maxi 1750
Jonathon Winwood	158 Prince Charles Av Kurnell NSW 2231 02 9668 8406	mk 11 mk 1
Tony Wood	31 All Hallows Road,Blackpool FY2OAS England 0011 441 253 352 730	



AOA 2003  
PO Box 106  
Cranbourne Vic 3977

Email:  
aoa2003@hotmail.com



## AUSTIN'S OVER AUSTRALIA

BALLARAT ~ VICTORIA ~ EASTER 2003

The Austin A40 Car Club of Australia Inc. invites all owners and enthusiasts of Austin motor vehicles to participate in the seventh running of the biennial Austin's over Australia event.

Ballarat has been chosen as the host city for AOA in 2003.

Building on the success of previous AOA's the 2003 Committee is dedicated to providing participants with an event that will cater for all.

The city of Ballarat is located in South West Victoria, 110km north west of Melbourne and can be readily reached via a number of freeways and highways. Ballarat's population is approximately 80,000 and is a major regional center, with all the facilities of a major city, but offering friendly hospitality, a safe and clean environment and excellent facilities for a major event, such as this.

Ballarat is a major tourism destination and has beautiful parks and gardens, wide tree lined streets and grand Victorian architecture from the gold rush of the 1850's. Ballarat has a wide range of accommodation to suit all budgets and offers a central booking service.

Pre and post event touring is very favourable, as Ballarat is central to the best Victoria has to offer, including the picturesque gold field region, the nearby spa country at Daylesford and Hepburn Springs, easy access to the Grampians National Park and the Great Ocean Road, giving the entrant the option of a longer stay in Victoria.

At this stage, we are seeking expressions of interest. If you would like to be a part of Austin's Over Australia 2003, please provide your details below and return to above address/email.

✕		✕		✕	
Name _____		Contact No _____			
Address _____					
_____		Postcode: _____		Email _____	
Number of Adults _____		Children under 12 _____			



# MACEDON RANGES AND DISTRICT MOTOR CLUB INC

A0003800S

Reg. Address; 10 WEBB CRESCENT NEW GISBORNE 3438

Postal Address; 10 WEBB CRESCENT, NEW GISBORNE. 3438. TEL. 015 844 323



26 September 01

President/Secretary

## FIFTEENTH ANNUAL PICNIC AT HANGING ROCK-10 FEB. 2002

The Macedon Ranges and District Motor Club will be holding its Fifteenth Annual Picnic at Hanging Rock on 10 February 2002. Many car club members have attended and supported this event over the past 14 years. Over this period of time the "Picnic" has grown from its humble beginnings of 200 to 300 cars to the more than 1,400 display cars that attended last year's Picnic. (overall attendance last year was in excess of 8,000 people)

Enclosed please find a number of brochures promoting the event. Also enclosed is a non-coloured full-page version of the brochure, which can easily be photocopied, and or included in your Club's Newsletter.

Those who attended last year's Picnic may recall that a number of survey forms were distributed in an attempt to assist our Club in ascertaining reactions and suggestions as to how the Picnic can be improved.

Some of the more important observations and suggestions made by those who completed the form were:

- Leave the Picnic as it is (82%)
- Take steps to exclude display cars that do not fit the advertised criteria (37%)
- The inclusion of free activities and displays have been appreciated (62%)
- Need to streamline entry to the event as the queues at times are too long (41%)
- The public address system cannot be heard in some areas (27%)
- Dedicated parking areas for Clubs should be provided (22%)

The MR&DMC has considered all of the suggestions made and will attempt to address those that can be remedied.

The one issue that the Club has not been able to change relates to the provision of dedicated parking areas for Clubs. Parking space for 'display' cars is now reaching the point where alternative areas will need to be identified. This will not be easy. In the meantime the policy of parking that has been in place for a number of years will

VISIT OUR WEB SITE, [www.mradmc.com.au](http://www.mradmc.com.au)  
Fifteenth Picnic at Hanging Rock, Sunday 10<sup>th</sup> February 2002

need to be continued. Clubs wishing to park together (as opposed to parking in a designated place) will need to arrive together, this will ensure that they are able to park together. We will not be able to leave spaces for cars that arrive late etc.

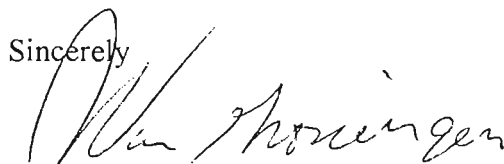
The suggestion that the Club exclude display cars that do not fit the 'advertised criteria', is one that we will attempt to rectify. However, this will be difficult as there are those who strongly are of the opinion that their cars fit the criteria, while the majority would not necessarily agree. Due to the need to expedite entry and not hold up cars waiting to enter it is often not possible to persuade/convince certain individuals that their cars do not meet the 'display' criteria. Another, issue that arises relates to those insisting that they bring their non-display cars into the display area, as they are the support vehicles for one or more display cars.

Any suggestions that your Club may have as to how the above issues might be rectified would be appreciated.

We wish to inform Clubs that we will do everything possible to ensure that the Fifteenth Annual Picnic will be as or more successful than the fourteen successful Picnics that preceded it.

Also enclosed please find an "Event Survey" which we would appreciate being brought to the attention of your Club.

Sincerely



John Van Groningen  
Secretary

mobile 0418341415 fax 54270705 e-mail jvangron@hotmail.com

### *Club Regalia for sale*

Team Landcrab sew on badge	\$10:00
4 1/4 inches by 2 inches (110 x 50mm).	
Sticker as above,	\$4:00.
Leyland Helmet sew on badge 4 1/2 inch (115) diameter,	\$10:00.
Team Landcrab baseball caps,	\$12:00.
"Floats on Fluid" sticker approx. 5 1/2 inches (114) diameter,	\$7:00.
"Travelling 1st class" sticker 17 inches by 2 inches (430 x 50),	\$7:00.
Team Landcrab Polo shirts (size needed)	\$20:00.

All items plus postage

Contact Pat Farrell

4 Wayne Ave., Boronia, Victoria, 3155,  
phone 03 9762 4457, email farwar@ozemail.com.au





**Jason Birmingham**

9 Parklands Close  
Bateau Bay N.S.W 2261  
Phone 02-4365-2623  
Fax 02-4365-3932  
Home Phone 02-4334-3901  
Email coastalcar@bigpond.com

September 18, 2001

Daryl Stephens  
22 Davison Street  
Mitcham Vic 3122

Dear Daryl & everyone else

Hey all !!!

Part two of the Kimberley/Tasman saga. As all you loyal readers will remember, the big question I left you with was "do I repair the bent Tasman" or "do I repair the DOGGY Kimberly??. Now I know all you folks have had trouble sleeping at night with this dilemma on your mind, but with the end of the financial year, group certificates, workers comp & accountants stuff foremost, the BMC buddies have taken a back seat. Anyway, the big news is that the Tasman is a goner!!!. I just couldn't live with a car that I knew wasn't right. So now I've dismantled the Tas & stuck the good bits above the workshop office (& some other stuff around the workshop, making it look untidy!!)

Now that the big "K" is at the centre of attention & the financial year end stuff is gone, I might be able to make some progress. Now it's a funny thing you know, whenever you have the time, you don't have the money, & when you have the money, no time!! So anyway, I've bought up a few things from Pat Farrell (mudflaps, stickers, front lamps, engine gaskets etc. etc.), sent the door trims & armrests off to "restora dash" for resurrection, & bought a couple of new side mouldings from the local BMC burglar, English auto parts, (he must be putting a pool in at home!!!) I sent the gearshift cable assembly off to the Pederson boys, who promptly told me it was stuffed !!! Oh well it's only money. If any of you people ever meet my wife, you know NOTHING of what I've spent!!!

The other weekend, I went to see the "Patron saint of Kimberley's", Graham Anderson, & we talked & talked forever. This bloke is an absolute wealth of knowledge on all things Kimberley. I think he knows all the traps there is to these weird cars (probably cause he has fallen in to them) & took me for a burn around the local area in his MKI Kimberley. Anyway, his passion for these cars is infectious, & I left his company (& his lovely wife Judy after a great lunch) in the afternoon with a renewed enthusiasm for this madness.

Speaking of madness, It's marvelous the comments you get from people about the "big K" My workshop is only pretty small I suppose, three hoists & a few other bays for deadens & the like. I've had the workshop for 12 years & allot of my customers have been around a while,

so most people come in for a yak when something goes "bang" with their car. Most people give me a look of pity when they see the big K & hear what I want to do. Fair Dinkum, one bloke gave me the phone number of a counselor, as he thought I'd lost grip, Another said "these things were no good in 1971, what makes you think they will be any better 30 years later??" The poor old Kimberley/Tasman range is almost universally bagged, even after all this time. Leyland Australia really must have burned some people, as their reputation is still in the gutter, though I must say, that most of these people have never owned one, but "it's BMC so it must be junk" mentality comes through.

So there we are, not much further ahead but at least a decision has been made as to where I go from here. Or has it?? Graham Anderson reckons I should find a better body to do up & I am half inclined to agree with him. I have kept an eye out on papers & magazines checked out a Tasman in the trading post (stuffed) but nothing is jumping out at me. Anyway, I'll leave it up to the Gods at the moment, as work & the missus (she's always finds things for me to do at home when I mention the big K) is keeping me stretched out. So if any of you brothers in misery know of anything worthwhile out there, give me a call (not too far away as I don't think my marriage would last another trip to Colac!!).

Another couple of questions. Does anyone know where I can get a sticker for the back windscreen? It's the old style "made in Australia" decal, circular, boomerang, southern cross, red white & blue, ringing any bells?? Any idea who can make one?? Will an 1800 carpet fit a Kimberley?? There is one of these moulded carpet mobs that have a mould for an 1800, any idea's about fitting it to a Kimberley? Thirdly (I know I said a couple of questions!!) Where can I get one taillight lens?? I bought Pat Farrels last one, but one new lens makes the other look soooo bad. Any of you hoarders sitting on one that you might like to sell me??

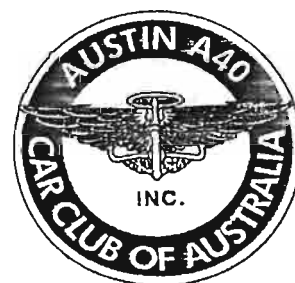
Anyway, I'll try to write to keep up with "landcrab" newsletters, as I know everyone out there is "dying" to know what happens next !! hey you!! wake up!!

Talk to you later  
Regards Jason Birmingham



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**AUSTIN'S OVER AUSTRALIA**  
BALLARAT ~ VICTORIA ~ EASTER 2003

Naomi Hall  
81 Shrives Road,  
Narre Warren Victoria, 3805

Dear Daryl,

After becoming a member of the landcrab car club and reading the backlog of newsletters I felt compelled to introduce myself to the rest of the club.

Firstly a little bit about myself, I'm a university student with a much loved though battered 1967 Austin 1800 Mk 1 dubbed 'Stevie' by our family's very understanding auto electrician. He named the car Stevie for Steve Austin the 6 million-dollar man for those who remember the American TV show. By the way like the landcrab car club secretary's daughter I'm also called Naomi, the similarities began to appear whilst reading the past newsletters.

I came across Stevie firstly when my brother, an ex mechanic, spotted the car filling at a Mobil service station where he was working and asked the owners to give him a call if they ever thought of selling the car. (I've neglected to mention that among my brother's collection of cars is a Mk11 1800 utility dubbed 'Allegra'). Anyway, not long after do we receive a call from the owner wishing to sell the car, luckily this was roughly about the same time I was able to get my licence and fell in love with the Austin 1800.

Stevie had only two previous owners before I acquired him and the interior was in very good condition and had specially made fitted sheep skin front seat covers! After test driving it, it wasn't long after the car came to it's new home amongst my father's prized Jaguars.

My story must also mention that the car was originally an automatic but unfortunately due to starter motor problems the ring gear gave way and now it resides as a manual. This required removing a very good motor with a beautifully done reconditioned head. For 2 weeks Stevie was running brilliantly with the reconditioned head and I was enjoying the take off ability when the auto decided to give way, hence Stevie is now a manual. After a long time at our mechanics Stevie was finally finished and running fine until 2<sup>nd</sup> gear could no longer be selected and currently we are attempting to fix this problem.

I miss being able to drive such a unique car, which tends to get more laughs than praise from friends. But after growing up with an appreciation of Jaguars and memories of being stuck to the vinyl seat of an Austin Kimberley on the way home from school on a 40° day, I wouldn't swap Stevie for anything else except maybe a Jaguar!

Oh and one more thing, not two seconds out of the mechanics workshop after being converted to a manual was Stevie backed into by an absent minded driver and currently still bears the mark of such an encounter unfortunately.

I guess there is plenty more to say about Stevie and his history but I am now pleased to be part of a club that appreciates the Austin 1800 as much as I do as well other BMC creations.

Best regards,  
Naomi Hall



## AUSTIN 1800 Mkl Suspension Test - Castle Combe 6th August 1967

The Danube Rally winning car, LRX 824E, was taken to Castle Combe Circuit with the object of establishing whether the parts fitted to the suspension for the Danube Rally were improving the road holding and to attempt to reduce the rear end bouncing which occurs under extreme cornering, particularly on tarmac.

### SPECIFICATIONS

Group 5 twin carburettor power unit, 4.188 final drive. Dunlop R7 (184 material) 550Lx13 tyres fitted to 5 1/2" x13" Minilite wheels. Tyre pressures F 45psi. R 40 psi (cold). Rack and pinion ratio 3.25: 1. Rear anti-roll bar fitted, standard rear bump rubbers replaced by Aeon rubbers, additional long Aeon rubbers fitted. Suspension pressures 250 psi, trim height (hub centre/wing edge) 14 1/2" OSF, 14 7/8" NSF, 13" rear. Spare wheel carried, fuel tank approx. 14 gallons at start.

Track - 1.84 miles. Dry, smooth tarmac. Weather - sunny, strong breeze.

Personnel present:

Driver - **Clive Baker**

Comps Dept. - W.R.Price, D.Pike, C, Humphries.

1. The car was sent out on order for the driver to settle in and get used to the car. Eleven laps were completed, settling down to a lap time of 1 min 26sec (77.02mph)
2. Spare wheel removed, further 4 laps completed. Considerable rear-end wallow and bounce. Front tyres interchanged.
3. Rear Aeon bump rubbers removed. Five laps completed. Handling becoming worse.
4. Anti-roll bar removed from rear suspension - Only 2 laps completed, as car becomes very 'jumpy' and unpredictable.
5. Rear Aeon bump rubbers are refitted to rear suspension. Immediate improvement, but not as good as original setting.
6. Rear anti-roll bar refitted. The suspension was now at original specification.
7. Suspension pressure reduced to 200 psi. New tyre fitted to N/S front. The handling was immediately improved, lap times going down by 2 sec to 1.24.0. (78.8mph) consistently over 7 laps. Trim height reduced by 1".
8. The front Aeon Bump rubbers were now removed and standard bump rubbers fitted. The front-end balance became more unpredictable with increased under-steer and considerable instability on braking.

Lap times increased by 1 sec to 1.25.0. (77.9mph)

### Conclusions:

The handling on tarmac was at it's best using the Aeon bump rubbers front and rear and with the suspension pressure at 200 p.s.i. Without making alterations to the Hydrolastic units this seems to be the best set-up so far established.



## **“A Great Fun Event for the Family” Fabulous Prizes and Trophies**

The **Macedon Ranges & District Motor Club** in conjunction with the **Macedon Ranges Shire**, are considering staging a two day Tour for **Classic Cars and Special Interest Vehicles** through the beautiful **Macedon Ranges** during **April 2003**. It will be a relaxed event of about 250 kilometres with 95% on bitumen roads. Special Accommodation packages will be available and entrants will receive a Tour pack which will include an Observation Event, Treasure hunt for the children involved and Event Clothing, Car Badges and concession passes to the Region's Wineries and Restaurants.

Please register your Club's no obligation interest below and mail it back to The Secretary, Macedon Ranges & District Motor Club, 10 Webb Crescent, New Gisborne. Victoria. 3438. Or register via our email: [ccr@hotkey.net.au](mailto:ccr@hotkey.net.au) before November 1st 2001 and we will send you an Information Kit and progressively keep you advised as to developments.

Name of Club:.....

Contact name:.....

Address:..... Postcode:.....

Telephone:..... Fax:.....

Email:..... No of members interested:.....

## ***PRAYER FOR TOURISTS***

Heavenly Father, look down on us your humble, obedient tourist servants, who are doomed to travel this earth, taking photographs, mailing postcards, buying souvenirs and walking around in drip-dry underwear.

Give us this day divine guidance in the selection of our hotels, that we may find our reservations honoured, our rooms made up and hot water running from the faucets.

We pray that the telephones work, and the operators can speak our tongue.

Lead us, dear Lord, to good, inexpensive restaurants where the food is superb, the waiters friendly and the wine included in the price.

Give us the wisdom to tip correctly in currencies we do not understand.

Forgive us for undertipping out of ignorance and overtipping out of fear.

May the locals love us for what we are and not for what we can contribute to their worldly goods.

Grant us the strength to visit the museums and parks, the government buildings and all the "musts" in the guidebooks. And if perchance we skip a historic monument to grab a sleep after lunch, have mercy on us, for our flesh is weak.

### **FOR HUSBANDS ONLY**

Dear God, keep our wives from shopping sprees and protect them from "bargains" they don't need or can't afford. Lead them not into temptation for they know not what they do.

### **FOR WIVES ONLY**

Almighty Father, keep our husbands from looking at foreign women and comparing them to us. Save them from making fools of themselves in cafes and nightclubs. Above all, do not forgive them for their trespasses, for they know exactly what they do.

# Sales

Mk 1 Ute \$2950 Laurie Mayer Reg & heaps of spares 02 6943 1675 Wagga Wagga

Mk 11 in "S" specs rear Aeons Globe Rally masters Maroon/ beige **needs paint**  
Garith Pennington 08 8341 8201 \$800 Adelaide

Mk 1 EC \$1600 Paul Edwards 08 8362 7383 Adelaide

Mk 11 1800 Man no reg GC \$2000 David Roberts 07 4152 5296

Freebies 1/ Kimberely and lots of spares Angela Toowong 07 3720 9440  
2/ mk 11 1800 needs new clutch registered 2nd owner Annette Gawthrop 07 3851 0312

1800 body neat, interior good Merith Marshall Nuriootpa SA 08 8562 3494 offers

mk 1 1965 green/ green mk 11 engine Dalgety, South of Canberra No rust or dents but needs work Katrine Doyle 02 6454 6303

mk 11 man shot gearbox offers Mentone Vic 0402 822 872

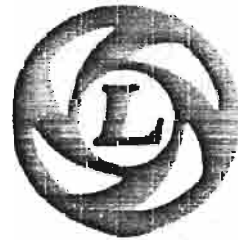
## Wanted

Kimberely in top condition Barry Ross 07 5445 9021

## Merry Christmas to all !



## Wanted



Copies of Austin/Nuffield/BMC/BLMC (Australian only) dealer letter-heads, receipts, advertisements, dealer plates, complete addresses, and photos of these dealers from the past and as the site looks now.

These items will be used to help build a historical web site which is located at;

**<http://BMCAustralia.homestead.com/home.html>**

Contact Peter A. Jones

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