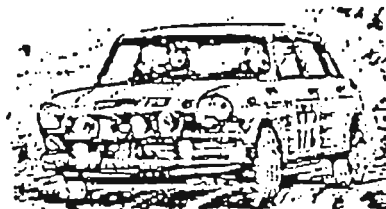


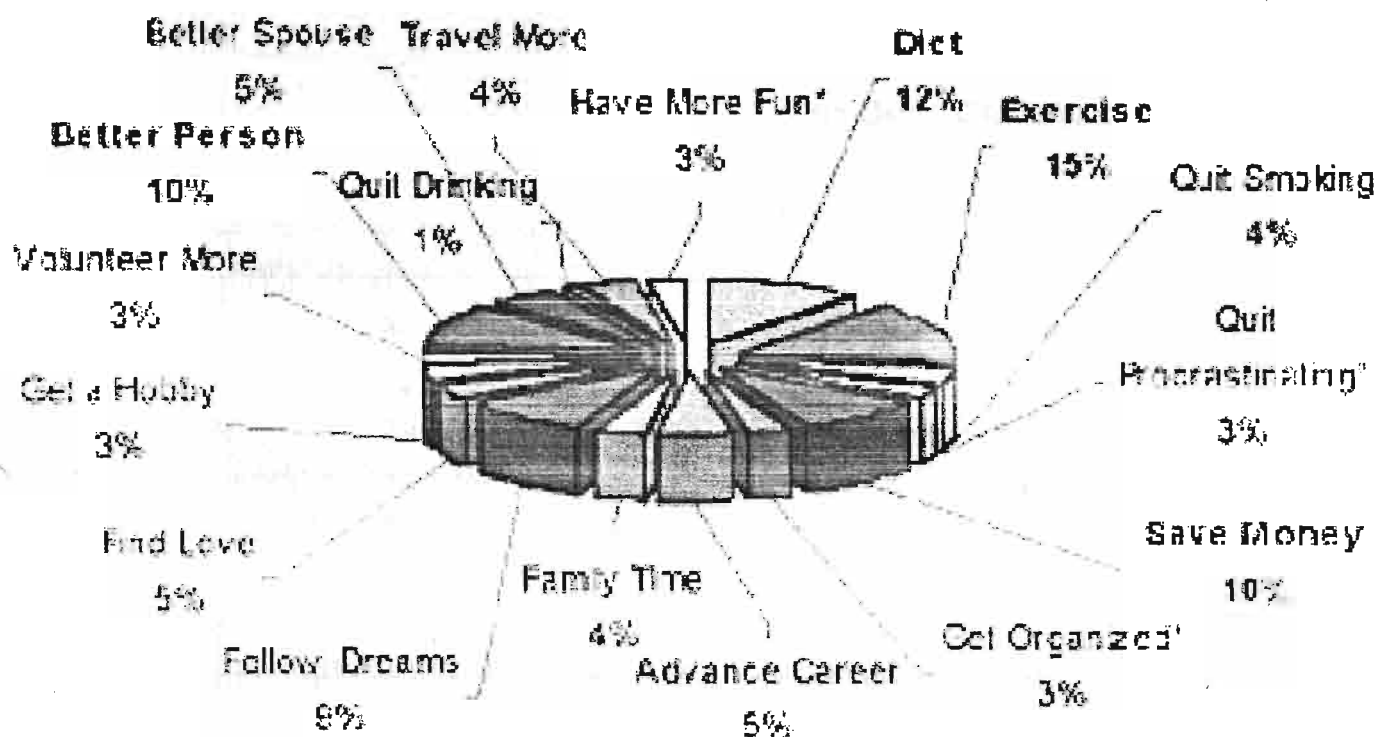
LANDCRAB

CLUB OF AUSTRALASIA INC.



Most Popular Resolutions

Subscribers as of 12/00 (*recently added categories)





MOTORING GOES METRIC 1 JULY 1974

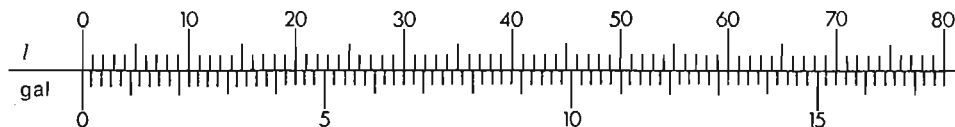
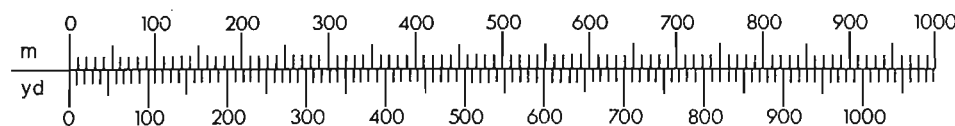
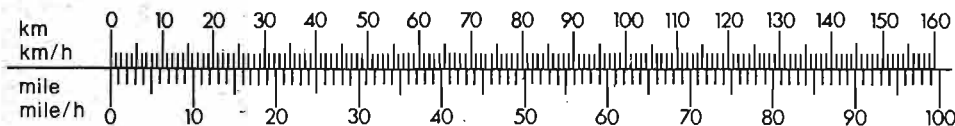
Speedometers

It is not compulsory to convert your speedometer **BUT!**
you are strongly urged to make some alteration or addition
to provide an indication of speed in kilometres per hour (km/h).

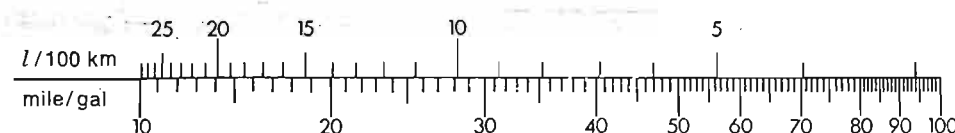
Conversion Scales

MILES — KILOMETRES

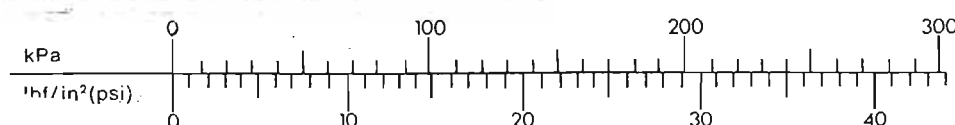
or miles per hour — kilometres per hour



MILES PER GALLON — LITRES PER 100 KILOMETRES



POUNDS FORCE PER SQUARE INCH — KILOPASCALS



THE WIND BAGS

PRESIDENT

Vacant applications invited

SPARES GURU

Patrick Farrell
4 Wayne Avenue
Boronia Vic 3155
[03] 9762 4457
farwar@ozemail.com.au

DATA REGISTRAR

Peter Jones
4 Yarandin Court
Worongary
QLD 4211
[075] 5748 293

EDITOR/ SECRETARY

Daryl Stephens
22 Davison Street
Mitcham
Vic 3132
[03] 9873 3038
stephensdaryl@hotmail.com

TREASURER / LIBRARIAN

Patrick Farrell
As above

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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



First full road test of the Austin 1800

MUCH ADO (17) ABOUT

From here on in, Austin Drawing Office 17 will be known as the Austin 1800. And not a moment too soon.

LIKE the Morris 1100, various specimens of ADO17 — from this day on to be known as the Austin 1800 — were seen at various points around the Australian countryside as long as 18 months ago. But the car has only just been officially released, and even then, because of production and labor difficulties here and in Britain, only in very small numbers. Real volume for the 1800 will not happen until next year.

WHEELS has been pre-testing the car for almost two months at various times; overall, the testing staff felt that it came through with flying colors, although it lacked the immediate appeal of the 1100 and the Mini, in spite of similar specifications. It is, of course, designed specifically for the British medium-car market, which demands such things as four cylinders, centrally-located gearlever, good handling, and above-average interior room. The Mini and the 1100 fulfilled these demands very well, yet have still been enormously successful in Australia, where the motorist is more concerned with top-gear performance, boot room, six cylinders and fuel economy than with the way the thing points.

The 1800 seems assured of just as bright a future as the two baby brothers, although it is selling against the hot-shot six-cylinder cars with all their brake horsepower, automatic transmissions and long lists of options. What sort of people will buy the 1800? Mini and 1100 owners certainly — because they have become absorbed with front-wheel-drive and Hydrolastic suspension with all the attendant benefits — but also people who want more equipment, better ride and handling and big interior room in an outwardly small car.

The 1800 is a very deceptive car. From outside it looks fairly compact, in spite of a long wheelbase and a fat SP41 Dunlop at each corner, and it is not by any means a pretty car. The six-window treatment, combined with a humpy rear, make it look quite awkward, and neither light nor dark paint colors seem

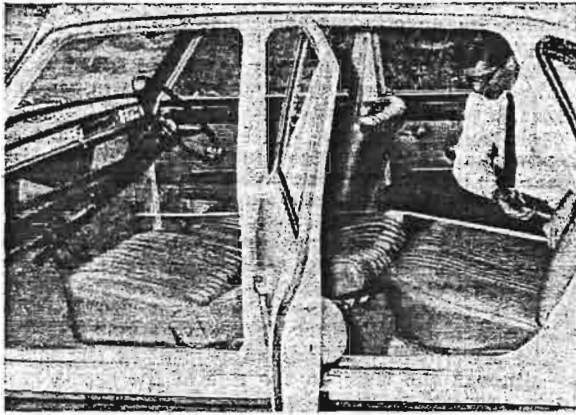
to relieve this. But the room in the interior is astonishing. A rear seat passenger, no matter if he is 7 ft tall, can sprawl in vast ease in a very comfortable seat with his feet on a flat floor, as only a small centre hump houses the exhaust system. The amount of interior room is incredible; this is, of course, part of the Issigonis theme, by which you mount the engine transversely and put a wheel at each corner and you have as functional a steel box as you could wish.

Technical description of the car is carried in a following article, but it should be said that there were many problems associated with enlarging the 1100 format. Of these, the problems of low-geared steering and large fore-and-aft pitch movements, because of the long wheelbase, have not been completely overcome. On the test car also we found a lot of feedback into the steering when cornering hard on corrugated dirt roads, plus some thumping in the drive shafts or constant velocity joints when the wheel had to make a large bump deflection while being locked over in a tight corner.

Apart from these things the formula has been enormously successful. This is a car which will not date in appearance and which is so advanced in concept that it will still be doing the job as well as many later-designed contemporaries 10 years from now.

The Austin 1800 uses the five-bearing 1800 cc engine from the MGB in slightly de-tuned form, and while it still produces 84 bhp (net) and spins very freely, unsuitable gear and final drive ratios do tend to overshadow the quite good performance. First gear is on the high side, but second is too low, and the big gap between second and third can get very annoying. The overall gearing of 16.4 mph per 1000 rpm (a higher final drive is optional in Britain) is also low, and it seems that BMC Australia has once again plumped solidly for low gearing to make its cars tractable in top at the expense of high piston speeds on the open road. They have been accused in the past of designing their cars for Sydney suburban work and nowhere else; this is not at all right, because they are simply recognising that the Australian driver insists on being able to leave his car in top gear until it is practically staggering from exhaustion.

This was particularly important with the 1800 for it has a central floor gearlever — something that



All but 5 ft from the rear seat squab to the gearlever which in this picture is in line with the leading edge of the cushion. Two adults can sleep comfortably.



Cornered hard, the 1800 shows some roll, but tyre distortion shows that in relation to the cornering velocity the roll is minor. Car's handling is ultra-safe.

SOMETHING

tends to alarm the Australian motorists also — so it was doubly important to make the car as flexible as possible in all gears. This has been done; the 1800 will pull away effortlessly from a standstill in second, will get away from rest in third with some deliberate clutch slip, and will lug away from under 10 mph in top gear without complaint, which is also a tribute to the smoothness of the five-bearing engine and the good low-end torque one always gets with long-stroke engines.

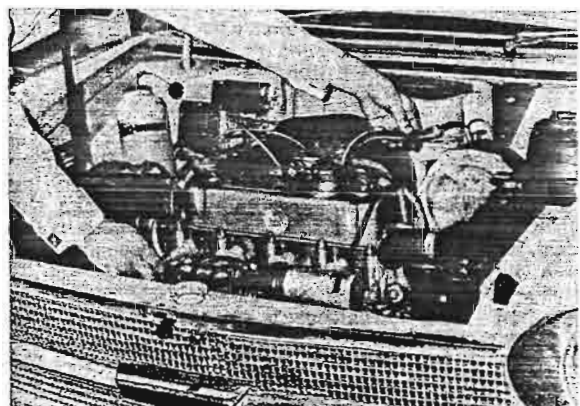
The engine starts instantly on full choke and like all BMC engines the choke has to be pushed in to perhaps one-third instantly to stop hunting; it warms up very quickly and in summer the choke can be pushed home after perhaps 30 seconds. The methods used by BMC to insulate the 1800 against noise have been very successful, for the 1800 is normally a noisy engine. Yet little of it gets through to the passengers except when revved very hard in the indirect gears. Typically, there is a constant tapping noise from the idler gears between the clutch and the gearbox, and this gets quite loud when the car is idling and the oil is very hot. The most obvious noise (and this is not annoying) is the constant mild whine from the nylon-bladed fan.

This was the first BMC car to get synchromesh on first gear (the second in Australia), and while the gearbox is good, if a little notchy, the movements across the gate seem to be a little longer than necessary. Reverse is engaged by pulling the lever across to the right, lifting, and moving toward the rear; it is a lot easier than it sounds. On the test car the movement into second gear was very stiff, but after we completed our running in and headed towards 2000 miles it started to become easier. The gearlever is slightly cranked and very well-placed considering the big range of seat adjustment available.

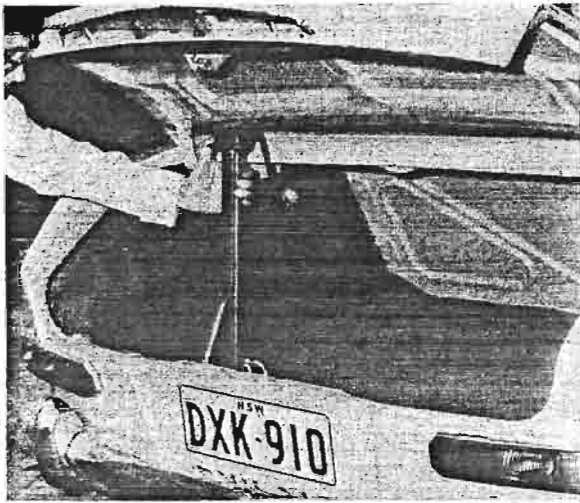
The clutch, from Borg and Beck, is very smooth, light and progressive, but occasionally when one of our drivers tried to make a change without using the full throw the gears refused loudly to engage. Violent standing start acceleration needed fairly positive



Wide range of seat adjustment gets driver very comfortable. Note rubber insert in carpet, full-width parcels shelf and three-point belts as standard gear.



WHEELS FULL ROAD TEST



clutch control because if the clutch was dropped too suddenly it would produce thumps from the drive train as the system absorbed the sudden torque; these noises could also have been caused by the engine rocking on its mountings. In the 1100 similar noise comes from the gearbox extension hitting the underside of the body floor pan, but in the 1800 the cause was flexing of the exhaust system against the central tunnel.

It has been said before — but it bears repeating — that people expect a miracle, magic-carpet ride from the Hydrolastic suspension. It is never that; simply a very smooth, well-damped ride that has positive control over most road surfaces but which can still be caught out by sharp deflections. However, the great contribution it does make is to keep the car tracking in the same line no matter what the road surface. Bumps, dips, camber changes and ruts in corners or elsewhere do not throw the 1800 an inch off its chosen line, and this is a tremendous advantage to the driver.

Most of our staff felt the 1800 pitched more fore-and-aft than the 1100, and this is certainly caused by the longer wheelbase. However, the *handling* on dirt roads is phenomenally good, and only severe humps and switchbacks threw the car up and down at all.

Even though the steering is geared up for Australia it is still a fraction too low-geared, particularly at the extremities of lock. It calls for large arm movements, and this, coupled with the bus-driver angle of the wheel, often make the driver of an 1800 in a hurry look and feel awkward. There is more castor on the steering than on the 1100, probably to counter this extra lock, but we still occasionally found ourselves in an understeer condition with an astonishing amount of extra lock needed to keep the car on your own side of the centre line.

But once you have become used to this and, to the extra size of the car — which nevertheless has a small car "feel" about it to most drivers — then the 1800 can be cornered very hard and well. The now common trick of a front-wheel-drive car of switching from understeer to oversteer in a corner when the throttle is closed happens in the 1800 as it does in the Mini, except that getting this long wheelbase sideways on a closed throttle is a lot noisier and more dramatic.

There is a lot of tyre squeal from the SP41s when cornered hard, and although we experimented with pressures (recommended 28 front 22 rear) we could not alter this, and these pressures must be adhered to. However, the tyres contribute tremendously to the car's good balance and braking.

The brakes are superb; just that. Servo-assisted Girling discs worked beautifully, up hill and down dale, with no signs of fade under any circumstances. With a g-sensitive pressure-limiting valve in the

system you find yourself braking into and during corners and in other unlikely places where it would be suicide in an ordinary car. Surely with "fail-safe" handling, tremendous braking, safety design interior and seat belts as standard equipment this is one car that the road safety "experts" cannot attack.

The headlights give a good spread but lack real penetration on high beam, and heavy loads in the rear will tend to alter the beam level slightly. The windscreen wipers are only single-speed, but sweep a big area and are coupled with very effective washers. The car is completely dust-proof (as we have come to expect from BMC) and the test car was absolutely water-tight. However, both washer jets hit the wipers when parked, so one has to start the wipers on a dirty screen before setting the washers going.

The driver, with reclining adjustment on the squab — although the lever, in the side of the squab, is a little awkward to use — and big fore-and-aft movements can get very comfortable behind the wheel despite the horizontal rake. He cannot, however, determine where the back of the car ends, when parking, mainly because of the flat rear window angle and haunchy rear end. But all-round vision is otherwise excellent.

The seats are excellent; soft, properly padded if lacking a little in sideways location, they fit in beautifully with the comfort image of the car. The angle of the driver's knees and thighs is a little too near vertical and we would like to have seen an inch more depth to the cushions for more support.

The floor is fully-carpeted, there are adjustable armrests on all doors, grab handles over the rear windows and one (why one?) coathook that is located far too far forward. The interior light is on the pillar beside the driver's head and we have never liked this. There is vast storage room inside, from the big rear window ledge to bins on each door and a wide, wide parcels shelf.

The parcels shelf runs the full width of the car with the instruments and controls located in front of the driver in the strip above the shelf. There is a very accurate moving band speedometer, gauges for fuel level and water temperature, and warning lights for high beam, ignition, and oil pressure. Tumbler switches for the wipers and headlights flank the speedometer, but the tips of these switches are too close to the crash padding for a fingertip to go over them. The choke control, a small T-handle, is beside the steering column on the under-edge of the shelf, and the handbrake and heater/demister controls are in the same position in the centre of the car. None of these can be effectively reached while wearing the belts. The ashtray is too far away in the centre of the facia cowl, but the small hook-type door handles and properly-geared window winders are well out of the way of passengers' legs.

One of the most impressive characteristics of the car is the heating and ventilation system. The air vent each side of the facia has two shutters — one vertical, one horizontal — which with a master volume control under each vent produce a veritable blast of fresh air to anywhere in the car. The heater/demister system, with the labels printed on to the crash padding on the facia rail (and they will not rub off) is equally effective. By using the swivel-opening rear quarter vents judiciously you can close the vent-less front windows and motor along in perfect comfort winter or summer.

Unfortunately the bonnet release is still not inside the car, which is a pity, but the 10.75 gallon fuel tank has a lockable cap. The engine is very accessible, with relatively more working room than in the Mini or 1100, and the boot is a lot larger than it looks, with a flat, unobstructed load space that is easy to use except for heavy objects right up front.

So there you have it; BMC's big challenge to the supremacy of the six-cylinder bread-and-butter image. Will the 1800 succeed? We'll leave that up to the electorate, as politicians love to say. #

6

wheels ROAD TEST

TECHNICAL DETAILS OF THE AUSTIN 1300

SPECIFICATIONS

ENGINE:

Cylinders .. four, in line, five-bearing crankshaft
Bore and stroke .. 80.26 mm (3.16 in.) by 88.90 mm
(3.50 in.)
Cubic capacity 1798 cc (109.75 cu in.)
Compression ratio 8.2 to 1
Valves pushrod, overhead
Carburettor single 1½ in. SU HS6
Power at rpm 84 bhp (net) at 5300
Maximum torque 99 lbs/ft at 2500 rpm
Mean piston speed at max. bhp 3090 ft/min

TRANSMISSION:

Gearing 16.4 mph per 1000 rpm
Type 4-speed, all-synchromesh
Gear lever location central floor
Ratios, overall.
First 13.783
Second 9.285
Third 5.794
Top 4.188
Final drive 4.188 to 1

SUSPENSION:

Front unequal transverse links with
Hydrolastic units
Rear trailing arms with Hydrolastic units,
anti-roll bar
Dampers nil

STEERING:

Type Cam gears rack and pinion
Ratio NA
Turns, 1 to 1 3.8
Circle 35 ft

BRAKES:

Type 9.3 in. disc front, drum rear, servo assist
Swept or rubbed area 282 sq in.

DIMENSIONS:

Wheelbase 8 ft 10 in.
Track, front 4 ft 8½ in.
Track, rear 4 ft 7½ in.
Length 13 ft 8½ in.
Width 5 ft 7 in.
Height 4 ft 4½ in.
Fuel tank capacity (maker's figure) 10.75 gals

TYRES:

Size 175 by 13 radial ply
Make on test car Dunlop SP 41

WEIGHT:

Kerb (with oil and water) 22.5 cwt

GROUND CLEARANCE:

Unladen 6½ in.



PERFORMANCE

TOP SPEED:

Fastest run 86.5 mph
Average of all runs 84.7 mph

MAXIMUM SPEED IN GEARS:

First 30 mph
Second 48 mph
Third 70 mph
Top 85 mph

ACCELERATION:

Standing quarter mile:
Fastest run 20.7 secs
Average of all runs 20.9 secs
0 to 30 mph 5.3 secs
0 to 40 mph 8.2 secs
0 to 50 mph 12.8 secs
0 to 60 mph 16.8 secs
0 to 70 mph 24.8 secs
20 to 40 mph 10.1 secs
30 to 50 mph 10.4 secs
40 to 60 mph 11.6 secs

BRAKING:

From 30 mph 38 feet (26 ft/sec/sec)
From 60 mph 159 feet (25 ft/sec/sec)
Handbrake from 20 mph .. 50 feet (9 ft/sec/sec)

GO-TO-WHOA:

0-60-0 mph 20.9 secs

SPEEDO ERROR:

Indicated	Actual
30 mph	29.8 mph
40 mph	40.0 mph
50 mph	49.8 mph
60 mph	59.7 mph
70 mph	69.3 mph

FUEL CONSUMPTION:

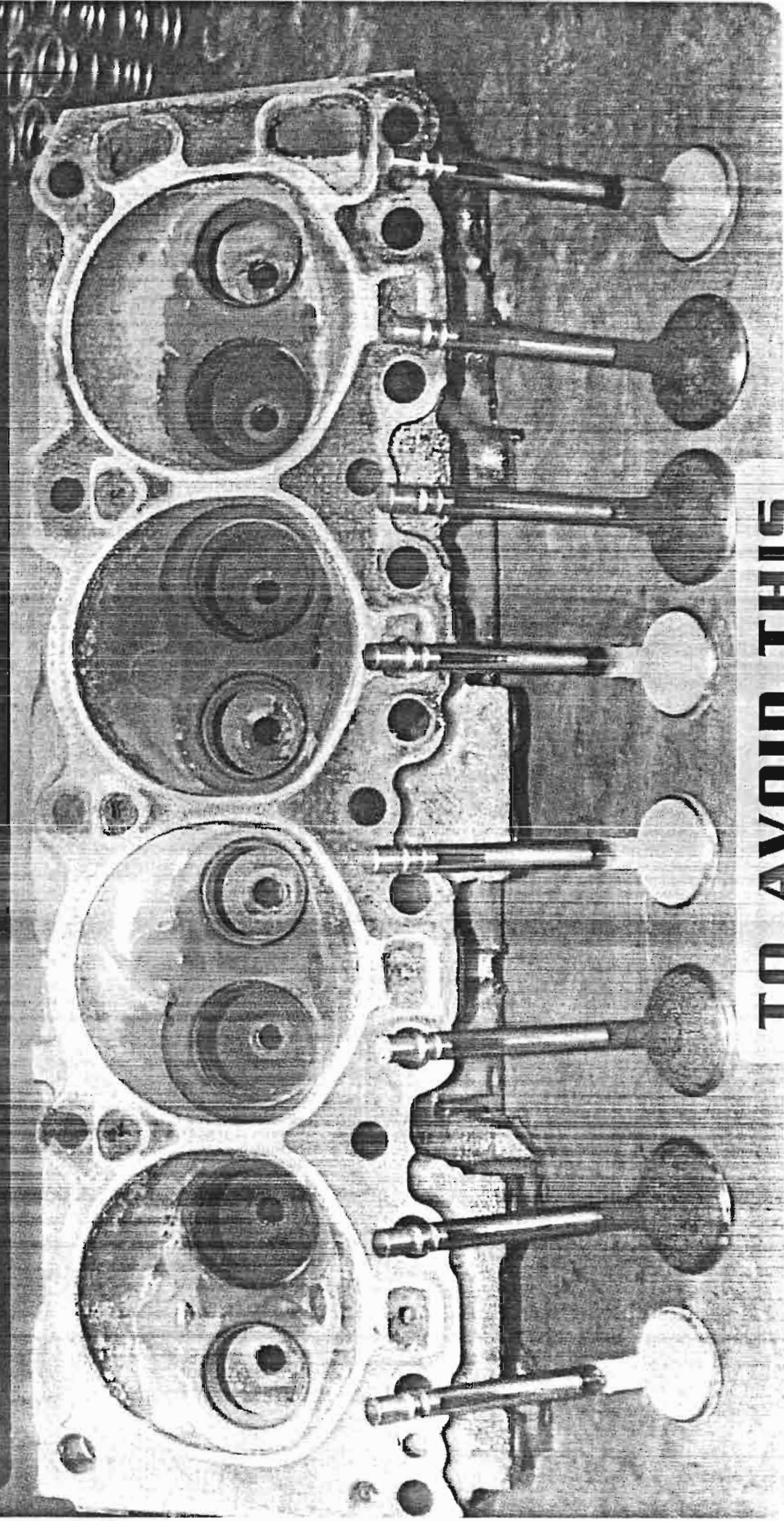
Overall for test 26.1 mpg
Normal cruising 25-29 mpg
Fuel used on test Super

TEST CONDITIONS:

Surface dry aggregate bitumen
Weather cool, humid

WARNING

This damaged cylinder head has only done 5000km using leaded replacement petrol (L.R.P.)



TO AVOID THIS

Use Frashlube Valvesaver Fluid

PROBLEMS

1. Extreme over heating in combustion area
(This will NOT show on temperature gauge).
2. Excessive V.S.R. – Valve Seat Recession.
3. Heavy carbon build-up on inlet valves and guides causing hot spots and pre-combustion running on.
4. Valves sticking to valve guides, engine impossible to tune.
5. Excessive piston ring wear and chrome lifting off piston rings.
6. Engine bores being scored.
7. Valves burning out causing escape of unburnt fuel, excess pollution and increase in fuel consumption.
8. Warping and cracking of cylinder head.
9. Excessive valve wear culminating in dropped valve leading to major engine damage.
10. Breakdown of spark plugs.
11. Poor engine performance.

FLASHLUBE VALVESAVER LUBRICANT BENEFITS

- ✓ Increases fuel economy. **Save \$\$.**
 - ✓ Increases power.
 - ✓ Replaces lead with a lead free substitute.
 - ✓ Protects valves and valve seats.
 - ✓ Reduces costly engine repairs.
 - ✓ Cleans injector systems, carburettors and fuel system if administered in the fuel tank.
 - ✓ Increases engine life and makes engine run smoother.
 - ✓ Provides engine wear protection.
 - ✓ Reduces engine operating temperature.
 - ✓ Will NOT harm catalytic converters or oxygen sensors.
 - ✓ Keeps engines cleaner.
 - ✓ Extends oil life.
 - ✓ Essential for **leaded** vehicles that now want to run on **unleaded** fuel.
 - ✓ Essential for LPG and CNG vehicles.
 - ✓ Recommended for unleaded fuelled vehicles.
 - ✓ Helps eliminate hard starting and pre-ignition.
 - ✓ Reduces harmful emissions.
 - ✓ Economical – 1 litre treats **1000** litres of fuel.
 - ✓ Easy to fit (10–15 minutes).
 - ✓ Over **120,000** kits in service in Australia and overseas
- Award Winner – Great Australian Science Show**

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Using Unleaded Fuel



Save \$\$\$

REPLACES LEAD WITH A LEAD FREE LUBRICANT!

- ☒ Increase fuel economy.
- ☒ Reduces harmful emissions.
- ☒ Re-usable 50ml bottle treats 50 litres of fuel.
- ☒ Refill bottle from larger Flashlube containers and save \$\$\$.
- ☒ Protects valves and valve seats.
- ☒ Cleans injectors and fuel systems.
- ☒ Flashlube automatic dispensing kit available.
- ☒ Suitable for leaded, unleaded, LPG and CNG

Flashlube Container Sizes

Treat Rate

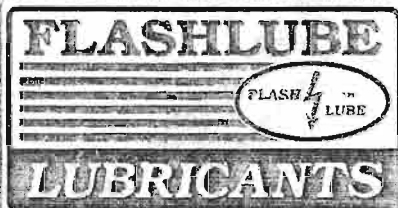
50ml	50 litres
500ml	500 litres
1L	1,000 litres
2.5L	2,500 litres
5L	5,000 litres
20L	20,000 litres
205L	205,000 litres



AUSTRALIAN MADE

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A.C.N. 078 792 435 A.B.N. 74 454 398 957



Dear Classic Car Club Secretary,

As you may know Leaded Petrol (Super) is almost unobtainable throughout Australia.

Government legislation decrees total phase out of super fuel in 2002, but petrol companies are reacting swiftly and Leaded Petrol is almost non-existent.

The alternative being supplied by the oil companies to the service stations is a **Lead Replacement Petrol**, with a mixture of additives to protect the valves and valve seats.

Unfortunately, the performance of this lead replacement fuel is far from satisfactory and we are receiving many calls here at Flashlube to that effect.

Some of the problems being experienced are as follows.

- 1) **FOULING OF SPARK PLUGS**
 - 2) **POOR ENGINE PERFORMANCE**
 - 3) **ENGINE RUNNING HOTTER**
 - 4) **HEAVY CARBON BUILD UP ON VALVES**
 - 5) **CHROME LIFTING OFF PISTON RINGS**
- (SEE ATTACHED PHOTO FOR FULL LISTING OF PROBLEMS)

Flashlube are pleased to advise that there is an answer to the above, and that is the Year 2001, 'Australian made' concentrated Flashlube Valve Saver fluid. This multi-functional fluid, when added directly to the fuel tank, will give the following benefits.

- 1) **PROTECTS VALVES & VALVE SEATS**
 - 2) **INCREASES FUEL ECONOMY**
 - 3) **REPLACES LEAD WITH A LEAD FREE SUBSTITUTE**
 - 4) **INCREASES ENGINE LIFE AND MAKES ENGINES RUN SMOOTHER**
 - 5) **REDUCES HARMFUL EXHAUST EMISSIONS**
 - 6) **ECONOMICAL - 1 LITRE TREATS 1000 LITRES OF FUEL**
 - 7) **WILL GIVE A SLIGHT INCREASE IN OCTANE RATING**
- (SEE ATTACHED PHOTO FOR FULL LISTING OF BENEFITS)

Now available in the handy reusable 50ml glove box size, at only \$2.50 per unit (GST Inc.), Flashlube Valve saver will save you many \$\$\$'s in fuel savings and premature engine repairs.

Costing just \$16.50 (GST inc.) in the 1 litre container and treating 1000 litres of fuel, this 1 litre bottle is the ideal bulk fill unit for the 50ml bottle, thereby bringing the cost down to only 83c per 50ml or 1.6c per litre of fuel. Flashlube is also available in 500ml, 2.5ltr, 5ltr, 10ltr & 20ltr containers.

Should you wish to automatically inject the 'Hi-tech' Valve Saver fluid, Flashlube manufacture an under bonnet lubricator kit at the recommended retail price of \$71.50 (Inc. GST), and it is guaranteed for 10 years. This kit is exported worldwide and leading LPG authorities in Europe regard its design and performance as the worlds best. Our 'Year 2001' Valve Saver fluid has also been tested, and the results have shown major reductions in valve and valve seat wear. (Test results enc.)

We have enclosed relevant information regarding our 'Year 2001' concentrated Valve Saver fluid, and we would draw your attention to the photo of a cylinder head that has travelled less than 5000km's on Leaded Replacement Petrol.

Thank you for taking the time to read this valuable information, and we have friendly staff available in all States, as listed hereunder, to answer any questions that you may have.

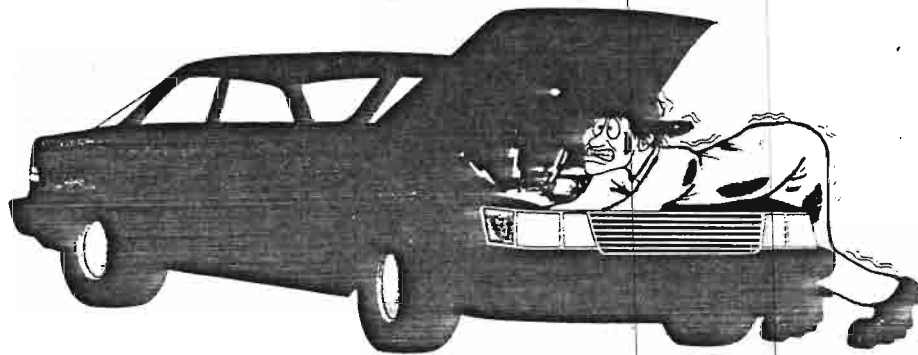
Yours Sincerely,

Frank Hutchinson
Managing Director

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ADELAIDE: 108 REGENCY ROAD, FERRYDEN PARK, S.A. 5010
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Worried about your pre-1986 or LPG converted engine ?



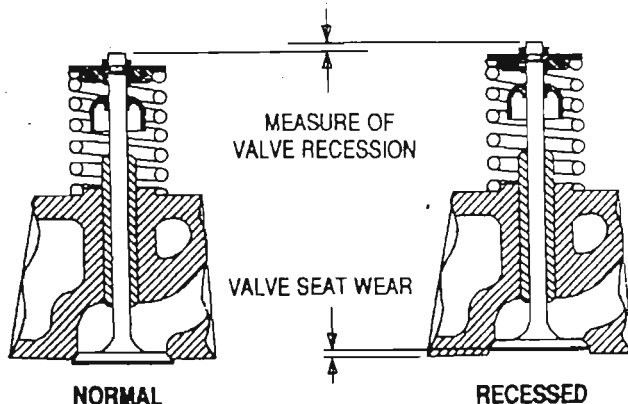
Could this soon be you?

LPG is the low cost fuel of the future. It saves you money and reduces air pollution. But what are the hidden costs if a gas converted engine runs without a valve and valve seat lubricant?

In a project surveying gas engine users and cylinder head reconditioners it was revealed that the time for valve and valve seat maintenance averaged 25% of the total maintenance and repair time was as high as 75% in some systems. Repair costs of up to \$3,800 have been reported.

LPG is a dry burning fuel and does not contain any wear reducing additives as petrol does. The lack of valve lubrication plus the higher combustion temperature of **LPG** often results in premature failure of exhaust valves due to a phenomenon known as "**VALVE SEAT RECESSION**". Then the cylinder head will have to be repaired or replaced.

WHAT IS VALVE SEAT RECESSION ?



temperature formulation contains non-metallic components which combine with the surfaces of valves and valve seats preventing metal to metal contact that causes wear.

Flashlube Valve-Saver is applied to **LPG** via the patented and prize winning **Flashlube Lubricator**. The flow is fully adjustable and easily observed in the sight glass. All fittings are silver soldered and made from brass and copper. It suits any car, 4WD or truck, is easy to install, fully automatic, and is maintenance free.

You can see if a tyre is wearing out, yet you cannot dismantle an engine every week just to check its valves and valve seats.

The **Flashlube Lubrication System** has a proven record in Australia's toughest outback condition and has saved motorists thousands of \$\$\$ in unnecessary cylinder head repairs or replacements.

UNLEADED PETROL

Flashlube Valve-Saver with its lead substitute is the answer to provide essential lubrication to all pre-1986 engines which require lead for lubrication. It can be poured directly into the petrol tank at a ratio of 1:1,000. One litre of the low cost **Flashlube Valve-Saver** concentrate will treat 1,000 litres of fuel. It's **HI-TECH** formulation is the latest in upper cylinder protection and costs only cents to run.

DETAILED PROBLEM ANALYSIS.

Exhaust valves can reach temperatures of 850 Centigrade (red hot) under normal operating conditions using petrol as fuel. Petrol has a quenching (cooling) effect when entering the combustion chamber. **LPG** enters the combustion chamber as a gas. In addition, **LPG** has a far higher octane rating (112) and generates higher combustion temperatures adding extra stress to the hot and dry valves and valve seats.

Because of a hotter engine more engine oil is drawn past piston rings and through worn valve guides and/or valve seats. At high combustion temperatures the additives in engine oil will break down to ash and hard, abrasive oxides. The build-up of deposits on valves and valve seats reduces normal valve cooling through the water

Research in USA has shown that even the best valve seats (Stellite) do not prevent valve seat recession when an engine runs on dry gas without a special high temperature valve and valve seat lubricant. It was further revealed the **ceramic Valve Seats** (a future product) can decrease recession by 87%, compared with Stellite Valve Seat inserts.

Today, you can reduce the risk of premature valve seat recession by using **Flashlube Valve-Saver**, a unique, proven valve and valve seat lubricant. Its special high

cooled valve seats raising the temperature of the valves even further, creating additional problems:-

- Abrasive wear due to hard deposits between valve faces and valve seats.
- A small leak between exhaust valve and valve seat, caused by carbon deposit on the valve or valve seat will allow hot gases to escape. As the gases flow under extreme pressure through the small opening (blow-by), they will begin to erode the valve face. This blow-by will further increase the temperature of the valve head causing valve burning.
- Excess carbon deposits on the valve stem will cause valve sticking resulting in valve burning.
- At extreme temperatures, the hardness of the valves may not be adequate to prevent indentation of solid deposits (carbides) resulting in excessive valve seat wear and recession.
- The working stress of overheating valves and the absence of a lubricant to cushion the hammering effect between the hot, dry valves and valve seats may cause the valves to deform and break. The broken valve head usually falls into the combustion chamber and in most cases it will ruin the piston and cylinder walls.
- Hot loose carbon deposits can trigger pre-ignition also known as deposit ignition. It may be audible or inaudible. Pre-ignition causes the engine to compress burning gases. This pushes the combustion temperature well above the design criteria of valves and pistons causing rapid engine damage.
- At elevated temperatures oxidation of valve heads take place. This corrosive wear is due to hot gases, carbon dioxide, carbon monoxide, oxides of nitrogen, hydrocarbons, oxygen, water vapour, and several solid deposits causing pitting and wear. Also the high velocity of exhaust gas impinges on the valve stems and tends to erode the metal. Erosion and corrosion weakens the valve stems and leads to valve breakage. The corrosion rate increases with temperature.

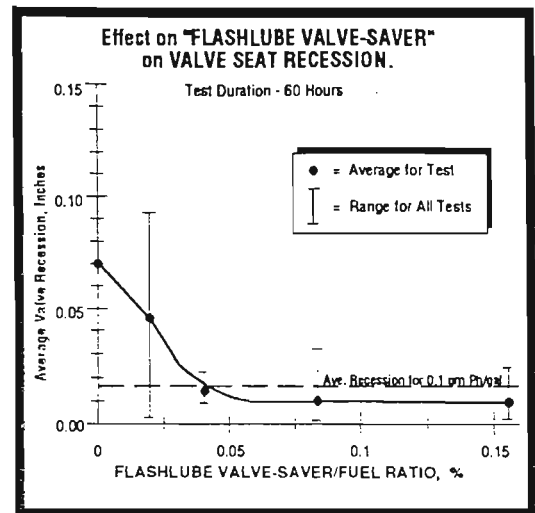
Even hardened valves and valve seats are prone to fail due to corrosion and erosion when driving on LPG. Apart from gradual loss in power, increased fuel consumption and exhaust emission, the repair of a cylinder head is usually a major expenditure, this increases when a broken valve damages a piston or cylinder block.

How can you reduce the risk of premature cylinder head failure ?

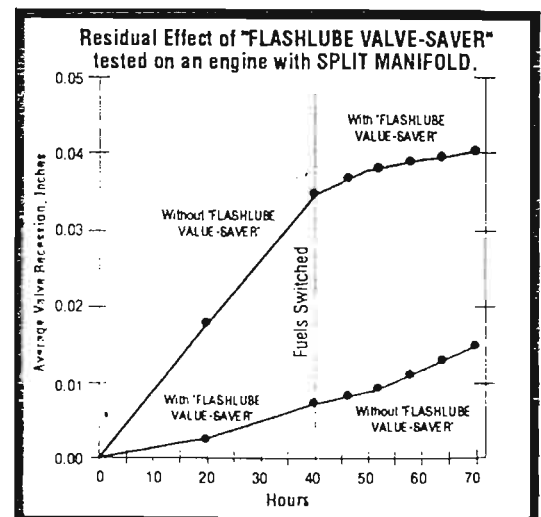
With the specially developed upper cylinder lubricant/cleaner the **Flashlube Valve-Saver** most of the foregoing problems are reduced or eliminated. It cleans and controls valve seat deposits, resulting in better valve cooling through valve seats and reduces exhaust valve overheating due to leakage of hot exhaust gases. The risk of valve sticking is reduced - also a major cause of valve and valve seat burning.

Flashlube Valve-Saver is not an ordinary upper cylinder lubricant/cleaner. It is the first upper cylinder lubricant/cleaner in Australia containing a lead substitute. This additive greatly reduces valve

seat recession. Besides providing **essential** lubrication to gas powered engines, the formulation of **Flashlube Valve-Saver** provides all the valve and valve seat lubrication normally provided by leaded petrol. It can be added directly to petrol tank at a ratio of 1 to 1,000. As can be seen in the graph below **Flashlube Valve-Saver** offers excellent protection using unleaded fuel.



Flashlube Valve-Saver will increase the life of valves and valve seats and reduces component corrosion. The powerful cleaner controls upper cylinder deposits, reducing the risk of pre-ignition caused by hot combustion chamber deposits. The lubricant will maintain the performance and durability of your engine. Tests done on an engine with split manifold (one section with Flashlube Valve-Saver and one section without) clearly demonstrates the "Residual Effect" of Flashlube Valve-Saver.



Flashlube Valve-Saver was tested for both exhaust emission, fuel consumption (city & highway) and maximum engine performance using the international recognised test standard ADR37. Vehicle exhaust emission of Carbon Monoxide is reduced and Hydrocarbons and Nitric Oxides are well below the ADR37 Emission limits.

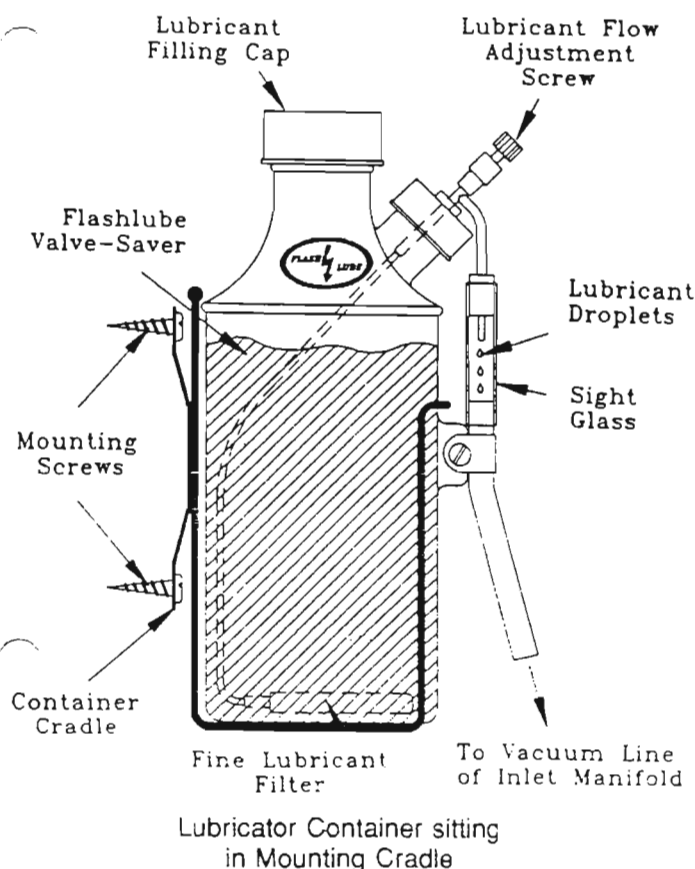
Main benefits of using FLASHLUBE VALVE-SAVE

- Cleans and lubricates hot, dry valve faces, ensuring normal valve cooling through valve seats.
- Reduces valve seat recession.
- Reduces valve sticking - a major cause of valve and valve seat burning.

- Reduces exhaust valve burning by better valve sealing.
- Cleans and controls upper cylinder deposits as well as prevent new deposits forming.
- Removes and controls deposits from pistons and piston rings.
- Maintains combustion efficiency (power) and low emission of unburnt hydrocarbons by better valve sealing.
- Reduces costly upper cylinder repairs.
- Smoother running and improved performance.
- Very cost effective - 1 litre Flashlube Valve-Saver treats 1,000 litres of fuel.

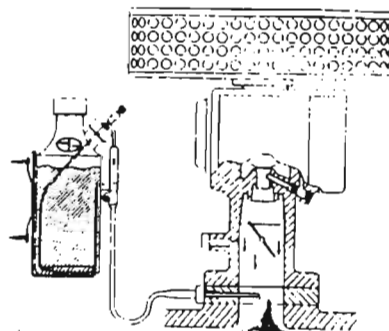
How is Flashlube Valve-Saver applied to LPG ?

Because no additives can be added to dry burning LPG the **FLASHLUBE LUBRICATOR**, was developed to administer a small controlled amount of Flashlube Valve-Saver to the upper cylinder. This patented Australian Invention is easy to install and maintenance free.



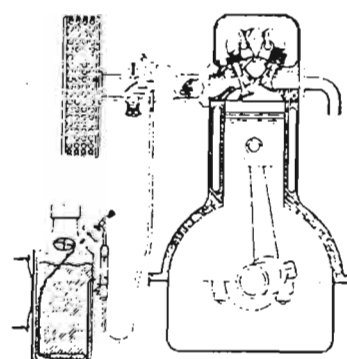
The vacuum created by the running engine will siphon the Flashlube Valve-Saver from the Flashlube Lubricator into the inlet manifold where it will vaporise and mix with the high velocity air/fuel stream. Reaching the upper cylinder region it will clean and protect pistons, piston rings, valves and valve seats. The lubricant flow is adjustable via a precision machined brass needle valve with a copper valve seat for prolonged maintenance free operation. The lubricant flow is easily observed in the sight glass (made from laboratory quality glass) and the adjustment screw is easily accessible from the top. All fittings are made from brass and copper. If needed, the lubricant container can be removed from its cradle for refilling or cleaning. The complete lubricating device is very compact and measures only 9 cm x 9 cm x 19 cm high, a must for modern cars

with limited space. Fitting the complete **Flashlube System** takes less than 15 minutes for almost all vehicles (Carburettor and Fuel Injected cars).



Flashlube Valve-Saver System

Connected to Carburettor Engine.



Flashlube Valve-Saver System

Connected to Fuel Injected Engine.

The **Flashlube Lubrication System** comes complete with all brass fittings to suit any carburettor or fuel injected engine. Passenger cars, buses, trucks, 4WD's, forklifts, boats or any other combustion engine will benefit from this unique Lubrication System. Full installation notes are provided with the device.

QUALITY.

The **Flashlube Lubrication System** has been designed and manufactured in Australia to a very high standard. The Lubricator Container is made from high density Polypropylene and will withstand the high temperature found under the car bonnet. The lubricant flow adjuster is a precision machined brass needle valve with a copper valve seat. All fittings are made from brass, machined and silver soldered. The delivery hose is made from high quality nitrile rubber. A very fine lubricant filter in the container bottle adds to a reliable operation. With over 120,000 units sold - it is a real winner.

LUBRICANT PERFORMANCE.

Some companies claim their upper cylinder lubricants **boost power** by up to 15%. Tests to an international test standard ADR37 for fuel consumption **do not** sustain such wild and misleading claims as no power increase was observed. **Flashlube Valve-Saver** has been formulated to reduce the risk of valve seat recession, does not poison catalytic converters nor oxygen sensors and has a proven record in Australia. Money cannot buy a better upper cylinder protection than **Flashlube Valve-Saver**.

A survey conducted in Australia has shown that many car and truck engines converted to gas have major valve problems. Similar problems will be experienced if engines designed to run on Super (pre-1986 engines) run on unleaded petrol without a suitable valve and valve-seat lubricant. With over 120,000 Flashlube Systems installed, we have not heard of a single premature valve and valve seat failure when using Flashlube Valve-Saver as a lubricant.

The following few condensed reports highlight problems experienced when gas converted engines run without a valve and valve seat lubricant. Original reports and testimonials can be inspected.

Ref. 14538: **Toyota** converted to LPG at 80,000 km. Problem occurred at 90,000 km. Cost of repair **\$1,200**. Problem reported: Burnt Exhaust Valves.

Ref. 14775: **Mitsubishi** converted to LPG at 16,000 km. Problem occurred at 120,000 km and 240,000 km. Cost of repair **\$1,100** and **\$3,000**. Problem reported: Burnt valves and cracked head.

Ref: 15834: **Ford** converted to LPG at 96,000 km. Problem occurred at 120,000 km. Cost of repair **\$3,800**. Problem reported: Broken Valve dropped on piston No. 1 while cruising resulting in scored cylinder wall making it necessary to over-bore all cylinders and replace pistons to effect balance.

Ref. 14465: **Holden** converted to LPG at 53,454 km. Problem occurred at 108,254 km. Cost of repair **\$2,700**. Problem reported: Loss of power - low compression No. 6 Cylinder. Due to lack of upper cylinder lubrication valve - guides excessively worn allowing blow-by passing past valve guide stems. All valve guides replaced. Most top piston rings broken due to higher combustion temperatures. Damage to cylinder bores in 55,000 km of LPG running due to the dry burning fuel and for a GMH engine capable of doing 400,000 km it fell far short of its engine life. Upper cylinder lubrication such as your **Flashlube Valve-Saver** is a must to avoid costly engine repairs when using LPG fuel.

Ref: 15716: **Holden Rodeo** converted to LPG at 13,301 km. Problem occurred at 35,382 km. Cost of repair: **\$644.50**. Problem reported: Loss of power, as I use the Rodeo for pulling a Coromal Caravan. Mileage at the moment is 44,263 km. No trouble since putting in Flashlube. Car now runs very smoothly. Very pleased with your product.

Ref. 15658: **Holden Rodeo 4WD** converted to LPG at 5,000 km. Problem occurred at 48,000 km. Cost of repair **\$730.00**. Problem reported: Burnt out exhaust valves and guides, No. 1 cylinder in particular. Since fitting your **Flashlube** I have done a 10,000 trip through some of the hardest country, including the Canning Stock Route, Gunbarrel Hwy and Simpson Desert. While it is too early to give an opinion on the value of **Flashlube**, the actual manufacture of the equipment is first class. While in the sand dunes and corrugations wrecked my suspension and generally shook the car to bits, the **Flashlube Equipment** is still in as good condition as when I bought it.

Ref. 14613: **International** converted to LPG at 94,000 km. Very pleased with the product. Valves are looking cleaner. Engine runs better. Have recommended **Flashlube** to many motorists.

Here is one of many similar testimonials we have received.

Dear Flashlube Management,

I am writing this letter as a testimonial to your excellent product namely, the "Flashlube Valve-Saver Lubrication System". . .

I purchased a 1986 Ford Econovan for the purpose of delivery work, in December, 1991. It had done 130,000 km and had been converted to L.P.G./Petrol at 100,000 km. A new cylinder head had been installed just prior to purchase. The previous owner advised me that the engine had overheated, and cracked the head.

It wasn't long before I noticed the engine was idling roughly, and occasionally stalling.

I checked valve clearances, only to find no or minimal clearance on exhaust valves. Inlet valve clearances only needed slight adjustment.

That was at 140,000 km. The same thing happened at 150,000 km. Obviously, this could not continue. I estimated that the exhaust valves had recessed 0.6 mm in only 20,000 km!!

At that rate, in a few more weeks I would be looking at a costly cylinder head repair job.

I decided to contact some local L.P. Gas converters & installers. This proved to be fruitless. One told me that since the van had originally been running on unleaded petrol, the valves and seats would be sufficiently hardened for this not to happen. Another had advised me to switch to petrol occasionally to lubricate the upper cylinder. This, I had already done to no effect. Yet another told me to replace the valves and seats to stainless steel ones at a cost of a few hundred dollars. I was not satisfied with any of their answers. The literature from **Flashlube** only served to cement my belief that the valve recession that had taken place was as a result of the absence of a suitable upper cylinder lubricant.

I decided to buy the **Flashlube Valve-Saver Lubrication System**". The only reservation I had was that I might have left it too late.

That was over 12 months and 60,000 km ago.

Since then, I have checked valve clearances at 10,000 km intervals, only to find clearances were "spot on" on each occasion (no valve seat recession). The engine all ran appreciably smoother. I can highly recommend the "**Flashlube Valve-Saver Lubrication System**" to anyone running their vehicles on L.P. Gas.

Yours faithfully,

Bill N., Mt. Warren Park, Qld. 4207

For more details contact your dealer or the manufacturer:-

FLASHLUBE

AUSTRALIA

cnr. Roden & Adderley St., West Melbourne, Vic, Aust.
Tel: (03) 9329 8200, (03) 9328 2641 Fax: (03) 9329 0682

NEW ZEALAND

Unit 1, 46 Hobill Ave, Manukau City, Auckland, N.Z.
Tel: (09) 263 6021 Fax: (09) 262 1463

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FLASHLUBE

FLASH  TM.
LUBE

VALVE SAVER FLUID

NEW 2001 FORMULATION

- ☒ Increases fuel economy. **Save \$\$\$.**
- ☒ Economical to use. **50ml** treats **50 litres** of fuel.
- ☒ Replaces **lead** with a **lead free** substitute.
- ☒ Protects valves and valve seats from valve seat recession.
- ☒ Cleans injectors and fuel systems.
- ☒ **Essential** for leaded vehicles that now want to run on unleaded fuel.
- ☒ **Essential** for LPG and CNG vehicles.
(Must use Flashlube lubricator kit.)
- ☒ Recommended for unleaded fuelled vehicles.
- ☒ Does not harm catalytic converters or oxygen sensors.
- ☒ Reduces harmful exhaust emissions.
- ☒ Available in larger sizes.
- ☒ Money Back Guarantee



FL001

**The Award Winning...
Flashlube Valve Saver Kit**



Benefits

- Automatically injects fluid directly into the fuel system.
- Over 120,000 kits sold worldwide.
- Australian made and owned.
- Easy to fit — 15 minutes average.
- 10 year guarantee.
- Economically priced.
- Fuel saver.
- Suits petrol, LPG and CNG fuelled vehicles.
- Increases fuel economy.
- Protects valves and valve seats from valve seat recession.
- High quality construction.
- Refill from larger sizes and **Save \$\$\$.**

BULK SIZES FOR FURTHER SAVINGS

Flashlube Container Sizes	Treat Rate
50ml	50 litres
500ml	500 litres
1L	1,000 litres
2.5L	2,500 litres
5L	5,000 litres
20L	20,000 litres
205L	205,000 litres

Welcome !

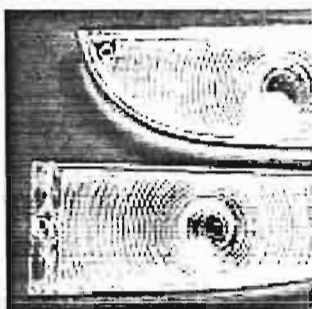
New Member Don Hale of 41 Jamieson Street, Daylesford Vic 3460 03 5324 3035
Has quite a fleet

Mk 1 sedan 1
Mk 11 sedans 3
Mk 11 Kimberelys Auto 3
Man 1

Shares a Mk 11 ute with member Don Florey
And a restored mk 1 1/2 ute, plus a Morris 1300 Auto

M A N U F A C T U R E R

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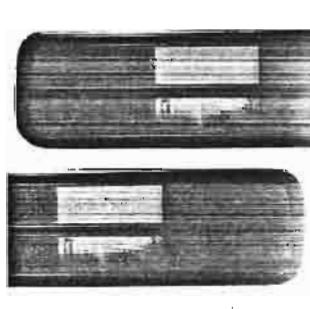
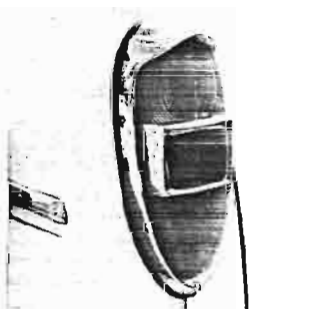
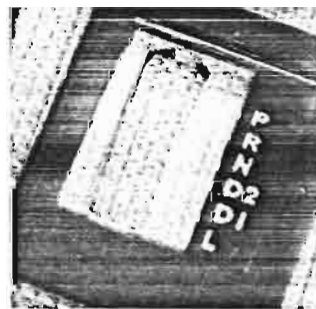


No customer tooling charges



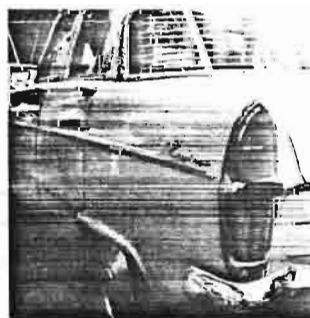
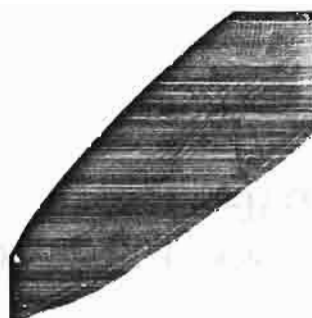
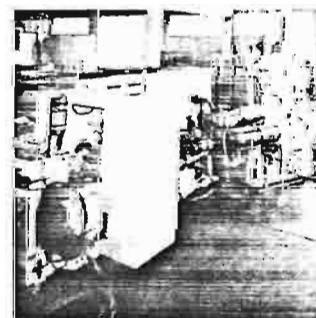
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1972 AUSTIN KIMBERLEY X6 MK2



Reasonable condition, some body rust, currently not running – clutch hydraulics need attention. Full service history. Car is currently registered (VIC) , however, rego will be removed when sold. \$200 o.n.o. – no rego. MANLY, NSW Ph 0403 387 297



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Ranges and
District
Motor Club Inc.**



A0003800S

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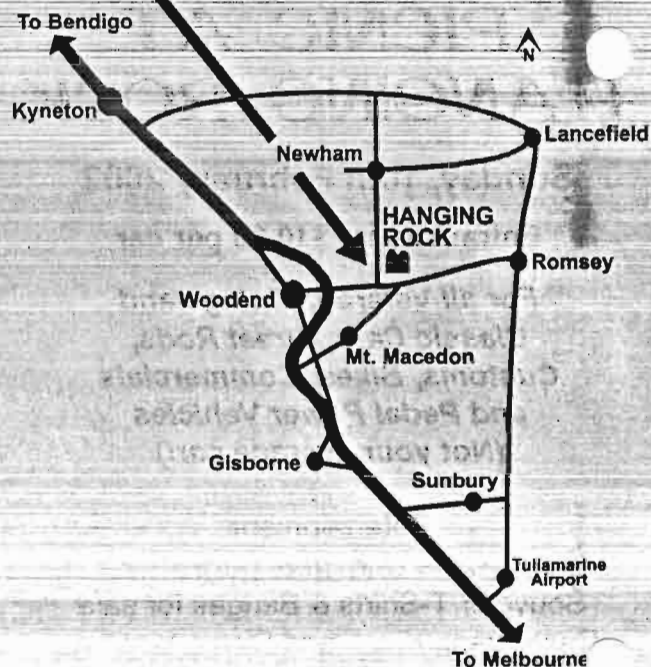
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*Hanging Rock is approximately 75km north
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to the Woodend turnoff and follow the signs
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Only Display Cars will be admitted at the South Gate and will be parked at the discretion of the Macedon Ranges and District Motor Club.

All other cars (including support vehicles) will be directed to the North Gate and parked as directed by the parking attendants in that area.

For further information

phone 0418.341 415 or write to

**Macedon Ranges and District Motor Club,
10 Webb Crescent, New Gisborne, Vic 3438.**

Email: jvangron@hotmail.com

Visit our website: www.mradmc.com.au

Spares update

Tony Wood, our UK contact, currently has new stocks of the following items;

Rubber universal joints GBP 8-00

Nylon " " GBP 10-00

Blinker Stalks GBP 25-00

[Tony was amazed when I told him that most manual 1800's in Australia have been converted to the metal universals off the automatics.]

Tony can be found at 31 All Hallows Road, Bisham, Blackpool UK FY2 0AS
Phone ex Melbourne 0011441 253 352 730 No internet address !

Also parts can be scoured from **Glen Horn Automotive 0011 647 827 9121** in New Zealand

For all repairs, including automatic boxes, in Melbourne, contact club member Robert Goodall, trading as Heritage Workshops
B/h 9543 7861, A/h 9515 7015 or
0417 380 634

sales

Mk 11 1800 auto quality respray in Indigo Blue \$3,500 0403 432 915 Sue in Adelaide

69 Mk 11 man deceased estate 62,000 miles Graham Foster 02 9570 2736 or 0412 372 291 \$2,000 no reg

1800 mk 1 manual poor paint, mechanicals OK \$1,000 Bill Sturrock 02 9639 4798 Baulkham Hills NSW

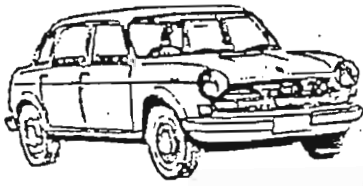
Kimberely Mk 1 Manual, still with twin carbies Phil Mitchell 02 4573 1070 Kurmond \$1,500

1800 mk 11 auto no reg \$500 or offer Blacktown NSW 02 9920 6520

1800 mk 11 man 64,000 miles 2nd owner Ali 0418 913 318 Neutral Bay NSW \$2,000



1968 Morris 1800 MK1



LANDCRAB

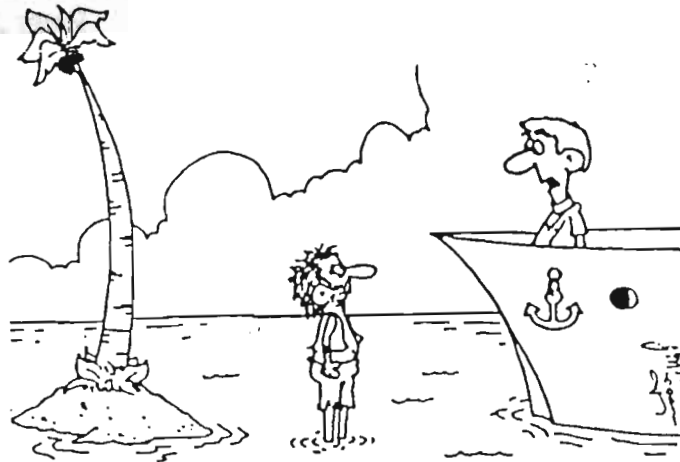
CLUB OF AUSTRALASIA INC.



Welcome to newsletter number 103 for April & May, 2002

*Three ways to recruit for
ministry in church life!*

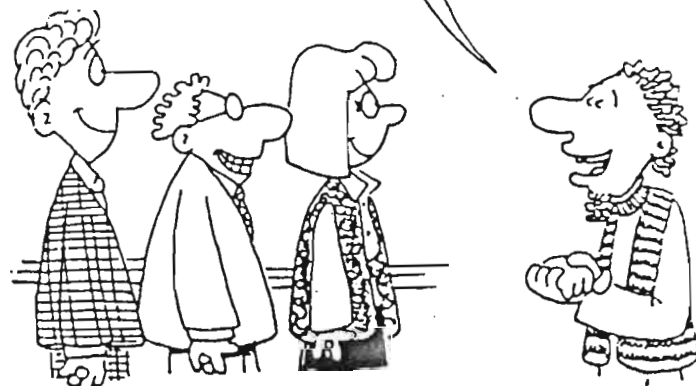
"Anyone who would like to volunteer
for one of our new committees, please signify by
coughing, yawning, or fidgeting during my sermon."



"But first you have to agree to teach the 4-year-old
Sunday School class!"

Church choir director
Denzel Brainard knew how to recruit
choir participants.

You all are aware that
they don't pass offering
plates in the choir loft --
aren't you?



THE WIND BAGS

PRESIDENT

Vacant applications invited

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farwar@ozemail.com.au

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Peter Jones
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QLD 4211
[075] 5748 293

EDITOR/ SECRETARY

Daryl Stephens
22 Davison Street
Mitcham
Vic 3132
[03] 9873 3038
stephensdaryl@hotmail.com

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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.

SOLVING OIL LEAKS IN A MARK 1 MANUAL

For years, I have had numerous oil leaks under the engine area of my Mark 1. I have tackled the leaks one by one, and they are now all gone. What I have learned may be of interest of others with the same problem.

Before tackling oil leaks, it is essential to know the origin of the leaks. There are about ten possibilities. Take off the sump guard and, if possible, the grille. Clean all parts of the engine. I use kero and a fairly stiff paint brush followed by water. There are all kinds of cleaners available and high pressure gear for the more wealthy owners. Go for a drive, then carefully inspect all parts of the engine to find leaks. Some of the leaks are really easy to stop, so it is worth tackling them.

Here are the leaks I had, and how I tackled them.

1. Oil leak from differential housing where the drive shaft comes out. There are two seals, one on either side of the differential. They are prone to wear and leak after some years. These seals are readily available from CBC. Look for oil coming down from the spot where the drive shafts enter the diff. To solve the problem, do one side at a time. Put a half inch piece of board between the bottom bump stop and the upper support arm, jack up the car, take off the road wheel, undo the caliper unit, hang it up under the wheel arch. Undo the three tapers, pull out the whole drive shaft and everything attached to it as a unit. Lever out the old seal. Carefully insert a new one, oil the lip generously, put everything back again. While you have the drive shaft unit out of the car, it is a good time to check the universal joint, constant velocity joint, play in ball joints and all boots. The three smaller boots wear out quickly and are available from Repco. The CV joint boot lasts a lot longer.

Hint: I always go to Repco, CBC, and other retailers with a sample of the seal or boot I need to buy. The man behind the counter looks for tiny numbers on the parts.

2. Oil leak from the engine housing where the crankshaft comes through at the front end. You will need a gasket (make it yourself if you have gasket material, oil seal, special tool to centralise the seal in the housing (see under how you can make one yourself), wheel puller.

The engine can stay in the car. Empty the radiator, remove radiator complete with bottom support. (I remove the fan belt and fan before pulling the radiator out upwards. The book says that the radiator can be removed without first removing the fan, but I have not found the trick). Drain the oil. Jack up the side of the car, take off the road wheel, hacksaw or grind off the bars in front of the radiator. (These bars are a barrier for large stones and sticks from damaging the radiator. If you are going to rally your car, you better leave them there, but if your car rarely leaves the bitumen, they serve no useful purpose.)

For the next steps, you will mainly be working through the place where the bars were. Unscrew the large nut holding on the bottom pulley. Remove the bottom pulley with a suitable wheel puller. Undo bolts holding the housing behind the pulley and remove the housing. Push out the oil seal. Carefully put in a new seal. Now comes a tricky bit. The book says that there is a special tool that is used to make sure the housing is put back so that the seal ends up central to the pulley. You can make up your own tool if you have an old pulley handy. Cut off the part that goes through the housing, and put it in place while the gasket and housing are fitted, then remove this special tool. Put lots of oil on the lip of the seal. The water pump can be checked for play while the belt is off. The rest of the job is putting back everything where it belongs.

3. Oil leaks from the speedometer cable fittings at the diff housing.. This one is pretty easy. The knurled nut may just need to be tightened. If that does not work, remove the lower end of the cable from the housing.. Clean thoroughly, use white plumber's tape on threads and a good gasket cement where there may be a gap.

4. Oil leaks from parts of the oil filter assembly. This job is best done if the grille is off. Tightening all bolts may help. If leaks persist, take it all apart, and use new seals, gasket cement and plumber's tape.

5. Sundry places for oil leaks are from the base of the distributor, the base of the rocker cover, from the covers at the right side of the engine, through the threads of the oil drain plug, and maybe through any faulty gaskets in the differential and gearbox areas. In later engines, there could be a leak at the base of the fuel pump. Oil can also weep from either end of the extension pipe of the oil pressure sender unit, and from the unit itself. In all these cases, once the problem has been found, the rest is pretty easy, with the fitting of a good gasket, a new copper washer or application of gasket cement of similar. Sometimes it is enough to tighten bolts or nuts. There are also seals behind the clutch and associated with the transfer case, but I had no problems there.

6. Oil leaks from gear change cables. Aha, you say, this is the hard one. Yes, it can be. It took me about a year of trying various methods and listening carefully to methods used by others. The easy solution is to fit Mk 2 or Kimberley/Tasman cables, which do not leak, I'm told. I wanted to solve the problem and still use Mk 1 cables, which leak badly. For leaks on the cables themselves, I used 19 mm heavy duty shrink plastic tubing (grey in colour) available from Electrical Wholesalers (e.g. Middenthorp in Albury). It comes in one metre lengths, each about \$10) and three lengths are needed. Put car in neutral and leave in neutral for the whole job. Drain the oil, then disconnect the cables from the gearbox and put them on a bench. On one end will be the housing that is under the gearlever, and on the other end the housing that connects to the gearbox.

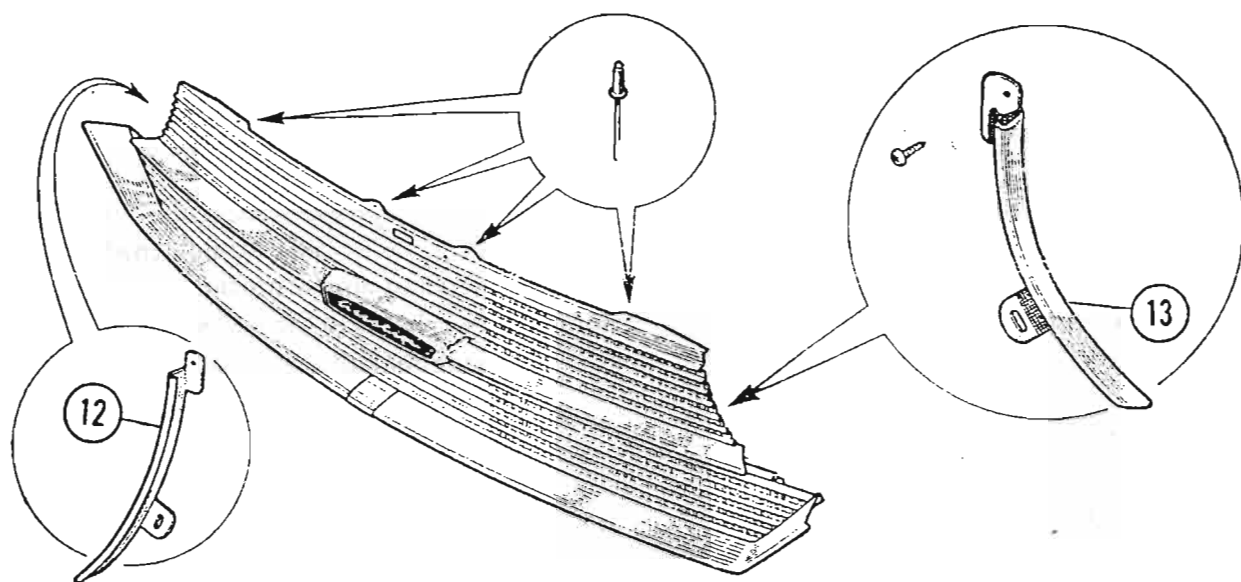
Disconnect the cables from the housing under the gearlever, marking them for proper reassembly. Clean the outside of the cables thoroughly. Work on one cable at a time. Slide the plastic tubing onto the cable. Cut off the length needed. Now shrink the tube using an oxy torch, blow torch or similar strong heat. Just shrinking the tube does not make a seal. I used about a foot of hat elastic at each end, winding it tightly around and around and knotting the ends. A good dose of silicon where the tubes go through the housing at the gearbox end does no harm. Fit a new gasket (easily made from gasket material) at the gearbox end, and bolt the housing on right. A thin walled half inch tube spanner comes in very handy here. Put everything else back where it belongs. Be careful not to let the tubing rub against anything that would puncture it. There should be no more leaks.

If "hydraulic" is also a problem, try a different cable, as I have found it is very difficult (close to impossible) to buy new cups for the cables. It was explained to me that these cups do not use the material that is found in cups used in hydraulic systems. The reason is obvious, the CBC man said, since the cable cups must be able to withstand the presence of engine oil, which is mineral oil, and has vastly different properties compared to hydraulic fluid.

Herb Simpfordorfer

THE AUSTIN 1800 MARK 1 GRILLE

The grille is a rather ordinary piece of the car, as it contains no moving parts. Most of the time we do not see it, and it makes no noise. It is not a factor in improving performance, and to put it bluntly, the car goes along quite nicely without it. In fact, it is often taken for granted until the day before a rally, when it is very carefully cleaned and polished.



The Mark 1 Grille

There are a few points I would like to make about the Mk 1 grille which may be of interest to other owners.

1. It looks very nice and refined, and Mk1 owners may well argue it is one of the best looking grilles around. Good looks however do not make it a good grille, as it must also serve a very important purpose which is to allow lots of air to come through it to the engine in summer.

2. It is very useful to be able to remove the grille easily. With the grille off, there is much improved access to starter motor, oil filter and associated parts, distributor, oil pressure sender unit, the horns and brackets, one front engine mount, radiator cowling and so on. It is also so much easier to clean it before rallies. So I tackled the job of taking one off and making it easy to remove and replace. I can now get mine off in one minute flat, and on again in the same time. Taking it off the first time is a lengthy job, as there are bolts and nuts that are very rusty and in awkward places. A small angle grinder is very useful.

Drill out the pop rivets along the top of the grille. As the grille is taken off, two bits fall off (12 and 13 on the diagram above). After cleaning the grille thoroughly, these two parts can be glued into place by a good silicone, e.g. Max Bond. Now a decision has to be made about how solid the grille needs to be on your car when put on again. Mine is held in place by six self tapping screws across the top of the grille, and also assisted by the force of gravity and a bit of friction. If this does not sound good enough, a few more screws could be used to hold it more solidly in place. While the grille is off, I keep the screws in the well designed receptacle for small parts under the bonnet. In the Austin parts book it is named Gauze - air intake- dash. What a silly name for a parts receptacle!

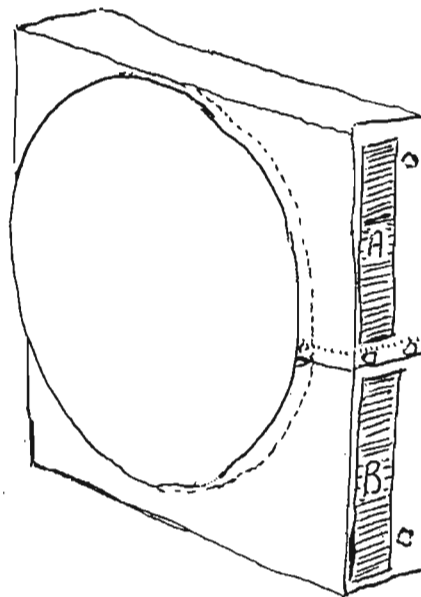
2. The other day I had to travel in 42 degree heat, and I left the grille off for the entire 550 km. The grille fits nicely across the top of the luggage in the boot. There was much improved engine cooling. More importantly for some maybe, the police took no interest whatsoever in the changed appearance of the 1800. A close look at the Mk 1 grille makes it obvious why cooling improves. There are only small rectangular holes for the ram effect while moving. About half of the area in front of the engine is blocked by metal, and a knowledge of fluid dynamics indicates that small holes are much less efficient at allowing air flowing through, as compared to large holes. This poor design of a grille for the Aussie summer was rectified in the Mk 2, where the ram effect of air flow onto the engine was much improved. The Mk 1 design would no doubt be adequate for the conditions in England where 1800 designer Alex Issigonis and his team lived, and nobody thought it necessary to change this part of the car when it was released for sale in Australia. Maybe all test runs were made during Winter!

3. A question: Which part of a Mk 1 uses the weakest metal? Answer: The grille. The smallest of collisions, even with birds, causes distortion, but a bent grille is easily straightened as the metal is pliable. However it is very difficult to overcome all effects of any distortion, and that is why an as-new grille is rarely seen. It is important to know this weakness in the car, so that you make sure nobody stands on the grille while it is on the floor. Hang it up high.

Attempt to obtain more cooling effect still.

Hans Pedersen wrote about improving the ram effect by cutting away some of the radiator cowling, which is in two parts, top and bottom. I looked at his method, and decided that I could get the same result by cutting two rectangular holes in the side of the cowling. My method also retains the strength of the cowling, which is important, as it is the only thing (apart from the hoses) that holds the radiator in place and stops it from falling onto the road.

See diagram where holes are marked A and B. I cut the holes with the grille removed and everything else in place. I used a drill followed by judicious use of a hack saw blade. Be careful not to cut into the radiator core. It was a quick and easy job. While I was working in that area, I also made a funnel (not shown in diagram) from aluminium to bring more air into the lower of these holes. This funnel is held in place by nearby screws.



The Cowling with added holes

My method has the advantage over the Pedersen method in that I can easily reverse the modifications, by fitting a plate over the holes. The change back to original is sometimes desirable as my modifications are only a desirable option for cars doing long country trips, and, of course, only necessary on very hot days. City dwellers would get better airflow using an extra fan, thermostatically controlled and with manual over-ride, fitted in front of the radiator, as described in another article in this magazine by Ken Patience some time ago. This is because the ram effect

is zero whilst the driver is gazing at a round red light about 20 yards or more a little to the left of the front of the car and about ten foot from the ground.

Certainly it is important to bring a lot of air to the engine on a hot day, but what about the driver? (and the passenger/s where applicable). He needs some too. My Dick Smith digital dual read out thermometer tells me that the temperature inside the car is about 4 degrees C higher inside the car than outside on a hot day, at normal speed, and even with both ducted vents fully open, and with the back quarter windows fully open. Can this be improved? Fit an air conditioner, you may well suggest. Not for me! I do not want more clutter in the car and engine bay than necessary. The large tubes to either side of the dash supply a very good amount of air, and it is quite comfortable to be in this blast on a hot day if constantly on the move. But can it be improved? I looked at the system closely, and decided to take off the insect screen at the front of the duct, and make it easily removable and replaceable with the use of two screws. So now I can drive along with grille removed and this screen removed as well. The odd grasshopper or praying mantis may now join me inside the car, but that is a small price to pay for much improved air flow into the car. It is interesting that how comfortable you feel in a hot place depends a lot on how efficiently your body's cooling system is operating. This is directly related to how much perspiration is evaporating from your skin per second. Evaporation causes cooling. Increased air flow to the skin causes increased evaporation.

A few sundry comments:

The demise of leaded fuel no longer allowed us to use the fuel for which the 1800 engine was designed. Lead Replacement fuel did not work well in my car. The fitting of hardened valve seats and then using ULP was a possibility, but I wanted to try for a cheaper option. For nearly a year, and for 4000 km, I have been using ULP (Premium when I can get it) and **Flashlube** added directly into the petrol tank, one ml per litre of fuel. No problems at all. Tappet clearance has not changed. Performance as good as I need it to be. Cost per km for petrol has been as low as 6.2 cents for a long trip, and is usually about 8 cents. I bought one litre of the stuff, and still have half left. One litre is enough for 1000 litres of petrol, which lasts for about 10,000 km. Cost per km is negligible. If I still feel good about this system after a few more months. I will use it for the second 14,000 km trip in my Austin around Australia in April and May this year.

Using Flashlube in this way is a bit messy, as a bit of the oily liquid seems to get onto your hand every time you add some to the tank. Also you have to be very careful not to drop your measurer into the tank. A metering device which adds the liquid directly into the fuel system near the carburettor is available to avoid these problems.

Flashlube is not the only product which works in this way. Retailers will show you the range available.

Maniseal is in a tube. It is a solution for troublesome exhaust gas leaks at the manifold/exhaust pipe join. Apply it generously to mating surfaces before bolting up clamps.

Herb Simpfendorfer

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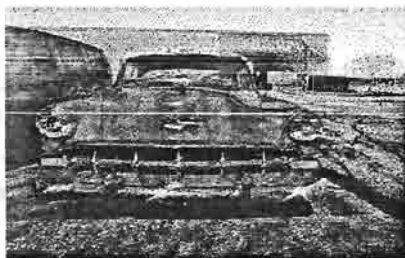
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18 January 2002

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Yours Sincerely,

Regan Yeates

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Bateau Bay, NSW 2261
Home Phone 02-4334-3901
Mail coastalcar@bigpond.com

February 24, 2002

Daryl Stephens
22 Davison Street
Mitcham VIC 3122

Dear Daryl & everyone else !!

Hey All !!!

It was September last year when I last wrote & heaps have happened since then. Last time I said the Tasman was scrapped & work would commence on the "big K". Well..... I reckon should start at the beginning as I don't suppose you have a crystal ball !! . Sitting at the lunch table at work reading the trading post, I came across a Morris Nomad. Now this is another weakness that I have, (I have many as you will find out) so I loaded the kids & the Missus into the Voyager (Chrysler that is, not Star Trek!!) & headed to Sydney that night for a look. (I had to bribe them with dinner at the Black Stump along the way) Anyway, I bought it & drove it home (It is registered) It is a pretty cool little car, 1500, 5 speed, white with beige interior, bucket seats, mags, sports steering wheel & its great to drive. Now I know this isn't a Landcrab, but the story goes on. A little later I was reading Australian Classic Car at the lunch table at work again, & there was this bloke who loves the Morris 1100/1500 range & has his own website (www.morriselevenhundred.com.au). Anyway I got to talking with him & he has many similar interests as me. He has an 1100, 1500, 1800 & vanden plas 1100. (so much mental illness in the world today !!)

A little bit later on, In the Unique Cars magazine I saw (one lunch time at the work lunch table!!) an Austin Maxi. A few of you probably saw it as well. I bought it. Of course its in VIC so, score a car trailer, stick it on the back of the Rodeo & head to Vic to pick it up. The "patron saint of Kimberley's" Graham Anderson had already been to see the Maxi & said it was pretty well stuffed, so I went there with no illusions. I wanted the Maxi only for it's drivetrain (1750cc twin carb engine & rod change 5 speed) & the minilite wheels They would be great for the Nomad. Now a couple of days before I was to leave, my 1100 friend sent me an Email telling me about some bulletin board somewhere on the internet, that had a list of NEW Kimberley parts for sale. Anyway I rang this bloke, who lives at Bowral NSW & called in on the way to VIC to see what he had. Now you can be lucky, but it seems I was "kissed in the arse by a rainbow" according to Graham Anderson. I'll list what I got. All the parts are new

1. Complete radiator assembly with thermo switch
2. 4 new hub caps (Kimberley)
3. complete MKII grille with badge
4. two new upper control arms with ball joints & slipflex bushings
5. 4 new ball pivots, bushes & boots for the end of displacer arms.
6. new petrol pump & electric fan motor
7. starter motor
8. rear suspension bump stop/assist rubbers
9. speedo, choke & bonnet cables
- 10 MKII & Kimberley badges
11. 4 window winder handles
- 12 Complete set of exterior side mouldings (no clips)
13. 4 new engine mountings
14. complete instrument cluster with all the switches

How lucky is this, It all cost me just \$250.00. Its as if in 1972, someone had thought "some bloke named Jason is going to need these things in 2001, so I'd better save them" as all these items are so needed for my car. I am just so thankful for these things. It will make the end result so much better.

Now, we are on the way to Euroa to get the Maxi, & we stayed overnight in Wangaratta. I had bought the "trading post" on the way down & was having a look that night. Guess what?, there was a MKII Kimberley at Manly (NSW), I rang the bloke & agreed to meet him that weekend when I got back from VIC. Anyway I grabbed the Maxi, got booked for speeding in Vic on the expressway to the border (with the Maxi on the back of the Rodeo!!) & got home Saturday night. Up again Sunday morning, dump the maxi at the workshop & head to Manly with the car trailer on again. The Kimberley there was an ex Vic car, that was owned by the grandfather of the kid that owned it now. The old bloke carked it a few years back & left the Kimberley to him. He kept it for a few years until it started to rust & broke down, hence the ad in the trading post. Needless to say I bought it as well (it was only \$200.00), stuck it on the car trailer & dragged it back to the workshop. It is "Garnier turquoise" in colour, with a white vinyl roof (yuk!!) It would have been a good car before the grandson got it, the inside is pretty good (off white) & the lower half of the car is relatively rust free. The vinyl roof & beach side living created the most trouble with LOTS of rust around the front & rear screens. I popped the screens out & took off the vinyl roof to check the rust out & it was pretty scary, but it seemed a better resto proposition than the Colac Kimberley. I spoke to the panel beater across the road & he seems to think that it would be no problems to fix He suggested that I cut the pillars out of the Colac Kimberley so that he can un-stitch the spot welds & replace the rusted pieces. So I did. I then took out all the good stuff from the Colac Kimberley & sent it to the great beyond. Sad really. A point of interest, I had the Colac Kimberley on the hoist when I was cutting out the pillars & half expected it to sag quite dramatically, without the roof as support, but it didn't budge a mm. Most modern cars bend & sag when you put them on the hoist, to the point where it can be difficult or impossible to open the doors, not the Kimberley, even without a roof, didn't affect it one bit. Very impressive!! Old man Issigonis new his stuff. I would hate to be in a Daihatsu charade & have a Kimberley drive into the side of me .

So I've pulled the interior, dash & roof lining out & it goes across to the panel beater next week for the roof rust repairs.. It actually goes quite well after a bit of work. I shoved a new clutch & primary gear seal in, a new petrol pump (the other had a hole in the diaphragm & filled the sump with petrol) A new alternator off a pulsar that has twice the output of the old email one, replaced both driveshaft seals & timing case seal (probably affected by the oil in the petrol) & gave it a bit of a tune up.

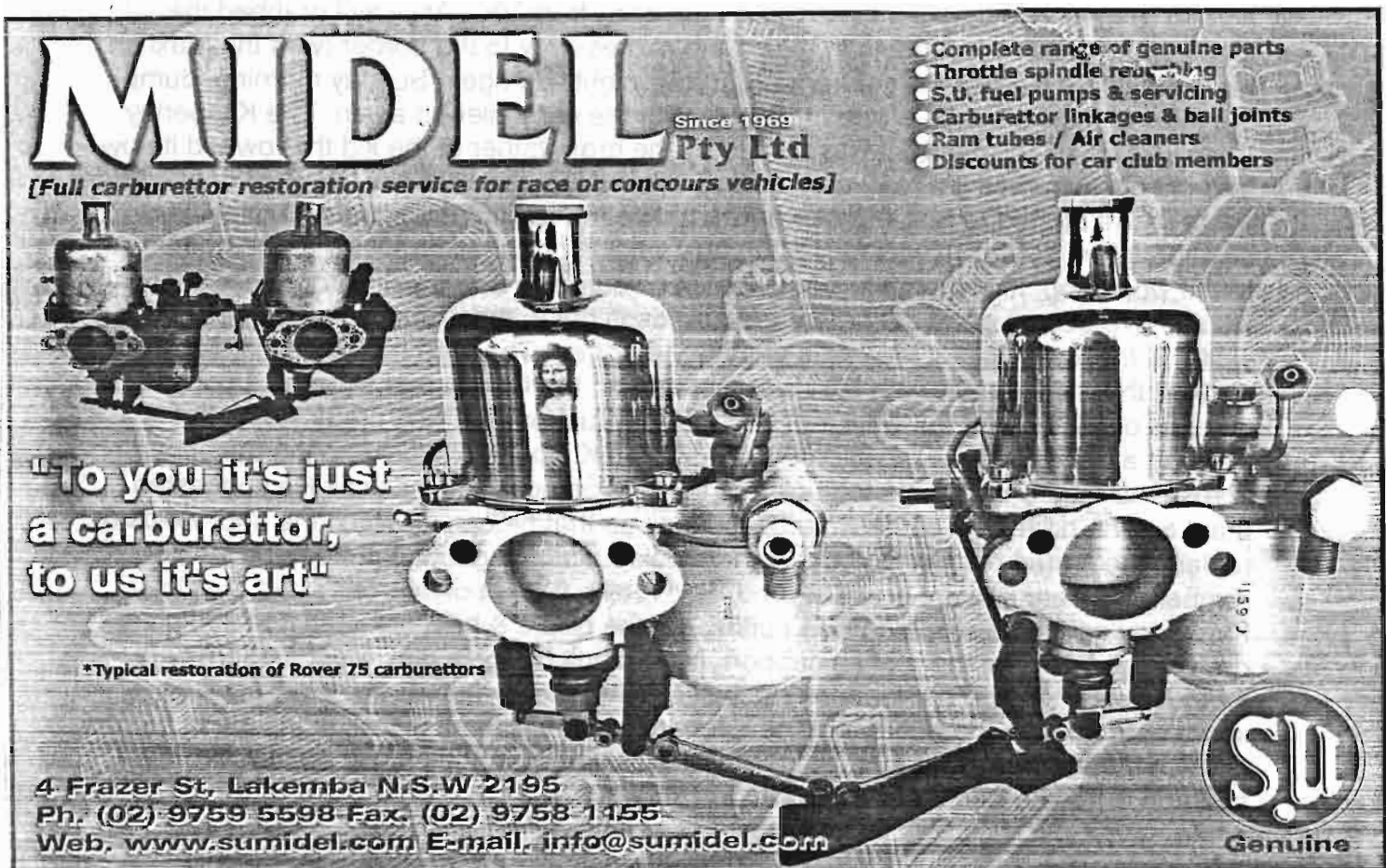
So I'll leave you at that, with the Manly Kimberley, Nomad & Maxi still hanging around the work shop. My wife also want to say that if any of you old farts come up with any more cars

WE DON'T WANT TO HEAR ABOUT IT !!!!

There are enough BMC cars around here & the landscaping job in the backyard is not getting done!!

Talk To you all next news letter

Regards Jason



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CRACKERJACK !

By Daryl Stephens

Regular readers – both of them - will no doubt be eagerly anticipating the continuation of the 6 week restoration, in which daughter Naomi was given a mk 1 1800 instead of having a 21 st party. [This was to replace her first mk 1 that dirt bag the unlicensed boyfriend put into a lamppost and wrote off.] With the ambassador auto biox under the B series, the car was running beautifully.

As club contact, I get many long winded phone calls. As an example, most for sales take at least 15 minutes to complete. Sometimes, an interesting one occurs

Crackerjack ! is a film currently being produced. The art director one Jane Seymour needed a really good 1800. Enter Naomi 's Queenie . The deal was that they would rent Naomi's car for \$80 per day. \$400 for the first week was Naomi's kind of money.

Then dirt bag, still with no driving licence put Queenie into an embankment at 120 k's. Naomi with no seat belt on was found some 15 metres away in a blackberry bush.

Every parents nightmare ! At 4 am, I answered the phone. " Ringwood Hospital here . Your daughter has just arrived with a suspected broken neck. Can you come in ?"

Fortunately nothing was broken and she came home a few days later. Then I could attend to some minor details. Like phoning Jane at Crackerjack ! with sad news that the next shoot with the 1800 will have to be postponed.

"No problem" said Jane. " When will the panel beaters be finished ?"

" They won't. It's been written off !"

" Oh dear"

A perusal of club records for Melbourne based cars failed to find a clay beige/ red mk 1 automatic. This evoked another "oh dear " from Jane. Crackerjack ! then mail dropped all 1800's in the St Kilda area. Strangely, son Adam's Sugar Cane/ red mk 11 was targeted That was to be plan B if plan A ie finding another mk 1 failed.

Then Jane had a brain wave. If I could find a red interior mk 1, Crackerjack ! would pay the cost of a colour change. Enter Naomi Hall with her white/ red mk 1 sadly in need of a paint job. Originally is fine but everybody has their price. Naomi Hall's car changed colour.

Watchers of the film, which will be released in July will if they look hard spot the difference in the cars.

Naomi S
Period fog lights
RACV badge on grille
Union Jack badge on grille

Naomi H
K mart imitations
Couldn't find one
" " "

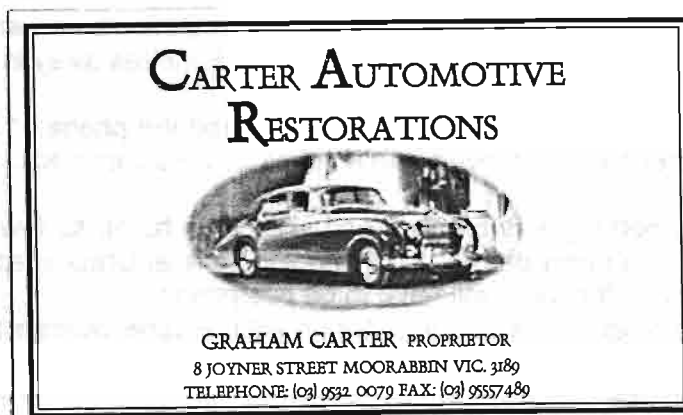
Also, a very close inspection will reveal a mk 11 with mk 1 red seats ! To cap things off, the JYJ 433 number plate is mine. { Both the girls cars were wearing much later plates }

Speaking of which. JYJ 433 – a kelp beige mk 1 - was slightly bent at Christmas time. Fortunately, only a guard, grille bumper bar and fog lights.

Food for thought was that the mk 11 that I borrowed, running standard rims and rubbish tyres while the mk 1 was being repaired stopped far better in the wet than the mk 1 on 195 ,65,14 Olympic Sprinters fitted to 6" mags. The mk 1 is now sitting on Michelin 185,70,14 Certis and stops brilliantly wet or dry. {Come to think of it, I may have to go to Sydney for a thorough wet weather test ! }

While the mk 1 was being repaired, the logical thing to do seemed to be to spray the entire thing, not just the new bits. Forgot to tell the war committee, hoping she would not notice. Then that awful question. "How come the 1800 shines more than the Yobbodore ?" Gulp !

It was done by Carter Automotive Restorations. The job is that good, it is simply not possible to tell the car has a new guard. Highly recommended. Even worth bringing a vehicle interstate for !



Around this time, the youngest member of the household , Donna , purchased a Maroon mk 1 and I had all the usual road worthy certificate problems. Was worth the hassle because we have hardly seen her since !

By now, Naomi had finally unloaded Dirt Bag – praise God- and with time now on her hands, decided to obtain work. Trouble is, she works midnight till 8 am, necessitating a vehicle

Enter club member Cliff Brendle's spectacularly good mk 11 auto, which was a credit to him. Being an early mk 11- April 69- it had 13" wheels and the handbrake still on the dash. Curiously, it had Girling rear brakes and PBR front calipers. It also had spacers on the front wheels, to kick them out over the PBR calipers. I had to produce the BMC service bulletins to prove the spacers were necessary, as part of the RWC.

In typical PBR fashion, one side was dragging. The usual practice is to bolt on the more reliable Girtings, which I did. They then just scrapped the inside of the wheel, necessitating a few minutes with a file. To remove the spacers, which would stop the calipers binding I would have needed to change the wheel studs to the shorter ones.

[I am convinced that the current depressed state of the classic market is caused by Road worthy Certificates being so difficult to get. As we all know, the Government wants us all off the road, and if one cannot obtain a RWC, all the better]

Finally got the RWC one Wednesday morning, but not without a significant exchange of views at the deepest level ! Janice and I – that is Naomi and Donna stayed home – flew to Surfers lunch time that day !

Been there 3 days, when Naomi rang. Seems that she was out with friends and came home to the mk 11 still sitting in the street. Only with one corner demolished, to the tune of \$4,000 or so. Donna sprang into action. She observed the colour on Naomi's 1800 and went walking Twenty or so houses up, hidden under a tarpaulin, was a wrecked Honda. The Police were invited in !

Regrettably, the mk 11 has been written off. However, all is not lost. About 50 houses up from us is a bright red mk 11 1800 auto, with a black vinyl roof. It has been sitting in a garage for some 10 years or so. It also needs 2 doors and a 1/4 panel. We were offered the car as "you are the funny people with all the Austins !"

After catching up with Peter and Carol Jones at the Gold Coast, we came home one Saturday and hit the ground running. Peter's mk 11 is in excellent condition and has several very interesting period accessories.

First, Naomi's wrecked car had to be removed from the driveway. Then we had to collect the Tomato as it is called. The following day, we collected my resprayed car. And the following day, back to work !

Shortly, we plan a family photograph with all the 1800's

Mk 1 Daryl brown	Mk 11 Adam [Son] sugar cane
Mk 1 Donna maroon	Mk 11 Bern [Father] sugar cane
	Mk 11 Naomi Jet red

Life is never dull !!

The adventures of Steve Austin.

Much has happened since my last letter to the Landcrab Car Club and as I had a lot of help from Daryl Stephens he asked me to write something about it for the club newsletter. There's quite a bit so I wrote it in 3 parts.

Part 1. Stevie's History.

I'd firstly like to start off with a little more of Stevie's history (my Austin 1800 Mk 1), as I had mentioned in the last letter Stevie had been converted to a manual. I was a little reluctant to do this, as I'd wanted to keep as much originality as I could but was unable to as it is my everyday car. However I found out after talking to Daryl that the car was originally a manual and someone had converted it completely (including the automatic badge on the boot!) to automatic. I was informed that automatic Austins were not built until 1968 and Stevie was an early 67 model (the rego sticker says otherwise due to a mistake).

Stevie then developed a gear change problem, which I was attempting to fix by replacing the cotton reels the day I got chicken pox. For 2 weeks I had to be isolated and Stevie waited patiently in the garage until I could resume work. It was lucky that the isolation period stopped just before I was to go on my next ski trip, during which dad rang the Landcrab Car Club and found out Stevie could be repaired.

This was fantastic news as I had been relying on everyone else for transport and missed driving the Austin. We took the car to Rob Goodall who did a fantastic job and had Stevie running better than ever. Unfortunately Rob became ill during this time and Stevie stayed there for about 4 weeks. Of course this wasn't Rob's fault at all but Stevie seemed to spend more time at the workshop than on the road. Stevie was then running much better and was fine until about 2 weeks after when the cables decided to give way on the way to work one day. I had to wait 2 hours to be towed 5 minutes up the road to home and still had to do my full shift at work as 3 other employees had already called in sick. The towie asked what the problem was I said it was stuck in gear. He gave me a funny look when he saw the automatic dash; I then explained that he had been converted to a manual. Rob had the Austin fixed within a few days and was back on the road.

Part 2. The film.

After all the drama with Stevie's gear cables, I got a call from Daryl Stephens inquiring about my Austin. It turned out that Naomi Stephens car was currently being used in a film but had unfortunately been written off just days before. Daryl was a bit anxious about finding another car the same as there was still more filming to be done. Stevie at the time still had his original snow-white colour and Naomi Stephens was clay beige. It was then suggested that the film company would respray the car in return for its use during filming. I was equally shocked and surprised but happy that Stevie's body was finally going to get some attention.

The film company photographed Stevie they agreed to the respray if I paid for the dents to be fixed. After several trips to Bayswater work was commenced with some courier work to fetch some parts. 3 weeks later and Stevie was ready to go-I couldn't believe that it was Stevie.

I have to say thank you to Daryl for all his help, as it would have not gone ahead without it. With a few more extras to be added like badges, mirror, new chrome inserts for the windscreen he was beginning to look like a replica of Naomi Stephens car Queenie. Though I have to mention that I had to pay for ½ of the driving lights as the film company were looking at something between buying \$60 Kmart lights that looked nothing like them or hiring them just for the film. Stevie ended up with a few parts from Queenie like one rear door, a bumper bar and mirror. I have to mention that Daryl did a fantastic job of fixing it up. I haven't seen many Austins but it's the best one I have seen so far. It was sad to see such a good car go.

Part 3. On set.

After my experience during filming I am glad that I requested to be there as Stevie as a car is individual and the film crew, as much as they were nice, wouldn't treat the car the same way as I did. First day was ok; they said I would get bored with being there but actually having never seen a film being made before it wasn't that bad. I had driven all the way into the city for a 7 am start. Unfortunately when they were driving the car, they gave it a belt on the accelerator every time they started it. I cringed each time they did it, as Stevie was already warm from the trip in. I swear they filmed from every possible angle, several times but it always seemed like there were a lot of people standing around doing nothing. All I can say is that the stereotype is 90% true.

This was only a short day and luckily I got to go home about lunchtime.

The second day was a little more taxing in that they neglected to tell me about a low speed car chase that Stevie was going to be involved in, which was fine except there was a near crash scene that kept getting worse with each shot. I had actually sat around for hours that morning.

I saw the other Austin, Adam's Mk II and I still wondered why they needed it but as it turned out they were going to be filming both cars in different locations at the same time. Stevie started to get hot during one scene as I ran out of money to replace the radiator having retrimmed the rear parcel shelf, top of the back seat and a few other little things so it looked ok. Unfortunately they don't really understand about old cars so I was able to drive it from location to location particularly as they didn't know how to put the car in reverse. Sometimes transporting the actors as well! The stunt driver, Shirley, had learnt how to drive in her brothers' 1800 years ago, so that helped to put my mind at rest.

Being a comedy they had not taken the car past 2nd gear so that it kangaroo hopped all the way through the chase. The scene was shot about 4 times and after the last shoot I remember Samuel Johnson (Evan out of the Secret Life of Us) walking back to tell me that they were letting the car cool up the street. Luckily they stopped, as Stevie was beginning to boil. They heard it bubbling, so I waited a bit and then tried to cool it down while they did other scenes.

I have to say I was a little unhappy at Stevie being almost boiled and would not leave the car alone after that. I think that's how Adam Stephens worked out that I was the other Naomi. I did get to talk to him a bit before I had to go off and do sound recordings while his car was on the low loader so they could film inside the car while pretending to drive. I felt sorry for him though because in a short space of time they had managed to rip a hole

in his vinyl roof, bend the Venetian blinds and break his window winder right in front of him. That's exactly the reason why I wanted to be there.

It was the last day of shooting. They were still filming at 8pm when they finally did the last scene. I was waiting for the cars to come back when the driver got out of Stevie but left it in neutral and the handbrake wasn't on enough so it started to roll down the hill towards another car about 4 feet in front of it. I yelled and started running but she stopped the Austin in time and Stevie was saved.

I was invited to the wrap party during the day but was tired and just wanted to go home and rest. All day I had tried to convince everyone that I wasn't Naomi Stephens and the car hadn't been repaired from the crash, but I did get to see a few celebrities though. I kept thinking that if it weren't for Stevie, I wouldn't have had the opportunity to be part of the film Crackerjack. It will be quite interesting to try and spot each car in the film.

Well that's all from me, I hope to be able to hear more from others in the club and thank you to everyone who helped with Stevie to get it ready for the film.

Magnetic Attraction

I don't know about you but I do find it rather alarming that every time I start and use an engine there are fine particles circulating throughout the oil. I'm not talking about the good things like the fancy stuff they put into today's oil but the nasty stuff we really don't want and need. Like minute particles of such metals like iron and steel that once in the oil end up scratching every possible surface. If you know your Minis you would realise that there is a magnetic core in the sump plug that held the most amazing amount of gunk every time you changed the oil. Well most cars are not so equipped, which means that those particles are swirling round causing all sorts of damage.

New on the market is a product called Oil Filter Magnet that the manufacturer states is one hundred times more effective than a magnetic drain plug. Australian distributor John Riley of Hiclone Queensland has told ACC that the Oil Filter Magnet is a large uni-directional ceramic magnet within a plastic case which clips on to your car's oil filter. This in turn magnetises the adjacent metal and traps these particles within its magnetic field. Now we all know that a magnet only attracts ferrous metals, don't we? That's true but John also tells us that tests have revealed that when the harder metals are removed the amount of softer metals in suspension also reduces.

John Riley is certainly convinced on the virtues of the Oil Filter Magnet saying that when it's combined with a conventional oil filter virtually all of the micro abrasive particles are removed from the oil. This we also know leads to much longer engine life. If you're interested give John a call on 1800 683 466 or have a look at www.oilfiltermagnet.com.au

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93 Wills St.
KEW
VIC 3101
10th. Mar. 2002

Mr. Daryl Stephens
Editor, Landcrab Newsletter
22 Davison St.
MITCHAM
VIC 3132

Dear Daryl

With regret I have to admit that I need to dispose of my Austin 1800, together with a large quantity of spare parts accumulated over almost 30 years of ownership. I was planning to restore it, but I have to face the fact that I am not getting any younger as time passes, and I have other restoration projects I want to do before I become too old and decrepit!

Therefore I would be grateful if you would insert in the next available issue of the Landcrab Newsletter the attached advertisement.

FOR SALE

Mk I rolling body, engine, transmission and underbonnet components have been removed for overhaul; body is straight, has superficial rust, interior is reasonable for its age.

Large collection of parts, including:

Mk II short engine, fully reconditioned.

Spare cylinder head c/w valves & rocker gear.

Original engine, with good cylinder head.

Two manual transmissions, stripped for overhaul but complete.

Set of 4 pistons, 0.040" oversize, used but apparently in good condition, complete with gudgeon pins but not rings.

Brand new clutch pressure plate assembly and driven plate (worth about \$200).

Brand new head gasket set.

Three spare CV joints.

New oil filter (Mk II type).

Original rack & pinion steering gear (slight rust due to storage, could be reconditioned.)

Lots of other parts, too numerous to mention. Basically there are the parts of two complete engines and transmissions, plus all the other parts removed from the car.

One extra rim and tyre (recap.)

Two workshop manuals, one by Haynes (UK), one by Scientific Publications (Australian.)

Two owner's handbooks, one of which is the original for the car.

File of papers relating to the car, mostly invoices for parts and work.

I would like to sell all the above in one lot, for about \$1750, but am prepared to negotiate on price for the lot or for individual items if necessary.

John Griffiths, Kew, Victoria. ph.(03)98538251

For Sale

Mk 1 Kimberly one owner 80,000 miles gold \$500 03 53 332 419 Ballarat Vic

1800 automatic 66,000 Reg GC Ipswich QLD 07 3201 4249 Stephen New \$1,000

Freebie 2 x Mk 11 sedans heaps of spares 8 bags, 8 doors etc Mark Turnow
Perrigan Beach 07 5448 2431

1800 mk 11 man reg GC David Murray 07 6767 0474 Tamworth QLD

Before you judge a man, walk a mile in his shoes.

After that, who cares? He's a mile away and you have his shoes !

New Members

Sahre Rose

10 Aberdeen St
Brunswick Vic 3056

03 9387 6972

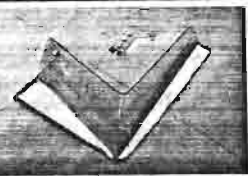
mk11

Chris Hensley

Site 15 Southside C'van Park
Rockhampton QLD 4700

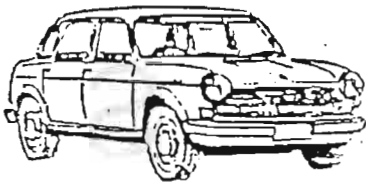
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BEAT THE HEAT THIS SUMMER
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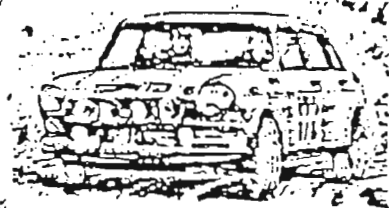
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www.autocables.com.au



LANDCRAB

CLUB OF AUSTRALASIA INC.



Welcome to Newsletter 104, for June and July, 2002



THE WIND BAGS

PRESIDENT

Vacant applications invited

SPARES GURU

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[03] 9762 4457
farwar@ozemail.com.au

DATA REGISTRAR

Peter Jones
4 Yarandin Court
Worongary
QLD 4211
[075] 5748 293

EDITOR/ SECRETARY

Daryl Stephens
22 Davison Street
Mitcham
Vic 3132
[03] 9873 3038
stephensdaryl@hotmail.com

TREASURER / LIBRARIAN

Patrick Farrell
As above

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Sydney	vacant
Melbourne	vacant

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

OLDER AND WISER?

Now that I am older, here's what I've discovered:

1. I started out with nothing, and I still have most of it.
2. My wild oats have turned into prunes and bran.
3. I finally got my head together, now my body is falling apart.
4. Funny, I don't remember being absent minded...
5. If all is not lost, where is it?
6. It is easier to get older, than it is to get wiser.
7. I wish the buck stopped here, I could use a few.
8. It's hard to make a come back, when you haven't been anywhere.

9. The only time the world beats a path to your door is when you're in the shower.
10. If YHVH wanted me to touch my toes, he would have put them on my knees.
11. When I'm finally holding all the cards, why does everyone decide to play chess?
12. It's not hard to meet expenses...they're everywhere.
13. The only difference between a rut and the grave is the depth.
14. These days I spend a lot of time thinking about hereafter...I go somewhere to get something and then wonder what I'm here after.

"A merry heart doeth good like a medicine" Pro 17:22

THE EVOLUTION OF THE MORRIS 8 50 B.M.C. /AUST./ PTY. LTD.



ALEC ISSIGONIS, Chief Passenger Car Engineer
the B.M.C. discussed the Evolution of the Austin-Morris Baby Car.

THE ASSIGNMENT.

In leading the design which produced the Austin-Morris baby car I was fortunate in being given a free hand by Sir Leonard Lord, chairman of the B.M.C. Much useful data had been accumulated in our previous experimental work on small cars and this simplified our decisions, but no detailed analyses were made of the benefits of different basic layouts. Once started on such a project I ignore what other people have done and go ahead on what I feel is the best approach to the problem.

Although I only began serious work on ADO 15 (the works code name for the new car) in 1956, I had built an experimental transverse engine and front drive unit for installation in one of our existing cars as long ago as 1951. I knew it would be fractionally more expensive than a rear engine-rear-drive unit but felt this would not be a decisive factor in the price of the complete car. The brief was to create a small, light, inexpensive vehicle with interior space larger than that of the Austin A35. We considered that the "bubble" cars had failed to achieve real comfort for four people or real economy of operation or a satisfactory engine life and the aim was to produce something smaller, cheaper and lighter than anything we had in production, with quality, comfort, safety and stamina comparable with those of our larger models. There was a time when the small car was designed specifically for the man who could not afford to run a larger car, but many people now run small cars simply because they are so much more convenient in congested cities.

From the start it was accepted that engine and transmission must be grouped at one end of the car or the other. Experiments to decide which end continued in conjunction with the experiments to decide the form the engine itself should take.

TWO STROKE ENGINES

We had accumulated a lot of experience with various types of two-stroke unit. Before the war I developed an opposed-piston two-stroke with twin crankshafts which ran up to 8,000 r.p.m. but developed very little power. More recently the B.M.C. had spent over three years experimenting with twin cylinder air cooled two-strokes but we finally decided that they were not acceptable on grounds of poor specific fuel consumption, and uneven running at idle or part load.

TWO-CYLINDER ENGINES.

Some 500 c.c. vertical twin four-strokes were designed, built and tested in a little over three months but they turned out to be an uneconomical use of labour and materials. Our production people could add two more cylinders and produce a much more satisfactory engine for £8 to £10 more. It also became apparent that air cooling adversely affected noise level and engine life, and so we concentrated on water cooling.

REAR ENGINE CARS

We were running some rear-engined two-cylinder cars and I tried mounting our existing four-cylinder engine in one, but it spun off at the first corner. It would have needed larger tyres at the back to secure satisfactory handling. The problem could no doubt have been solved by extensive redesign and a long programme of experiments but we wanted a quick result and we turned to the formula which we were sure would give a good result in the shortest time. We built parts and prototypes quickly from rough sketches and diagrams and tried them out on the test bed or test track before handing them over into the intellectual atmosphere of the drawing office.

The final answer was achieved almost accidentally. One day I revived my earlier scheme, mounting a 948 c.c. A35 engine and gearbox unit transversely at the front, with gearing to transmit the drive to the front wheels. The moment he tried it Sir Leonard Lord said "that's it!" and there was no more discussion on the form the engine should take, or where we ought to mount it. The engine swept volume was subsequently reduced to 848 c.c. chiefly because the larger engine gave far more performance than the average driver could be expected to cope with in this size of car.

By taking the gearbox off the end of the engine and putting the gears in the sump, we achieved a much more compact unit with longer drive shafts, which gave better working conditions for the universal joints, and brought another incidental advantage. One of the worst sources of noise and "boom" in unit construction bodies is dynamic bending of the long engine-gearbox unit. You cannot see it but it does transmit vibrations into the body which are difficult to suppress. The Miniminor power unit, being short and rigid does not suffer these bending problems and so helps to produce a quiet running car. Probably the noisiest unit at the front is the fan and we are working hard to quieten this.

VIBRATION PROBLEMS

Vibration problems associated with a transverse engine were solved by rubber engine mountings which are stiff vertically and laterally but flexible fore and aft. Movement fore and aft is restrained by a short link between engine and body bulkhead and by using the exhaust pipe as a second link. Noise and vibration are further suppressed by mounting the whole engine-transmission unit on a separate sub-frame.

COOLING PROBLEMS

The radiator was originally in the conventional position in front of the car and as there was no convenient way of driving the fan from the transversely mounted crankshaft we began to think we might have to use an electric motor to drive it. However, careful investigation of air flow round the car showed us that there was a region of low pressure in the front wheel boxes which could be used to draw air through a suitably placed radiator.

We therefore mounted the radiator sideways and helped the airflow with a fan driven in the normal way from a crankshaft pulley. Such a simple solution would not be possible with a transverse-mounted rear engine.

WHEELS AND TYRES

Small 10-inch wheels were adopted because they cut down the size of the wheel arches and gave an important increase in passenger space. By putting them at the corners of the car, with the main structure joint lines sloping outwards towards them, we gave an illusion of length and an appearance of strength. The imported 4.80-10 tyres originally used had a very short life but the first experimental tyres produced by Dunlop gave 30 percent greater life. It is worth noting that although the 10-inch wheel is very small, the 5.20 tyre section is quite large for a small car with a kerb weight of only 1260 lb.

FRONT WHEEL DRIVE

On front drive cars the connections between the engine and the driving wheels is, of necessity, somewhat rigid and it is therefore not possible to operate these vehicles at very low speeds in top gear unless some design precautions are taken to increase drive flexibility. This has been done by a special universal joint which was worth its weight in gold. The spiders were encased in rubber bushes, which effectively damped out the unwanted snatch. The drive system was completed by outer universal joints of the Rzeppa type which transmit power through six hardened steel balls. These give smooth operation to the drive when the front wheels are turned to the full steering lock.

SUSPENSION

The very small wheels, which are naturally sensitive to road inequalities, and the relatively short wheelbase set the designers a special problem. Because the car is so light in relation to the load it can carry, ordinary springs were not suitable. Many different springing systems were tried and the present rubber "doughnuts" compressed between rubber cups finally provided the answer. The rubber is loaded partly in shear and partly in compression and keeps the frequency of the suspension practically constant irrespective of car loading. The progressive rate of this system, which gives reduced suspension movement as the load is increased, enabled us to produce a low built car running on small wheels, without fear of catching the underside on an obstruction when running fully loaded. Prolonged testing has failed to reveal any method by which the suspension units or the rubber universal joints can be destroyed.

BODY CONSTRUCTION

Structure weight received very careful attention and semi-automatic methods of assembly were adopted to cut production costs. The main pressings were flanged outwards and welded together by moving wheels, the flanges being covered afterwards by strip mouldings. This produced a rigid, rattle-free body structure to which two sub frames, carrying front and rear suspension and the power unit, were attached by bolts through rubber bushes.

ENDURANCE TESTS

A low centre of gravity, good weight, distribution, and suspension which comes near to the theoretical ideal led us to hope for exceptional handling qualities but the results exceeded expectations. Two test cars each covered 50,000 miles at night on English roads at high average speeds and several more were sent away for prolonged endurance testing in France, Spain, Portugal, Switzerland, Norway, Sweden, Denmark, Germany and Italy. We had achieved a really compact baby car with four roomy seats, which had better acceleration than its competitors, had a maximum speed of 70 m.p.h. and would do 50 miles/Imp. gal. at a cruising speed of 50 m.p.h.

G'day Daryl

attached is true story on works cars and where they either are now or where they went to, for insertion in club magazine compiled by Ken the facts are irrefutable and can be proven, this should make the manure hit the airconditioning
regards Patrick

1968 London Sydney Cars

SMO 226G Austin 1800 First registered to the MG Car Co 1/11/68
Paddy Hopkirk's car - Returned to the UK re-built for the Pirelli Classic Marathon by Martin Jubb . In the BMHT Museum at Gaydon. Warks

SMO 227G Austin 1800. First registered to the MG Car Co 1/11/68
Evan Green's London / Sydney car - Re-registered in OZ as AZN 256 used by Ken Tubman on the Word Cup Rally 1970, finished 11th - would have been higher except they lost 3 hours when they stopped to help Andrew Cowan who had a bad smash - for this unselfish act they were given a special award at the finish of the Rally.

It is also rumoured that they gave a lift to Prince Michael when his Maxi expired - this is to be confirmed.

Re- registered in Qld as 668 BMM the car was displayed at Gilltrap's Museum, Coolangatta, still in World Cup trim and was thought to be SMO974G. It is believed that this is the only car to have competed in and finished both the 1968 London / Sydney and the 1970 World Cup Rally.

SMO 974G Morris 1800. First registered to the MG Car Co 1/11/68
Tony Fall's car - Re-registered in Oz as ATG 520 and used by Andrew Cowan to win the 1969 Southern Cross Rally, also used by Ken Tubman as recce car on the 1970 World Cup rally - Sold to John Taylor on return from Mexico, was still in 1968 spec and was thought to be SMO 225G, re-registered as RTC 333 Rebuilt (J Taylor found Tony Falls name painted under the drivers seat used on the 1993 L/S re-run and crashed - sold to Tim Kennon and used on the 1998 Round Australia Rally Crashed again and is currently under restoration.

SMO225G Morris 1800. First registered to the MG Car Co 1/11/68
Rauno Aaltonen's car. Re-registered in Oz as ATF 353, used as promo vehicle, see Sports Car World March 1970 road test, Driven by Greg Garrard in the 1969 Southern Cross and Alpine rallies. Re-painted Blue / White fitted with a HRG cross flow head and twin Webber carbs, used as rallycross car AKO 258 - see test report Australian Motorsports & Automobiles July 1970. Dismantled to build the X6 rally car 1971 other parts sold off or scrapped.

Dear Sir or Madam,

I am writing to you to introduce **Famous Insurance**.

Famous Insurance specialise in Insurance for Classic, Veteran and Prestige Vehicles. We have tailored a policy to the needs of these vehicles and their owners and believe that there is a need for such a policy in Victoria.

I would like to highlight some of the features that make our policy unique. We acknowledge that these vehicles may not be used in the same manner as other vehicles, of a more everyday nature, so our policy allows for the fact that the vehicle may be used on a rare and occasional basis, and a corresponding discount will apply. We are also able to accommodate the client if the vehicle is used for Wedding Hire.

As we offer discounts to clients if they are a member of a Car Club, we take into consideration that Club Racing is a possibility, and allow for that also.

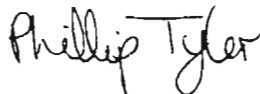
When it comes to owning a vehicle of this nature, often time and effort go into its restoration and maintenance. Should the unfortunate happen, and the car be written off not only is the full amount on the schedule paid, but the client also has the rights of wreck retention. Where as most insurance companies will pay the claim, and dispose of the wreck as they see fit.

Our Repco Discount Card means a saving every time a purchase is made. Along with our Free Windscreen and No Claim Bonus Protection this makes for a good deal on Specialist Insurance.

We are also prepared to offer the Car Club itself sponsorship in the shape of Trophies, Advertising and representation at Club Days. Also offering a discount to Club Members we feel this will entice clients to join with the club.

I hope that this letter has been informative and has shown that we are able to work together to offer current and future members of the Austin 1800 Car Club a better policy, price and service.

Please feel free to call me for more information.



Phil Tyler.
Victorian Agent.
0421111005.



FAMOUS CLASSIC CAR INSURANCE

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FACSIMILE: (08) 9388 8977
EMAIL: famous@iinet.net.au

As per your request, we have arranged the following insurance cover effective from the 15/3/02. To ensure your protection, we must receive your remittance or closing within 14 days of you receiving this account. If not received, cover is automatically cancelled.

TO: DARYL STEVENS
22 DAVISON STREET
MITCHAM VIC 3132

TAX INVOICE

This document will be a tax invoice for GST when you make payment

NEW POLICY

Date: 15/3/2002
Invoice No: 19791
Account: STEVENS DAR

Class of Policy: CLASSIC & VINTAGE MOTOR VEHICLE (VIC)
Insurer: MUNICH-AMERICAN RISK PARTNERS ABN 20000857698
1 ALFRED STREET, SYDNEY NSW
The Insured: DARYL STEVENS

Policy No: VMV48992697
Period of Cover:
From 15/3/2002
to 28/3/2003 at 4:00pm

MOTOR VEHICLE INSURANCE FULLY COMPREHENSIVE

VEHICLE : 1968 AUSTIN 1800
REGISTRATION : JYJ433
ENGINE NO : TBA
SUM INSURED : \$5,500
USAGE : BUSINESS
CAR CLUB MEMBER: YES
NO CLAIM BONUS : 60%
POSTCODE : 3132
PROTECTOR : YES
NOMINATED DRIVER(S): DARYL STEVENS

EXTRAS: \$10,000,000 Third Party Liability Cover, Salvage Rights Free Screen (Authorisation Required), Repco Discount Card

BASIC EXCESSES: \$400 plus additional age and inexperienced excesses as per policy wording and no under 25 year old drivers on policy.

STEREO SYSTEMS are covered for a maximum of \$1,000 or 10% of the Total Sum Insured, whichever is the lesser sum.

SECURITY: No Theft of Malicious Damage Cover unless all Security Devices are activated whilst vehicle is unattended.
No Overnight Street Parking allowed.

Where the SCHEDULE Shows LIMITED USE, REGULAR driving to and from work is EXCLUDED.

All other terms and conditions as per policy wording.

In accordance with the Insurance (Agents and Brokers) Act of 1984, this Contract is effected as Agent of the Insurer, and not the Insured.

REMITTANCE ADVICE

Please return this portion with your payment to.

FAMOUS CLASSIC CAR INSURANCE
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NEW POLICY

Account: STEVENS DAR Due Date: 15/3/20
Reference: 19791 Policy No: VMV489

PREMIUM DUE

\$ 280

YOUR DUTY OF DISCLOSURE

PLEASE READ
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If you have any queries regarding this account, please contact your Account Manager PHIL TYLER

Premium	204.14
Fire Levy	0.00
GST	23.41
U/writer Levy	0.00
Stamp Duty	22.45
Broker Fee	30.00

TOTAL \$ 280.00

Please retain this portion for your records

MINUTES OF SERVICE TECHNICAL CONFERENCE
HELD AT AIRPORT WEST - JULY 16th, 1968.

DEALER PERSONNEL PRESENT:-

C. Bax	H.C. Heathorn & Co. Ltd.	Hobart
K. Beament	A. & R. Patterson	Rosebud.
M. Cahill	Swing Bridge Motors	Footscray
D. Cram	Lane's Motors P/L.	Dandenong
D. Dolan	Lane's Motors Pty. Ltd.	South Melbourne
K. Gaston	Lyon Bros. Motors P/L.	Eltham
E. Gerrish	E.J. Gerrish Motors P/L.	Warburton
E. Goelz	Dents	Essendon North
J. Grant	Lane's Motors P/L.	Camberwell
L. Kearton	J. & R. Anderson Motors P/L.	Glen Waverley
C. Livingstone	Burris Bros.	Mornington
R. Malmberg	Broome Bros.	Ferntree Gully
D. McDonald	Lane's Motors P/L.	Frankston.
P. McGough	Linacres Motors P/L.	Brighton Beach.
<u>D. McVea</u>	McVea Motors	Healesville.
M. O'Reilly	Kellow-Falkiner P/L.	Melbourne.
F. Patterson	Rosanna Motors	Rosanna
A. Parker	Lane's Motors P/L.	South Melbourne.
H. Putting	Gould's Motors P/L.	Fairfield.
R. Smith	Hollins Motors	Prahran
W. Weegberg	Lane's Motors P/L	Oakleigh.
H. Webber	Kellow-Falkiner P/L.	Melbourne

Apologies Received From :-

K. Russell	Etheridge of Blackburn	Nunawading
B. Gould	Gould's Motors P/L.	Fairfield.
F. Muddyman	Plaza Coburg P/L.	Brunswick

SMITH'S REPRESENTATIVE :-

L. Shaw (12 noon - 1.00 p.m.)

B.M.C. PERSONNEL :-

A. Rook	(Chairman)	- Service Manager, Victoria.
F. Stuart	B.M.C. Sydney.	
W. Phillips	B.M.C. Sydney	
M. Ambrosius	(Minutes)	- Service, Victoria.
K. Banfield	Service, Victoria.	
S. Breeden	" "	
A. Faiman	" "	
G. Fayers	" "	
V. Laidler	" "	
D. Moseley	" "	
A. Scott	" "	
I. Thomas	" "	

Meeting opened by Chairman at 10.40 a.m., and he thanked those present for attending.

Points mentioned before starting on the listed Agenda were:-

1. Service School Training.

Request that serious consideration be given by dealers to improve B.M.C. Service School training attendance of their staff, and that applications be submitted early - preferably immediately after receiving a Service School Bulletin. This will assist in planning actual school classes to the greatest advantage.

2. Service Bulletin.

The importance of all workshop staff reading service bulletins was stressed. It was generally agreed that the best method was to ensure each reader initialled bulletins and that one person be responsible for filing. The chairman added that if bulletins were consulted more often, many 'phone calls to B.M.C. Airport West would be avoided.

3. B.M.C. Workshop Control Systems.

The dealers not using this system were asked to give serious consideration to this important aspect of business control.

4. Campaigns.

The lack of follow up to our campaign bulletins is most disappointing. An important one STILL not completed, despite our individual follow up letters to the dealers concerned, is the IMPORTANT C60/66, 1800 tie-bar campaign. Those in this category are asked to quickly finalise the campaign. Material is available F.O.C. from Airport West. It was pointed out by Mr. A. Parker, that the factory's records on the 1800 tie bar campaign, did not appear up to date, as quite a few vehicles had been modified and claims submitted, prior to the last supplied list.

5. Extension of B.M.C. Financial Year.

Due to the Merger with Leyland the Company's financial year has been extended to finish on September 30th 1968. This means the claim numbering sequence will not alter to 1/68 until 1st OCTOBER, 1968.

1. HYDROLASTIC SUSPENSION:

Mini Deluxe Manual and Auto.

Displacer units are now fitted with "DIMPLED" valve to eliminate squeak. Refer Service Bulletin C53/68, Part No. 21A2008 stamped on unit identification by a green band.

Cooper 'S' Rear - identified by two (2) silver bands, Part No. 21A2014 - stamped on unit. Cooper 'S' Front, identified by one (1) silver band, Part No. 21A2012, stamped on unit. Introduced in production on vehicle Chassis No. 3716.

It is most important that the correct model displacer be fitted to the car being worked on. This is because of different size pistons and geometry will be effected if intermixed. Refer Service Bulletin C51/66.

If no identification colour code, then check Part No. stamped on unit.

1100 front and rear + 1800 rear displacer - Dimpled valve shortly to be introduced to Australian production to prevent 'grunt'.

1100 If rear end breaks away on cornering or system 'soft' then damping valve could be loose due to rivet failure - Now corrected in production. Valve can rattle if displacer shaken and can puncture diaphragm and cause leak.

1100 front and rear, 1800 new displacer - Weeping at compressed rubber spring at JASTEC SPOUT where riveted. Now riveted over and silver soldered in current production.

HYDROLASTIC SUSPENSION: - Cont'd.

1800 - Refer Service Bulletin C40/68 for lower pressure details. Modify strictly as Bulletin or diaphragm can be punctured causing leaks.

1800 Rebound thump - rear suspension - contact territory service Rep. or Airport West in event of severe cases.

1800 Stones lodging in rear displacers and damaging edge of diaphragm - **Reported** by Mornington Dealer. Suggestion made for factory to fit boot, similar to that on Morris 1100.

H. Webber suggested that the factory should supply a wing height specification for the rear of the 1800 - the same as Morris 1100 - which could assist when investigation problem like ground clearance, thumps in suspension at the rear.

W. Phillips said he would see what information could be obtained from the factory and he would advise the Victorian State Service Office.

Mini Instances of rear exhaust bracket chafing hose can be overcome by utilising a centre rubber mount fitted on INSIDE of rear member of rear sub-frame. Shift bracket forward approximately 2" to mate up to rubber mount - drops exhaust pipe approx. $\frac{1}{2}$ ".

Lack of supply of new hydrolastic pressuring units should be overcome when new batch is Manufactured in approx. two weeks. To prevent damage to Vacuum gauge, ensure operator does not inadvertently connect vacuum hose to pressurised system.

HUB BEARINGS.

1800: Australian assembly problems discussed. When adjusting ENSURE there is NO PRE-LOAD. Correct specification Rear - zero to .002" end float. Front - zero to .004" end float.

Production now uses a spacer only, no shims. Refer Service Bulletin C43/67. Spacers used vary in length, to suit hub/bearing tolerances. Also, production only fill bearings, not cavity. Multi-purpose Lithium base grease correct type. (Refer C21/66).

Australian made Timken tapers will be introduced in the near future. This will allow greater quality control.

To prevent chemical reaction do not mix different types of grease.

If water ingress experienced, especially in rear hubs, tape over hole in dust cover and seal between backing plate and trailing arm.
(Refer Bulletin C17/67 Page 2.)

If any seal failures experienced, Dealers are asked to give samples and all details to Service Rep. so that they may be passed on to factory for investigation.

Several Dealers asked what was the outcome of their last year's conference suggestion that American type hubs/bearings be used. The answer is that factory considers the current design longer lasting, provided that they are correctly assembled.

Further improvements in production methods of hub/bearing assembly were introduced at Car Chassis Nos. - Manual 27370, Auto 4065.

LOWER CONTROL ARM RUBBER BUSHES.

1800: A current factory investigation is now in progress and changes may take place in the future. Until any change is advised, by Service Bulletin, the following is recommended :-

- (a) Check new rubber size before fitting. Should be $1.135" \pm .010"$ long and $1.25" \pm .020"$ diameter.
- (b) Use only talcum powder or water when fitting rubbers.
- (c) Assemble in a "loose" condition, with rubbers fully in position.
- (d) Lower vehicle to ground - lock up nut and pin it.

LOWER CONTROL RUBBER BUSHES (Cont'd.)

- (e) Set wheel alignment to Toe In $\frac{1}{8}$ " - Run vehicle around block and re-check toe in - it has been known to alter.

Webber asked "why can't the suspensions be altered to allow caster and camber adjustments due to the amount of suspension problem being encountered?"

It was suggested by Mr. O'Reilly that the factory should quote tolerance figures for suspension geometry setting, instead of fixed figures as they are experiencing difficulty with clients particularly if the R.A.C.V. is involved.

W. Phillips said he would look into both points back at the factory.

DRIVE SHAFTS.

"A" Series - local Hardy Spicer to be used soon. Anticipate that ALL COMPONENTS will then be available for overhaul.

Mini slip-stick "bonk" from splines - clean, spray with Molybond 122L pressure pack; grease and replace.

Moke C V boot failure - guard as fitted to big wheel Moke was passed around, and can be fitted to Mini and small wheel Moke.

Part No. left hand AXK4097 right hand AXK4096 but NOT yet available through Spares (advance information.)

Mr. Webber pointed out that Service Bulletin C33/68 quotes C V joints are pre-packed for life, but they do "chop" out, and rubber boot is still undamaged.

Some Owners react when this happens and in some cases the problem could be avoided by fitting a tube of grease. The Bulletin does not infer this.

W. Phillips said he would check the service bulletin as it could be mis-leading on that point.

SUSPENSION PART NUMBERS.

When there are left hand and right hand parts involved even part numbers refer to Right Hand Side (off side or driver's seat side) and the un-even part numbers for left hand side.

AUTOMATIC TRANSMISSION.

1800 to control oil leakage use nitrile sealer 3M ECM 847 around seams and under bolt heads. Must be applied to clean, dry, surface. Refer C4/66 for suppliers address. Also ref. C4/68 and C32/68 for leak check list.

Selector cable oil leak at gearbox union. While one person moves selector lever, another must loosen, then slowly tighten cable ferrule nut until selection just stiff. Stop tightening while operator in car jiggles selector to centralise cable; apply ECM 847 sealer, then fully tighten ferrule nut.

If cable clevis causes too much lost motion, silver solder clevis to cable.

Mr. O'Reilly said they have found $\frac{1}{8}$ " to $\frac{3}{32}$ " slack in the cables.

Condensation and rust in cable thought to be a pack-condensation problem. Being investigated.

Cavitation noise from convertor. Possibly loose or porous pick up pipe, or convertor pressure valve not seating.

Governor MUST be fitted with cover plate towards final drive pinion, i.e. towards gearbox. (Opposite way to in line BW35.)

1800 Auto, Manual AKD4962 Page 08.C/4 - pipe 10 is rear clutch supply, NOT rear servo supply.

Heterodyning condition - fan pulley now machined all over. Short test with fan belt removed will check out fan pulley. If condition still present Service Rep. test required, before changing convertor.

Devcon 'F' can be used to repair most transmission case/convertor housing damage or porous sections.

AUTOMATIC TRANSMISSION (Cont'd.)

The following reworked gaskets can, for the present, be obtained only on V.O.R. order marked to the attention of Mr. B. Newby.

Gasket Kit	... 18G8396
Sealing washer	... 22H1218
Valve body cover gasket	.. 37H1310

The latest governor housing was passed around with the warning to ensure that the correct gasket was used on it.

Erratic gearshift pattern can be caused by kick down cable being incorrectly assembled to carburettor lever, also if pick up strainer is fitted so as to hold kick down cable cam open (internal).

HOUSING ASSEMBLY - EXTENSION HOSE WEAR. (Part No. New 37H2899). Kellows reported cases of wear in one side of the bore in housing and are overcoming problem by machining .010 off housing aligning lip. This allows extension to self centralise.

F.T.A. TIMES.

Mr. O'Reilly raised point of - How do you overhaul in the allowable time of 15.30 hours, as they are spending many more hours than what is allowed?

"A" SERIES AUTOMATIC.

Important that a careful, systematic diagnosis is first carried out e.g. oil level; stall tests; pressure test, etc. (Applies to ALL automatics). Refer Service Bulletin GEN. 1/68.

"Poor Performance" - check forced throttle upshifts. If low modify kick down linkage as per C18/68. Do not overlook obvious causes, such as engine down on performance, and mat or excess underfelt restricting accelerator pedal movement.

To ease Reverse selection, Refer Bulletin C15/68. Commenced in production at Chassis No. - Mini-matic 1872, Morris 1100 Auto 3141.

No 'D' range 2-1 shift, and/or no D4. Most likely cause is governor valve lever bent on assembly. Refer C34/68 Fig. 2, for correct setting.

No top or reverse gear - one cause could be the bush turning in reverse output gear, and blocking oil feed holes. Production corrective action has been made and a Bulletin will shortly be issued. The bush can be tinned or copper coated to rectify condition, but if problem is encountered before issue of Bulletin, and any doubt arises, contact Service Rep.

An improved "Polyacrylic" convertor seal will soon be available.

Butyl strength of oil filter seal has been increased.

Mini-Matic - Rattle when starting up from cold. Mr. McGough found starter bendix touching welding on ring gear.

It was reported that convertor bush was NOT serviced as a spare part - W. Phillip to follow up.

EXHAUST SYSTEMS

1100 all models but particularly auto:- centre exhaust mount/bracket failure. Fit mount AYG2083 (more flexible), and if persistent bracket failure still experienced, strengthen bracket pending our release of a heavier one.

1100 & Mini - To prevent transmission mounted exhaust mount bolts vibrating loose a nylon inserted self locking bolt will shortly be introduced.

Mini: To take up excessive end float in engine steady remove 1/16" from metal insert to obtain more crush on rubber bushes. Engine end, only, usually necessary. Some Dealers fit a lower engine steady, too. Increased harshness accepted by owner rather than accept repeated exhaust system failures, which occur for a number of reasons.

Galvabond rusting - consideration being given to replacing fibre glass with

CLUTCH SLUDDER.

1100 'S' Refer Bulletins C12/68 and also ensure diaphragm cover is square to pressure plate.

Centre torn out of driven plate - Refer C12/68.

Primary gears with oil slinger to assist oil seal progressively being introduced. To fit slinger heat to 450° - 500° centigrade.

TILING COVER.

To allow centraliser 18G1044 to locate over seal housing machine required amount (approx. 3/16" - 1/4") off inner boss. Use socket, not spanner, to tighten bolts. Spanner may knock cover out of centre, therefore loading seal.

CLUTCH MASTER CYLINDER.

Production Minis now have a seepage pad fitted.

To prevent bore scoring check that edge of piston has a radius.

1100 and Mini - investigation currently in progress, includes sight tube breaking thread out of top of reservoir. (Sight tube deleted pending outcome.)

SLAVE CYLINDER.

1800 leaking/admitting air. Pending a shim becoming available, slave cylinder heel pedestal can be built up, using Devcon F, to align stroke. (approx. .070").

Scoring: Open pedal U section, in-situ, to allow push rod to centralise. Current production has this already carried out.

To bring old type clutch pedal to same height as brake pedal, cold bend; lengthen push rod and shim master cylinder to obtain slave cylinder travel of 19/64" - 23/64".

PRIMARY DRIVE TRAIN NOISE.

1800. Finer pitch gear teeth introduced at 18Y/Ta/H 11159. (Refer Bulletin C6/68).

Yellow paint spot must face TOWARDS MOTOR.

All gears tip chamfered.

Clutch housing and idler gear cover plate stamped with mating numbers.

3rd motion shaft bearing housing milled to correctly align main shaft/1st motion shaft. Alignment check can be made by attaching dial gauge to 3rd motion shaft spigot and checking out of round in 1st motion shaft bearing tunnel. .002" tolerance. Shim 3rd motion shaft bearing accordingly. Ratio is 5:1.

On assembly ensure back lash between all teeth on primary drive is between .005" - .007". May be necessary to replace one selectively chosen gear, or clutch housing.

Different design primary drive anticipated.

1800 GEAR CHANGE CABLES.

Heat shrinking tube used at factory. Other methods and coverings under constant survey.

Several Dealers report success with the method pioneered by our Blackburn Dealer. It is:-

Use Nylex Laboratory tube, clear 3/8" x 1/16", obtainable from: Nylex Corporation, Nepean Highway, Mentone. 'Phone 930211 a Dilator Fluid, obtainable from:- H.B. Selby & Co. P/L., 352 Ferntree Gully Road, Notting Hill. 'Phone 544.8444. (Smallest size tins available - 1 gallon.)

1800 GEAR CHANGE CABLES - Cont'd.

Method:-

- (1) Can be done in-situ. Disconnect at gearbox end.

Note: If cable is pulling out of ferrule or there is any mechanical damage, renew cable complete.

- (2) Wipe cable reasonably clean with kerosene soaked rag.
- (3) Cut length of tube 1" shorter than length of cable between abutment flanges.
- (4) Soak tube in dilator until inside diameter is $\frac{1}{2}$ " - $\frac{5}{8}$ " ($\frac{1}{2}$ hour to 1 hour, depending on strength of dilator - dilutes with use.) Check tube periodically - if over dilated it becomes jellified, therefore unuseable.
- (5) Wash dilated tube under cold water.
- (6) Slide over gearchange cable, to full length of cable.
- (7) As soon as tube shrinks and grabs onto largest diameter - abutment flanges - trim off excess tube, assemble cables to gearbox and vehicle can drive off.

Note:

- (a) Complete job for covering three (3) cables in-situ approximately $2\frac{1}{2}$ hours.
- (b) Oil visible between cable and tube, at completion of job, is of no consequence.
- (c) Even though vehicle is driven away with crinkles in tube, tube will shrink onto cable tight and smooth within approx. 12 hours.
- (d) Due to tube growing in length in dilator by approx. 3", it is possible to salvage the tube should it be accidentally slit while drawing over cable ends. Simply cut off the overhanging length, continue fully drawing on the original, now short, length, then draw the severed length onto cable, overlapping the join.
- (e) Steps (2), (3) and (4), can be carried out before (1), if covering in-situ.

"A" SERIES STIFF GEAR CHANGE.

Mini/1100: Two grease nipples will shortly be fitted in production, to remote controls.

Some Dealers, when it is necessary to remove remote control rod, grind two flats where rod passes through bushes, and load with moly grease.

HEATER HOSES.

Latest, improved hose has yellow line along its length. Yellow line is twist indicator. (Refer C5/68).

1800 heater tap now deleted.

"A" SERIES LAY-SHAFT.

To prevent spalling a new shaft of EN31 steel has been introduced as a running change. No identification marks.

N.B. To ensure end float, needle rollers must be fitted with the numbers FACING OUT. This applies to all needle rollers (including those on idler gear). The cup is tapered opposite end to numbers.

1800 BONNET.

To prevent denting at front, a reinforcing stay is now fitted to Australian production.

Broken release cable handle. Generally caused by heavy bonnet lock spring. To ease, remove $1\frac{1}{2}$ to 2 coils, shorten and rethread lock rod accordingly and re-adjust. Inner and outer cable can be shortened up to $1\frac{1}{2}$ " to overcome lost motion.

1100 INNER DOOR HANDLES.

Latest production use a Polycarbonate material handle. Identified by a small raised pip adjacent to screw hole.

"A" SERIES CARBURETTOR SPINDLE RUSTING.

Air intake shortly to be taken from a hot box on radiator cowl.

Best methods found to date to prevent sticking are:- To use a 5% STP in engine oil solution for use in damper, or rub Silicone Jel grease into spindle. Important to first remove etching completely from spindle. Use fine valve paste.

1100 'S' POOR IDLE and STALLING.

Check and if necessary raise float level to correct specification, so fuel level is just below top of jet. (Refer C243 dated 30/7/63.)

Check vacuum take off hole for correct positioning. If vacuum is above 3 inches mercury at idle, ease off edge of butterfly so as to close past vacuum take off.

DISTRIBUTOR and COIL TERMINALS.

29D4 terminals and turrets expected to be redesigned in near future.

"A" Series automatics will have multi-clip to prevent wires from chafing.

Important not to overbend carbon core H T leads.

STEERING RACK BOOT LEAKS.

Investigation currently in progress.

1100 RIGHT HAND FRONT DOOR.

Difficult to close - jig on current production now correct, and small bore S.A.R.M. door seals only used - still dealer reaction - W. Phillips to take up with Factory.

STEERING COLUMN BUSH.

All models - Investigation completed. New "Polyvene" bush anticipated to be released.

GENERATOR (C40).

All models - in cases of excessive brush noise brought about by combination of fine finish on commutator and hard, long life brushes, spray with CRC 2 - 26. Available from Electrical Retailers and Wholesalers.

WINDOW FRAME CLIPS.

To overcome electrolysis rusting of zinc coated clips, they are now phosphated and zinc chrome dipped. (green tinged in colour.)

1100 EXPANSION TANK.

Mr. Webber suggested that a water level be marked on tank now that it is readily seen because of owner reaction. To be followed up by W. Phillip.

BODY and MECHANICAL QUESTION and ANSWER PERIOD.

1800 Window finisher strip discolouration.

(Answer) New type local strip fitted from Chassis No. Auto 1993, Manual 26208.

1800 Plenum box water leaks.

(Answer) Seal seams and/or rework shields so that water flows to sides of, not over, heater intake.

All Models: Quality of chrome finish, both discolouration and grit under chrome.

(Answer) To be investigated.

1800 Door bounce back.

(Answer) New door strikers have anti-rattle and anti-bounce-back Buffer. (Reported by Dealers that some buffer rubbers are missing at time of their taking delivery of car). Old strikers can either have the peg raised one serration or adjust in and heel in approx. $\frac{1}{8}$ " to correct problem.

Suggested by D. McDonald, that the factory should raise the peg one serration on the production line, as it is necessary.

To be followed up by T. Stuart and W. Phillips.

Mini: Courtesy light REPLACEMENT lens $\frac{1}{8}$ " too big. (won't fit).

(Answer) To be investigated.

Water Leaks:-

1800 - Hip weld (boot flange).

(Answer) To be investigated.

1800 - Wiper wheel box spindle rubber, allows quantity of water into car when heater opened.

(Answer) To be investigated.

1100 - Crocodile boot seal leak due to insufficient compression of seal and poor weld quality.

(Answer) Chalk test method and weld quality to be investigated.

Report by Mr. Weegberg that the seal is not available through spare parts and one is wanted.

To be followed up by W. Phillip.

1100 - Leak into boot from cant rail gutter pin holes.

(Answer) To be investigated.

1100 - Leaks into sills and then into car interior.

(Answer) Panel joins at top of front guards, then down 'A' post most likely cause. Brush "Proofcote" best recommendation. Also do not overlook toe-board seams. Re-caulk if necessary.

MECHANICAL.

1800 - Valve guide wear. (Not certain what model overhead gear).

(Answer) If any Dealer experiences excessive guide wear on chrome valve stem/bullock type cotter overhead gears, please do not rectify, but contact Service Department, Airport West, for authority to replace head and rocker gear complete so that factory can investigate the sample. (Commencing Engine Number for chrome valve stems not yet available.)

1800 - Valve seat failure and cracked cylinder heads at approximately 30,000 miles.

(Answer) A fuller flow, valve opening opposite to water flow thermostat is anticipated to be fitted in production in the near future.

1800 Utility.- Mr. Webber stated you can see daylight through the bottom corners of rear glass pillars if trim is short.

(Answer) - To be investigated.

Trough at back of rear window will collect water.

(Answer) - Acknowledged by the factory.

SMITHS SESSION 12 noon - 1.00 p.m.

After the Chairman introduced Mr. Shaw, Mr. Phillips first explained the situation concerning "High" temperature readings on the Cooper 'S' gauge. Providing all usual high temperature causes have been eliminated, the reason could be caused by gauge calibration. Until a new gauge compatible to 13 p.s.i. Australian cooling system is released, Smiths Agents have instructions on method to recalibrate gauge, and if a charge is made on vehicle within Warranty, B.M.C. Dealer may raise a claim to cover cost, on B.M.C.

To ensure constant voltage/constant indicating, a commonised stabiliser to all except Cooper 'S' is now used. The stabiliser has rolled edges and after the identification number it is suffixed "A". Will be supplied by Smiths for all service replacements.

Repeated stabiliser failure - check Lucas regulator setting.

A quick check to find if stabiliser is U/S is to disconnect stabiliser from speedo assembly. If gauges now operate, at a higher reading due to 12 volt supply, and are stable, the stabiliser is U/S.

SPEEDOMETER.

Incorrect reading - ensure correct RPM head fitted to suit final drive. The 1100 particularly, has several different ratios. Ensure tyre specification is correct.

On Morris 1100 Automatic at car Chassis No. 2851, the speedometer AYG9204 was replaced by a corrected speedometer AYG9186. When dealers experience trouble with speedometer AYG9204 with incorrect readings Smiths will alter to correct reading and a claim for the alteration can be submitted to B.M.C.

Speedo waver or seizure.

All models - apart from known lubrication problems now generally overcome, incorrect cable attachment to head can cause this complaint. Correct fitting of knurled nut is to tighten finger tight, then back-off a fraction.

A too long inner cable or incorrectly positioned nylon sleeve will also cause problem, especially intermittent, sticking of needle or ribbon.

L. Kearton has found cables where nylon ferrules move.

D. McDonald has had cables straight from spare parts in this condition.

1800 Noisy Speedo.

A lubrication problem sometimes, other times the shaft picks up in housing. Smith's are investigating a new type of lubricant.

C. Bax reported that in Hobart, Tasmania, when they experience an extremely cold morning, they get owner complaints of noisy speedos, and ribbon jumping on 1800 during the first half mile of travel.

W. Phillips to investigate

Speedo vibration - 1100 'S' particularly. Ensure illumination bulbs are not in contact with glass. A fibre washer under the bulb holder overcomes problem. If internal, Smith's Agent will overhaul. If speedo assembly is touching surround, reposition on brackets.

Mr. O'Reilly reports that they have limited success with speedo rattles, by altering speedo glass gaskets. They refit thicker gasket on outside of glass with thinner gasket inside.

SMITH'S SESSION - (Cont'd.)

1800 Speedo Position.

H. Webber stated that some owners have difficulty seeing the speedo, which could be overcome by repositioning of the speedo angle. It is not a bad complaint, but it should be considered on future models.

1800 Speedo Ribbon Drum Rattle.

Mr. Shaw said this problem has been overcome by fitting parts from a tractor instrument.

1800 Heater.

Mr. Webber said when blower is on, heat comes up demisters which is most unpleasant, which did not happen on the Wolseley 15/60 and 24/80 heaters.

Mr. Shaw replied by saying it was in the design of the heater to allow a percentage of leak off up the demister.

NEW SMITH AGENT:

Dash Instrument Service,
805 Nepean Highway,
EAST BRIGHTON. 'Phone No. 972781.

Mr. McGough and Mr. McDonald both expressed doubts about this new agent.

NEW AGENT FOR SMITH'S HEATER ONLY

Auto Air Conditioner Service,
26 Jupiter Street,
SOUTH CAULFIELD.

Mr. Shaw concluded by saying that if any dealer has a complaint or service problem about Smith's service, then contact him direct at 178 Gladestone St., MONTAGUE. 'Phone No. 697331.

Hi all

This is to give you advanced warning of and to say that we would very much like you to attend the 40th Anniversary "bash" for the Landcrab. It will be held at the British Motor Industry Museum at Gaydon, Warwickshire UK on the weekend of the 25th July 2004

I know that is 2 years away but we want to give as much warning as possible so we can get the largest collection of Landcrab - Including as many Works Rally cars as we can - & celebs in one spot that there has ever been.

We hope to have the London Sydney cars SMO 225G, SMO 226G and SMO 227G together for the first time since 1968.

The 2003 National rally will be at the RAF Museum Cosford Staffordshire 27th July 2003

This years event will be at Bletchley Park Museum home of the Enigma Code breakers on the 1st Sept 2002

You are very very welcome to attend
I hope to see you at the 40th if not before.

You can contact me at the above Email address or

Ken Green
23 Beacon Road
Kingstanding
Birmingham
B44 9RL
England

Ken Green
Landcrab O/C Rally Car Register

Sales

1968 mk 11 1800 Original log books, registered, 90,000 miles always garaged and serviced 07 3264 4085

1969 mk 11 1800, manual, 2 owner, re conditioned motor with unleaded head, registered, \$2,500 07 3398 8527

1800 automatic 66,000 miles good condition no reg \$1,000 Ipswich 07 3201 4249

1970 mk 11 1800 man. Excellent condition \$2,000 02 6262 2829

1800 mk 11 automatic re conditioned motor no reg \$1,000 07 5462 5268 Gatton

1800 mk 11 blue/ blue auto 32,000 miles registered Negambi offers 03 5794 2320

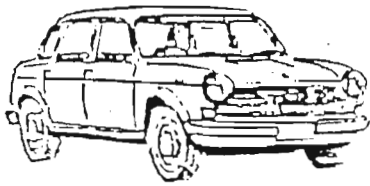
the Made in Australia sticker

has been remanufactured [for internal mounting] by Robert Goodall. \$ 7 plus p & h 03 9587 4474 or 0425 780 047

All blinker/ tail light/ parking light lenses have been re manufactured and are available through the club. They are also available as new, old stock through Tony Wood in England 0011441 253 352 730 { To be a bit different, he has the Austin 1800 mk 111 badge, also !}

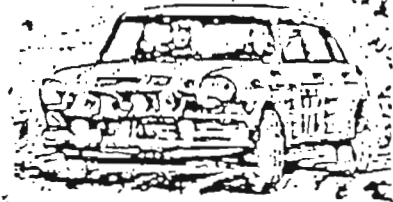
Coming up next newsletter, full details on a modern electronic distributor that virtually bolts straight onto an 1800. Hopefully, they will be available through our Club, with the minor modification done.

Club fees of \$32 become due 30/6. Pay now and avoid the rush !

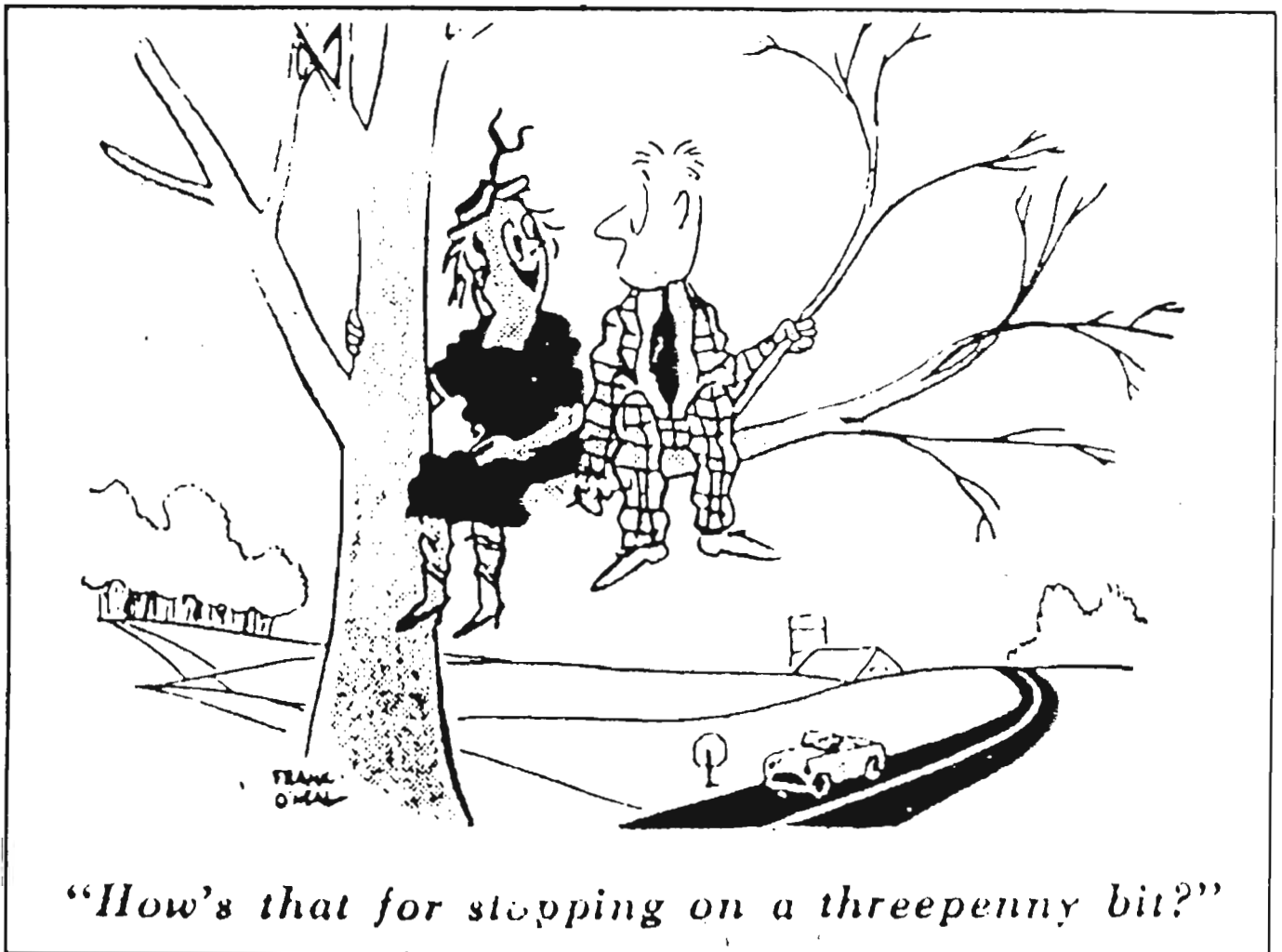


LANDCRAB

CLUB OF AUSTRALASIA INC.



Welcome to newsletter number 105, for August and September, 2002



THE WIND BAGS

PRESIDENT

Vacant applications invited

SPARES GURU

Patrick Farrell
4 Wayne Avenue
Boronia Vic 3155
[03] 9762 4457
farwar@ozemail.com.au

DATA REGISTRAR

Peter Jones
4 Yarandin Court
Worongary
QLD 4211
[075] 5748 293

EDITOR/ SECRETARY

Daryl Stephens
22 Davison Street
Mitcham
Vic 3132
[03] 9873 3038
stephensdaryl@hotmail.com

TREASURER / LIBRARIAN

Patrick Farrell
As above

SOCIAL CONVENORS

Brisbane	Peter Jones As above
Sydney	vacant
Melbourne	vacant

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.

A big welcome to 2 new members;

Alex McKernan of 22 Muresk Street, Farrer ACT and

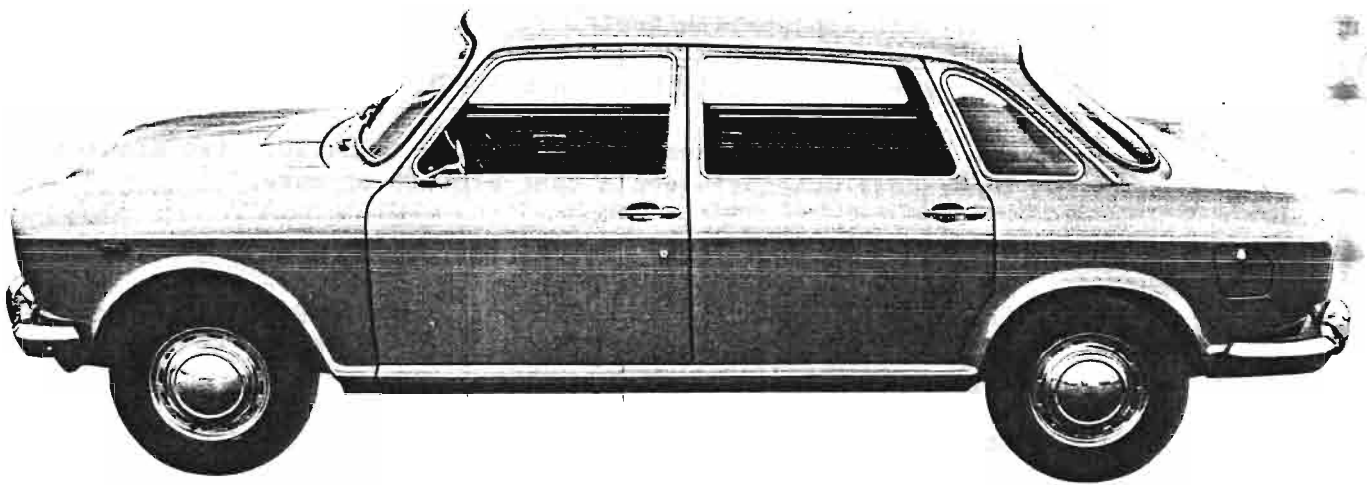
Rob Williams of 12 Woodforde Crt, Moranbak QLD

B.M.C. SERVICE TRAINING

RULES FOR DIAGNOSIS

- (1) It's never clever to jump to conclusions - You don't have to answer on the spot.
- (2) The situation facing you is an owner plus a car - take both into consideration when diagnosing.
- (3) Get ALL the facts - LISTEN to the owner as well as the car.
- (4) When road testing, THINK without making statements to the owner.
- (5) Apply all appropriate tests.
- (6) Always relate results back to Basic Principles.
- (7) One hour spent diagnosing costs \$3.60 to \$4.20; two minutes inadequate diagnosis could cost \$100.00 or more.
- (8) Be guided by manuals, bulletins etc.
- (9) Check results and findings if made by other people - The other person has "always checked everything" - ask for facts and figures.
- (10) Know product standards.
- (11) Don't dismantle units until the exact cause of the trouble is known.
- (12) Look for the easy things first - they are usually the cause of the problem.
- (13) Avoid writing on job card "Do this or do that" - better to say "Examine this or that for suspected or and report. Job card should tell mechanic what the original trouble is, so he knows what he is looking for. Job card should also record actual action taken.
- (14) Learn by experience.
- (15) Don't 'phone factory or the distributor unless absolutely essential and unless you have all the facts - Don't under rate yourself - you have the car to examine - we haven't.
- (16) Only the Service Manager should contact the factory or the distributor.

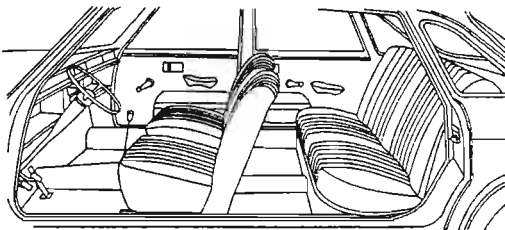
Austin 1800



Konsequent konzipiert

— für ein besseres Leben zwischen den Achsen —

Im Auto
leben —
Stunden,
Tage, am
Ende sind
es Jahre!



Deshalb
schafft AUSTIN Lebensraum
zwischen den Achsen,
konsequent, den Insassen
zuliebe, mit diesem Konzept:

Quer-Motor,
Frontantrieb,
Riesen-Radstand.

Dazu die
Hydrolastic-
Komfort-
Federung und
beruhigende
Fahrsicherheit:
spurtreu,

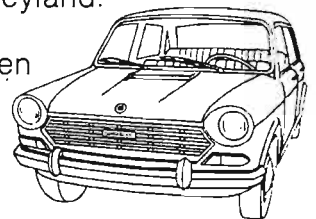
kurvensicher, wind- und win-
terfest. Ein feines Auto für
ein besseres Leben zwischen
den Achsen!

Ein Reisewagen, ein
erschwinglicher Salonwagen
und so kompakt, daß auch
Stadtfahren Freude macht.

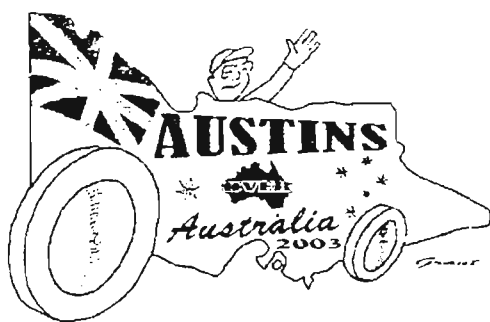
1767 ccm, 83 PS.
„S“-Ausführung 96 PS.
DM 9701,40 inkl. Mwst.

Austin — ein Produkt von
British Leyland.

Sie sollten
mehr
darüber
wissen!



AUSTIN



AOA 2003
PO Box 106
Cranbourne Vic 3977

Email:
aoa2003@hotmail.com



AUSTINS OVER AUSTRALIA

BALLARAT ~ VICTORIA ~ 18th to 21st APRIL 2003

Dear Secretary/Editor

To further advertise the **Austins Over Australia** rally and to bring your members up to date with the organised event so far, we have put together a sneak preview. Also attached is the official rally entry form. We would appreciate your support by including them in your next newsletter, if you require we can provide enough copies for insertion.

For those of your members that have already entered, they will be receiving Newsletter number 2 by the end of June.

Thursday 17th April 2003

Early registrations at rally HQ 4pm to 6pm

Rally HQ at the Ballarat & District Trotting Club, Bray Raceway, Bell Street Ballarat

Friday 18th April 2003

Registrations 9am to 5pm

Runs to local attractions 11am onwards

*Welcome get together "nibbles" 7.00pm to 10.00pm at rally HQ

Saturday 19th April 2003

*Run to Clunes and Maryborough 9.00am to 2.00pm

Free time 2.00pm to 6.00pm

Dinner and show at Sovereign Hill 6.00pm till late

Sunday 20th April 2003

Official display day cars in year order 10.00am to 3.00pm

(Various other events to be held during this time for entrant participation)

Official gala dinner/dance at rally HQ

Monday 21st April 2003

Run to Daylesford, lunch, sight see and train ride 10am to 4pm

End of rally.

Note: all functions marked with an * are T.B.C

Regards

Adam Francis

Co Rally Director

9512 4586 AH (6.00pm to 8.00pm Only)

Austins Over Australia 2003

Official Entry Form



Entrant Details:

Rally Number

Entrant's First Name:		Entrant's Surname:	
Address:	Suburb:		
State:	Postcode:		
Tel (AH):		Tel(BH):	
Email:		Mobile	

Passenger Details:

First Name

Surname

Passenger 1:		
Passenger 2:		
Passenger 3:		

Child (12 and Under in April 2003) Details:

Child 1:		
Child 2:		
Child 3:		
Child 4:		

Vehicle Details:

Make:		Model:		Year:	
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Indemnity and Waiver

I the undersigned hereby warrant and covenant that the above listed vehicle is registered (under whichever scheme), roadworthy and insured and shall so be during the given dates of the Austins Over Australia Rally 2003. I also absolve all organisers, officials and associated 3rd parties involved in this rally of any responsibility for any event which may give rise to damage to vehicles, serious personal injury, harm, disability or loss of property of the entrant and associated passengers contained herein.

Signature: _____

Date: _____

Instructions:

1. Please check and amend the details shown above.
2. Sign the general indemnity and waiver, above.
Entries will not be accepted without your signature.
3. Attach a photo and a BRIEF write-up about your vehicle in the space on the reverse of this form.
4. Enclose your cheque/money order for \$60.00, made payable to:

AOA 2003
PO Box 106
Cranbourne, VIC 3977

Dinky-di British

BMC Australia found a niche with its locally built small cars, but it had to deliver a rival to the Holden if it was to survive.

The company's adaptations of British products to challenge Holden tell a story of Aussie ingenuity at its very best.



used cars
WITH JOE KENWRIGHT

1949-56 Austin A40 ►►

AUSTIN'S first all-new post-war model introduced the B-series engine as a tiny 30kW 1.2-litre.

This engine would later launch Nissan as a modern manufacturer while a 1.8 B-series powered the last MGB built here in 1972.

The A40 Devon was Australia's top seller in 1949 until Holden sorted out production bottlenecks.

Holden, by offering an easy-going 45kW six for similar money, ran away with the market.

The larger A40 Somerset placed more demands on the 1.2 engine.

A40 utes, vans and wagons found steady buyers as long as Holden was too busy to build them.

Fatter A70 Hampshire/Hereford models outgained the Holden but were far more expensive.

1948-54 Morris Oxford Series MO ►►

A family-sized Minor, its primitive 30kW 1.5 engine struggled to haul a family of six and negated the car's quality and Holden-sized body.

The long-nose Oxford-based Morris Six shared the Wolseley 6/80's troublesome six and was too dear.

1954-58 Austin A50/A55 Cambridge ►►

BMC's A40 replacement with its larger 1.5 B-series engine, offered fresher looks over the FJ, but its low

35 kW output was a handicap after the bold new FE arrived in 1956 with 52.5kW.

1954-57 Morris Oxford Series II/III ►►

The first Oxford from BMC combined Morris engineering and styling with a Cambridge 1.5 engine, but was still underpowered.

The long-nose Morris Isis version had the big Austin C-series six for extra power over Holden at a modest price premium but showed its age against the Holden FE and the new Ford Zephyr Mark II.

1955-59 Austin A90/A95 Westminster ►►

THIS family car with Cambridge styling and the powerful 2.6 C-series engine was dearer than a Holden and the more modern Ford Zephyr.

Morris Marshal 1957-60 ►►

THIS first local BMC six-cylinder Holden rival replaced the Oxford-based Isis.

A rebadged Austin A95 Westminster, its big 2.6 engine could outrun the Holden but it was still too expensive.

1959-62 Austin A60 Cambridge/Morris Oxford/Wolseley 15/60 ►►

THESE variations of the British

Austin A55 Cambridge Mk II shared the same Farina body but had different grilles and trim.

All versions were unique to Australia. The 1622cc B-series with 41kW was fitted several years ahead of their UK equivalents in a futile attempt to close the power gap on Holden, now with 56kW.

1962-65 Austin Freeway/Wolseley 24/80 ►►

BMC created a unique Aussie B-series six by adding two cylinders to the 1622cc Cambridge engine for 2433cc and 60kW, then fitting it to a local version of the Cambridge and luxury Wolseley.

The worthy Blue Streak engine gave BMC an edge until the powerful EH Holden arrived in 1963. An awesome Valiant and the XM Falcon made it tougher still. The Morris nameplate was dropped locally from family-size cars.

1965-70 Austin 1800 ►►

THE space-efficient float-on-fluid front-drive family car was a huge UK advance, with its larger 1.8 B-series, but it left BMC Australia without a six-cylinder Holden rival.

It was promoted as smarter, more sophisticated and more efficient than the crude Aussie sixes.

None of its rivals had disc brakes, a heater-demister, a four-speed manual, reclining bucket seats, standard radial-ply tyres and independent suspension all round as standard.

It defined a new niche similar to later Mitsubishi Magna and Toyota Camry models. The rare local 1800 ute is now a curiosity.

1970-73 Austin X6 Tasman/Kimberley ▶▶

THIS Aussie improvisation delivered another six-cylinder range, this time based on the Austin 1800. By adding two cylinders to the single overhead cam 1485cc Morris 1500 engine, BMC created a powerful and efficient 2227cc single overhead cam six.

The twin-carburettor Kimberley engine matched Holden's much bigger 179 (2.9 litres). The 1800 wheelbase was stretched to match the Valiant and local styling tweaks hid the 1800 origins.

The X6 name linked it with the Jaguar XJ6, but it was soon up against Holden's best, most popular model ever, the HQ.

'73-74 Leyland P76 ▶▶

After 10 years of catching Holden, only to watch it pull away at the next facelift, local engineers under the new British Leyland regime could build a clean-sheet Holden rival with six and V8 engines totally separate from any British model.

The P76 was the first all-new Australian car since the first Holden and had enough advances to win the 1974 *Wheels* Car of the Year award.

But it was launched into a militant industrial climate. Despite waiting lists, Leyland had to stockpile unfinished cars after strikes froze component supplies.



Modern: the Austin A95 in the late 1950s was a powerful family car.

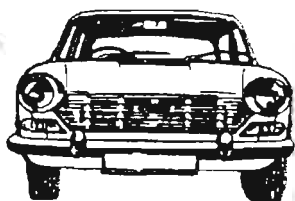
The difference between the support given to the first Holden and the antagonism towards the P76, even from government, remains puzzling.

The P76 was more of an Australian effort than the first Holden.

Quality suffered as cars had to go back on the line to be completed, but the 'lemon' label was undeserved if owner enthusiasm and loyalty were indicators.

Vilification of the P76 and the later export Ford Capri, Australia's first chance to export an Australian car to the US, have many parallels and are shameful chapters in the history of the local industry.





LANDCRAB



The BMC 1800 / 2200 Owners Club

Ken Green.
23 Beacon Rd.
Kingstanding.
Birmingham.

B44 9RL. ENGLAND.

Phone (H) 0121-352-0281. (M) 07 773 976 127

Email. kengreen@landcrab2.freemove.co.uk

15/04/2002

Hi Daryl

Just a quick letter to say how much I enjoyed reading the latest saga in you daughters landcrabbing. From what I read you must spend all your life in the garage fixing 1800's!!!

I have enclosed a few things for the Newsletter. I did Email them but know how you are with technology so am sending you the hard copy.

I have made a lot of progress with the Ex-Works 1800 and have now positively identified it as SMO 227G not as was thought SMO 974G. The UK Vehicle licensing department have checked the chassis engine and commission numbers and have reissued the original registration number to me. I have just ordered the number plates. The car will be in the UK on the 4th May.

The biggest upset was the chassis number of the Ex John Taylor car as this checked out to be SMO 974G – Tony Falls car not - SMO 225G Aaltonens car as was thought. Sadly it seems that SMO225G was cut up to use as parts for the X6 rally car.

Can you please advertise the 40th Anniversary of the birth of the Landcrab the party will be at the Heritage Museum Gaydon on the 25th July 2004 all are welcome.

Cheers


Ken

2001 a Landcrab Odyssey

Back in 2001, I was asked by the Landcrab club to set up a Landcrab Rally car register, this was done jointly with Patrick Farrell the Australian 1800 "Guru" and me in the UK.

During our frequent Emails Patrick put me in touch with Bill Stevenson, a well known NSW rally driver so I could ask him about his Rally 1800 (second O/All in the rally championship in 2001 – well done Bill) – this would have been about May/June 2001.

In the course of our Emails Bill said that he was thinking about buying an Ex Works 1800 that was in Queensland. I said something to the effect of how lucky he was and if he did not have it I would !!

I thought no more about it and nearly fell off my perch when in September I got a Email from Bill saying that he was not proceeding with buying the car and was still interested in buying the car.

I of course said YES and was told the car was the Ex Tony Fall car SMO 974G that had been in Gilltrap's Museum Coolangatta and it was also the car that Ken Tubman had used on the 1970 World Cup Rally and was still in World Cup trim.

Bill went to Queensland to look at the car for me and to "do the deal" this was for various reasons not until November 2001. The car was then transported back on a truck to Sydney.

In the mean time I had been doing some research on the car and had been very lucky to have got (by various means !!!) a copy of the original UK registration information for SMO 974G, it showed that it was a Morris and the chassis number started with MHS8D prefix, however, the car I had bought was an Austin with a AHSAD prefix to the chassis number. I knew however that without any doubt that the car I had bought was an ex works car so where did that leave us ???

An Email from Patrick Farrell confirmed that SMO 225G and SMO 974G were Morris's and SMO 226G and SMO 227G were Austin's and that John Taylor had owned SMO 225G (Aaltonen's car) but when it was rebuilt Tony Falls name was found painted on the drivers seat !!

To add to the confusion Evan Green's book – A boot full of right arms – also said that the car Tubman drove on the World Cup Rally was Fall's old car and that his old car was used by Tubman as a survey car on the same event, this meant that by a process of elimination "225" was the Rallycross car. This was confirmed by an article in the July 1970 Australian Motor Sports of a road test of the rallycross car in which they said was Rauno Aaltonen's car.

My next port of call was the Heritage Museum at Gaydon and when no one was looking I opened the bonnet on SMO 226G – Paddy Hopkirk's car - and checked the Chassis and Commission numbers. This was as expected a Austin and the numbers – all of them including the engine number - were one digit different to my car!!

As I drove home from the museum it began to sink in that I had probably got SMO227G, but the strong feeling in Australia and of Evan Green Son Gavin was that Evan's car was the one to have been scrapped to make the X6 Rally car. I then knew I had to get a copy of the original registration information for all the SMO cars so I could for once and for all find out which car was which.

I eventually got the information and it confirmed that I had in fact got SMO 227G not SMO 974G. By this time I had also had from John Taylor the chassis number of his old car – used as a survey car on the 1970 World Cup Rally and now registered in Australia on a private plate as SMO 225G - I had also got a copy of the FIA papers for the car that confirmed what John had said. The bomb shell was that the chassis number quoted was in fact that of SMO 974G – Tony Fall's car not Aaltonen's - so the seat had been telling the truth all along !!

The London / Sydney numbers and decals had also been removed when the cars were used in local events. So with 3 identical cars in the workshop - at times without registration numbers, doors, bonnet or boots - it is not surprising that there was some confusion about the various identities.

The facts based on the original Chassis, Engine and Commission numbers from the UK vehicle Licensing Archives were that SMO 226G was in the museum at Gaydon in the UK. The car sold to John Taylor was SMO 974G not SMO 225G. The car I bought that was in the Coolangatta Museum displayed as SMO 974G was SMO 227G and the car used as the Rallycross car and scrapped was SMO 225G.

SMO 227G was now in Bills garage in Sydney. I had arranged that Bill could keep the car until the New Year as we wanted to get as many of the original Leyland Australia London / Sydney people in Sydney as possible to see the car and also some of Ken Tubman's relatives wanted to see the car as well.

Then, you may remember, Sydney was surrounded by Forest fires, I spent a few sleepless nights wondering if the car was Ok - to tell the truth I was more worried about Bill house.

The threat of fires gone and the car (and Bills house) safe we started to get the car shipped to the UK.

Bill loaded the car onto his truck and went to work - It Rained - not the normal UK style of drizzle but a full blown tropical storm - Bill came home to find the truck sunk up to its axles in the mud and the mud setting like concrete. He then spent a weekend digging out the truck and just as he got the wagon onto solid ground it started to rain again - but too late! The weather had had its chance and the car was duly despatched on the CS Optimist on the 20th March 2002.

The car is now back on the road in the UK, the DVLA were very efficient in re-issuing the number but I had to provide documentary evidence to both them and H.M. Customs and Excise showing that the car was SMO 227G, they then checked the numbers and re-issued the number so SMO 227G will be seen gracing the car once more. If I had not researched the numbers and said it was SMO 974G as I was led to believe they would have impounded the car as a fraudulent Vehicle.

I must end with a big thank you to Patrick Farrell and in particular Bill Stevenson. Without them I would never have had the opportunity to own a piece of Motoring History that is a Works car. I hope that they will be coming to the UK in 2004 for the Landcrabs 40th anniversary "Bash" when I can buy them a Beer.

Ken Green May 2002

1968 London Sydney Works Cars

SMO 226G Austin 1800 First registered to the MG Car Co 1/11/68
Chassis No AH5AD 15851A Commission No 2-17S- 8804A
Body No S004633A Engine No C-EXP104

Paddy Hopkirk's car - Returned to the UK re-built for the Pirelli Classic Marathon by Martin Jubb . In the BMHT Museum at Gaydon. Warks.

SMO 227G Austin 1800. First registered to the MG Car Co 1/11/68
Chassis No AH5AD 15852A Commission No 2-17S-8805A
Body No S 004669A Engine C-EXP 105

Evan Green's London / Sydney car – Re-registered in OZ as ATF 353 used by Greg Garrard on the 1969 Southern Cross and Alpine rallies, re registered as AZN 256 and used by Ken Tubman on the Word Cup Rally 1970, It is believed that this is the only car to have competed in and finished both the 1968 London / Sydney and the 1970 World Cup Rallies.

SMO 974G Morris 1800. First registered to the MG Car Co 1/11/68
Chassis No MHS8D 4702A Engine No C-EXP 102
Commission number 2-17S-8802A

Tony Fall's car – Re-registered in Oz as ATG 520 and used by Andrew Cowan to win the 1969 Southern Cross Rally, also used by Ken Tubman as recce car on the 1970 World Cup rally - sold to John Taylor on return from Mexico and was still in 1968 spec, re-registered as RTC 333 used on the 1993 L/S re-run Australian Registration SMO 225G and crashed - sold to Tim Kennon and used on the 1998 Round Australia Rally, It is currently under restoration.

SMO225G Morris 1800. First registered to the MG Car Co 1/11/68
Chassis No MHS8D 4703A Commission Number 2-17S-8803A
Engine number C-EXP 103

Rauno Aaltonen's car. Re-registered in Oz as AKO 258. Re-painted Blue / White fitted with a HRG cross flow head and twin Webber carbs, used as rallycross car AKO 258 - see test report Australian Motorsport's & Automobiles July 1970. Dismantled to build the X6 rally car 1971 other parts sold off or scrapped.

SMO 227G. Austin 1800. First registered to the MG Car Co 1/11/68
Chassis No AHSAD 15852A Commission No 2-17S-8805A
Body No S 004669A Engine C-EXP 105
First registered to the MG Car Co 1/11/68
Prepared from a bare shell in the world famous BMC Competition
Department at Abingdon as one of four very special 1800's to tackle the
1968 London to Sydney Marathon.

Built for Australians Evan Green, Jack Murray & George Shephard.
Running as Car 31 it finished 21st overall after being well up with the
leaders and then losing a lot of time replacing a rear suspension arm due
to an over-tightened rear wheel bearing failing.
Re-registered in New South Wales Australia as **ATF 353** – see road test
report Sportscar World March 1970 - it was driven by Greg Garrard in the
1969 Southern Cross and Alpine rallies.

Prepared in the Competition Department of Leyland Australia and used by
Ken Tubman, Andre Welinski & Bob McAuley as **AZN 256** running as car
32 on the 1970 World Cup Rally. It was entered as a "Private Entrant" on
the World Cup Rally to act as a back up to Evan Green's Triumph 2.5Pi.

The only problem during the event was when a front adjustable tie rod
broke and damaged the aluminium casting, a new tie rod was in the spares
and this was changed by the side of the road. Evan Green and Jack Murray
who had by now retired and were acting as service crew to the car changed
the casting at the next service point

They also gave a lift to Prince Michael when his Maxi expired. I have had a
letter off Prince Michael confirming the fact that he "rode in the car on
several occasions".

The car finished 11th O/All. The crew would have finished in the top ten
except they lost 3 hours when they stopped to help Andrew Cowan in the
Works 2.5 Pi who had suffered a bad smash – for this unselfish act they
were given a special award at the finish of the Rally.

This is the second time this car had come to Andrew Cowan's rescue as in
the 1968 event it pulled his ditched Hunter back on to the road. Had this
not happened then it is likely that Paddy Hopkirk would have won the event
in his 1800, but as Evan Green said at the time "Hell, this is Motorsport not
war!"

Sold after the rally and Re - registered in Queensland as 668 BMM, the car,
still in World Cup trim was displayed at Gilltrap's Museum, Coolangatta,
Australia, the car was thought to be SMO974G and was displayed as such.
Later research revealed its true identity.

**It is believed that this is the only car in the world to have finished
both the 1968 London / Sydney and the 1970 World Cup Rallies.**

Spare parts update

Somewhere in this newsletter is an article on converting Hitachi Breakerless distributors to fit to B series engines this involves some machining, this can be done by the club at a cost of \$A36 You would have to acquire the Hitachi distributor and send it to me with the drive dog off a Lucas distributor and we will return it to you tested and ready to fit.

The club has also acquired at great expense a quantity of new balljoints, tierod ends and balljoint boots these are available from me.

You can telephone between 700 pm and 9 pm weekdays or Email me, my wife's name is Sandra and she knows nothing about 1800 spare parts so don't telephone during the day and bother her I am not home until 7 00 pm

Patrick Farrell
4 Wayne Ave
Boronia Victoria 3155
03 97624457
farwar@ozemail.com.au

Note from the Editorial Department. My mk 1 has this brilliant dizzy in it. I had the advance curve re graphed for \$70 .I also installed the Nissan coil. Scorch Ignitions, who did the advance, curve, recommended a plug gap of 35 thou.

The pluses are

- Noticeably more willing engine
- Smoother engine
- Improved fuel economy
- No more points and condenser's to change

The minuses are - well if I can think of any, I will publish them!

These advantages have one common cause – accurate timing. Apparently, the Lucas dizzy was not leading edge technology even when it was new!

An Inexpensive Modern Electronic Ignition for A and B Series Engines

By Marcel Chichak

A distributor, in simple terms, triggers a spark event from a coil and sends that spark to the correct spark plug at exactly the right moment. In essence one distributor is the same as the next in that they all perform the same function. The only difference between them is the advance curve, rotation and physical fit in the engine. Armed with this rudimentary knowledge, and a good dose of fearlessness, a cheap modern electronic ignition distributor can be adapted into any engine using the antique Lucas distributor. This article documents the simple procedure to fit a Hitachi distributor to A and B series BMC engines.

The Japanese section of your local boneyard is a gold mine of technology. You want to look for mid-80's Nissan Sentra, Pulsar or any model with the 1.6 l engine and Hitachi distributor. Some Honda and Subaru engines from the same period also used same distributor. Check the number stamped on the distributor body, the one you want is the Model D4R81-## or D4R82-##. The last two digits indicate which advance curve is programmed into it and, as far as I can tell, the 82 has 10° total mechanical advance and the 81 has 15°. The reason we want this dizzy over any of the dozens of different ones in the yard is that it turns the correct direction, CCW, is fully contained, i.e. doesn't have an external module, and it requires a minimum of modification to fit where the Lucas is coming out of. Expect to pay about \$10.

Stop by your local public library to lookup a copy of the workshop manual for the model you got the dizzy from.

The conversion

Step 1) First thing you want to do is throw out the cap and rotor, new ones are cheap. Check the vacuum advance unit by applying a vacuum to the business end. Most of the ones I've tested have been non-functional so that may need to be binned as well. Dismantle the guts by removing the split pin on the drive collar and 2 screws on the advance plate. Everything just falls out from there. Clean everything thoroughly and bead blast the body if you can.

Step 2) next thing to do is get the triangular adjustment lobe off. You can do this with a hacksaw and file or if you have access to one, a small metal lathe. Use the Lucas base clamp as your size guide.

Step 3) reinsert the advance stage and shaft into the body. A Lucas dog drive fits straight on the Hitachi shaft but you will need to adjust the shims

between it and the body. The split pin drops right in to the original hole.

Step 4) The advance curve from the engine the dizzy came from will not match what you are putting it into, but then again, the dizzy that's in the car probably doesn't have the correct curve in it either! You'll have to get the curve modified to suit your application so check the published data for recommendations. There are whole books written on the subject but none cover it in sufficient detail to allow you to get away without experimentation. Des Hammill has one of the more comprehensive references, but that too has its weak points. Look for *How to Build & Power Tune Distributor-Type Ignition Systems* published by Veloce Publishing PLC. The curve built into the D4R81-08 is very similar to the standard Lucas 23D4 (Cooper S) and the D4R82-21 curve is close enough to that recommended for heavily modified A series engines. In general modified engines want less overall advance (max 34°) and they want it to max out earlier (~4000 RPM). This means the advance weight springs need to be lighter. Bone yards are an excellent source for advance springs so I highly recommend self-serve yards and large pockets.

Step 5) after the correct curve has been set in, new cap, rotor and advance unit installed it's time to put it in. Because the drive dog is in a different orientation you will have to reset the drive in the engine. Set the engine with #1 at TDC. Insert a 4"-5/16" UNF bolt into the drive, remove the drive housing and extract the drive. Point the rotor arm at #1 position, marked on the body, and determine the new orientation for the drive. "Assembly is the reverse of disassembly", yea, right. The Hitachi is a bit taller than the Lucas so it gets tight behind the grille on round nose Mini's. The two wires from the dizzy go straight to the coil: B/W to +ve, solid blue to -ve. Here's the finished product

Step 6) set your timing, close the bonnet and never think of it again. The Hitachi dizzy can go without maintenance for the life of the car.

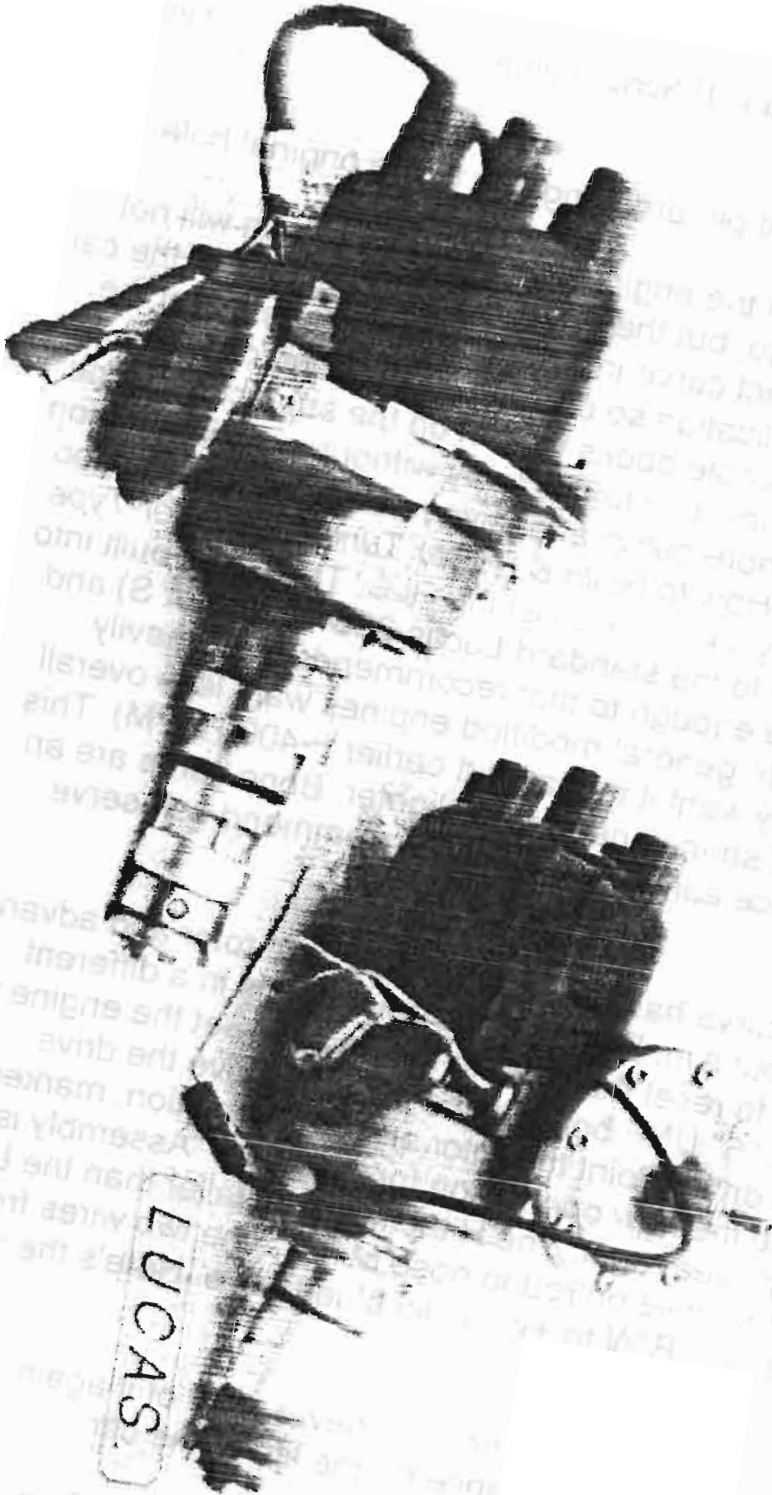
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HITACHI DAR83.



LUCAS.

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Subject: For Women Only

One day, three men were walking along and came upon a raging, violent river.

They needed to get to the other side, but had no idea of how to do it.

The first man prayed to God saying, "Please God, give me the strength to cross this river." POOF! God gave him big arms and strong legs and he was able to swim across the river in about 3 hours.

Seeing this, the second man prayed to God saying, "Please God, give me the strength and ability to cross this river." POOF! God gave him a rowboat and he was able to row across the river in about 1 hour.

The third man had seen how this worked out for the other two, so he prayed to God, saying, "Please God, give me the strength, ability, and intelligence to cross this river." POOF! God turned him into a woman. She looked at the map, then walked across the bridge.

Sales

1800 mk 11 no reg auto FC car is at Gatton \$300 07 3209 8396

1968 1800 autp VGC reg till September \$2,000 07 3201 4249

Kimberely with spares 07 3848 0903

1800 mk 1 man GC \$300 Tarragindi 07 3847 6842

Seats for 1800 mk 1 includes 2 sets of rear seats and 4 front seats in EC, plus set of seats for a Tasman. Also bumper bars, rear lights and other parts for mk 1 1800[not suitable for mk 11] Offers Peter Jones 07 5574 8293

Mk 1 1800 rally car, with 10 years of competition behind it \$7,000 Paul Nichols 03 9752 1489

Paul also has a fully restored Ute going for \$6.500

Freebie 1800 Cockatoo country Victoria 5968 9431

Freebies 6 bumper bars. Also steering rack \$60, engine shock absorber \$10. Radiator \$15, chrome body strips, alternator \$7 etc. Jim Duffin Geelong Vic 5278 8373 till 7 pm

Austin 1800 panels Ute drivers side rear panel \$140, Ute or sedan mk 1 drivers side guard \$145 All panels N.O.S. 1800 sedan ¼ panels both sides \$75 mk 1 & 11 rear beaver panel \$75 Ute hub caps \$60 per set. New gear shift cables set of 3 \$100 Also some second parts John Neumann 02 4677 1932

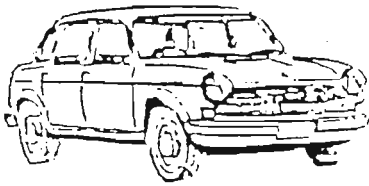
Mk 1 1800 auto White with red \$300 Heaps of spares Ingeburn 02 9605 5076

Mk 1 1800 body rusted 32,000 miles offers. Also mk 11 68,000 body rusted offers Also 6 Auto boxes and ^ engines \$200 Spiros 02 9668 9651

Mk 1 Auto 1968 Grey/ blue Registered and with a RWC 34,000 miles Geelong Vic 0419 331 124

Club fees are due Please remit \$32 to the Landcrab Club
22 Davison Street, Mitcham Vic 3132

Coming up next issue Amateurs guide to Ball joints and front Wheel bearings. Also a nervous breakdown for the Editor !!



LANDCRAB

CLUB OF AUSTRALASIA INC.



Welcome to newsletter number 106 for October & November 2002

NEVER LIE TO YOUR MOTHER

John invited his Mother over for dinner. During the meal, his Mother couldn't help noticing how beautiful John's roommate Julie was. She had long been suspicious of a relationship between John and his roommate, and this only made her more curious. Over the course of the evening, while watching the two interact, she started to wonder if there was more between John and the roommate than met the eye.

Reading his Mother's thoughts, John volunteered, "*I know what you must be thinking, but I assure you, Julie and I are just roommates.*"

About a week later, Julie came to John and said, "*Ever since your mother came to dinner, I can't find the beautiful silver gravy ladle. You don't suppose she took it, do you?*"

John said, "*Well I doubt it, but I'll write her a letter just to be sure.*"

So he sat down and wrote:

'Dear Mother, I'm not saying you "Did" take a gravy ladle from my house, and I am not saying you "Did Not" take a gravy ladle, but the fact remains that one has been missing ever since you were here for dinner. Love John.'

Several days later, John received a letter from his Mother, which read:

'Dear John, I am not saying that you "Do" sleep with Julie, and I am not saying that you "Do Not" sleep with Julie, but the fact remains that she would have found the gravy ladle by now, if she was sleeping in her own bed. Love Mum.'

THE WIND BAGS

PRESIDENT

Vacant applications invited

SPARES GURU

Patrick Farrell
4 Wayne Avenue
Boronia Vic 3155
[03] 9702 4457
farwar@ozemail.com.au

DATA REGISTRAR

Peter Jones
4 Yarandine Court
Worongary
QLD 4211
[075] 5748 293

EDITOR/ SECRETARY

Daryl Stephens
22 Davison Street
Mitcham
Vic 3132
[03] 9873 3038
stephensdaryl@hotmail.com

TREASURER / LIBRARIAN

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Life is never dull

The back door here is about 2 meters off the ground. In a fit of insanity, she who must be obeyed announced that I had time to rebuild a decking around the door. It was a bit rickety- the decking that is! The demolition only took a couple of hours. Then it was on for young and old again.

While I was putting the remains of the decking in the trailer, for transportation to the tip, Naomi's red Mk 11 1800 arrived from the panel beaters. Two new doors, a bit of sill work, a ¼ panel and a new boot lid had transformed the car. [He also took the liberty of removing a rat's nest from under the dashboard] The car had been pranged and put in storage for some 10 years, and it was touch and go whether to wreck or restore

Naomi, who had higher priorities than access via the rear door to the house logically pointed that she had more chance of obtaining work if she was not committed to public transport. [She is between employment because all her past employers had the audacity to expect her to attend each day. Further more, they even expected her to have had a few hours sleep before work] On the rare occasion a woman is being logical, it is hard to argue against it.

The ball joints seemed a good place to start. I have made 3 1800's roadworthy this year, which makes 12 ball joints, and every joint has needed attention. And this is supposedly on cars being regularly maintained.

From that experience, here is the

Amateurs Guide to Ball Joints

The most difficult part of this operation can be separating the ball joints. It need not be. With the wheel off, and the car sitting on stands, the top one can be attacked.

Firstly, the nut is undone. Then, using a bottle jack, probably sitting on a brick or 2, the upper suspension arm can be jacked up. That hangs all the weight of the hub on the ball joint that is being separated. Then using a knock o meter- the heaviest one you can find – belt the vertical section of the hub where the ball joint protrudes. If 2 belts fail to separate it, go on a body building course!

Now to separate the bottom one. Firstly, fit a washer over the thread on the top ball joint. Then re assemble it. The washer will stop it locking on the taper. In other words only the nut will be holding it in place and it will disassemble when the nut is removed.

Then after removing the nut on the lower ball joint, place the aforementioned bottle jack between the upper and lower suspension arms. The washer on the top joint stops the upper arm jamming back on the ball joint. Therefore, when the jack is pumped, all the force is applied to separating the lower ball joint. A bit of care is necessary, because the jack does not fit squarely on the suspension arms. When the jack is pumped as hard as one is comfortable with, if the joint has not separated, then it needs to be attacked with the knock o meter in a similar manner to the top one

When the bottom one pops off, disconnect and clamp the brake hose, ditto for the tie rod ends and the hub can be withdrawn. Sometimes, it is easier to do the lower joint on the bench than in situ.

To undo the ball joint, the locking tab must be rendered useless. Not hard, but time consuming. An old chisel or a neighbours knew one is often helpful. With the locking tab out of the way, the ball joint just UN screws.

At this point it should be noted that when the joint is held between the thumb and forefinger a decent amount of resistance should be felt. If not, then these adjusting instructing apply. Also, the rubber dust cover should be treated as respectfully as the CV boot- - for the same reason!

Before adjusting, the joints previous history should be reviewed. If is has not been stripped and cleaned within living memory, or is the boot is a Church attendee i.e. holy and therefore letting in dirt – it is sensible to strip it, clean it, fill it with grease. Stripping it down is easy. With nut section held in the vice, and the thread section poking up, a tap on the thread section will pop the nylon cap of the other end. The thread bit can then be removed from the main body.

The adjusting shims, strangely enough, do the adjusting. {If the removed ball joint was sloppy, and had no shims, then it must be discarded} With the locking tap in place, and perhaps a couple of shims less than there was, screw the ball joint up as tight as possible. With the aforementioned thumb and forefinger, keep swapping shims around until decent resistance is felt Putting it all back together is the easy part. Allow say 1 hour per joint.

I was working on the last ball joint when a tow truck arrived out the front. Then an awful realization dawn upon me. The maroon Mk 1 on the flat top was Donna's. She had rung earlier complaining that her clutch made awful noises when the pedal was depressed. Now I felt depressed as the diagnoses was clutch carbon thrust bearing!

She promptly pointed out that she needed her car for work, and it therefore took priory over my decking and Naomi's car. Telling each girl what she wanted to hear, not within earshot of the other was an exercise in diplomacy. She who must be obeyed went out to buy the Valium!

The clutch was done in the normal manner, with one exception. {Personally, I think anybody who fits the standard carbon thrust is off their trolley!} Using the conversion supplied by **CLUTCH & BRAKE SPECIALISTS 03 5229 3850-IN GEELONG, who have an excellent mail order service**, a roller bearing thrust bearing was fitted. The pressure plate needs a minor modification, too.

To complete the engine installation, the brakes needed bleeding- all because a previous owner had made a mess of a new power booster bracket. The booster had to come out for the engine to come out Trouble was the pipe from the pressure-limiting valve to the rear brakes, split!

The way pipes are replaced is straightforward. The length of pipe is measured and any old brake mob can supply the length with the appropriate fittings each end. The pipe does not need special tools to bend it. Come to think of it, it bends very well over mother in laws head! Doing it again, I would have 2 lengths made up – one from the pressure limiting valve to the base of the firewall – and another for the rest of the car.

The final insult was when the accelerator cable jammed. The only way I could access the non-carburetor end was by dropping out the bottom ½ of the dash. While this was going on, Donna borrowed the family spare Mk 11 of my old man. Donna said it had a funny clunk in it. "Who cares?" said I. "Just send it home " More about this later!

Next on the agenda for Naomi's car was a front wheel bearing. So here is the

Amateurs guide to front wheel bearings

New front wheel bearings fall into two categories. 1/ The easy to obtain bearing is found just by placing a sample on the counter of a bearing place. Both the bearings can be purchased easily. They come without the spacer. 2/ The 1800 bearing, with the spacer. Mine came from JED Motors 03 9707 1666.

The difference is the spacer. This warning is in the packet.

WARNING

DO NOT MIX THESE PARTS

This is a MATCHED BEARING Assembly

Do not mix these parts with any other parts as improper bearing performance or sudden malfunction of the bearing may result which may cause damage to any machinery in which the bearing is a component.

BT. 5705/1

THE TIMKEN COMPANY

Using either set, it is time to start work. It can be done *in situ* but is far easier on the bench. The starting point is to decide whether there is Loctite between the driving flange and the CV joint. {My reading of the Service Bulletins suggest that the factory recommended it from about 1966.} Assuming there is, special tools may be necessary to remove it. Sometimes, there is an alternative, which is this. With the hub nut loose, I drove vigorously around the block. That entailed stomping on both brakes and accelerator. It also broke the Loctite.

Having decided to do it on the bench, the front hub was removed by the method described in Amateurs Guide to Ball Joints. There is no need to remove the universal joints as the drive shaft pulls straight out of the diff housing, with perhaps a tad of oil.

On the bench, [personally I would rather be on the beach!] the drive shaft can be tapped straight out of the hub. Using a Tommy bar or other blunt object, the ball races tap straight out. If one is lucky, the seals will come out in re usable condition. If not, then new ones are readily available for the Mk 11 and X6, s.

The outer seal on the Mk 1's is not available in Oz, but Tony Wood in the UK has them. Or a Mk 11 hub can be fitted, or the Mk 1 machined out to accept the larger seal. After thoroughly cleaning everything in sight, the new ball races can be installed. I found it best to hammer the old ball race in, to push the new one in. The seals are installed and the interesting bit starts

With the drive shaft done up tight, the drive shaft should turn freely i.e. not binding and no more than 4 thou slop. With the correct 1800 bearing, this test is only a formality, but with the off the shelf bearing, anything might happen. The matched bearing assembly means that the spacer in the middle is the correct one. Far as I know, there were several of them, at 4 thou steps. If the bearing is binding, an adjusting shim from the ball joints on the end of the spacer may be used. Or another spacer. If one is in trouble, machine shops can easily make up the spacers. Obviously, it saves a lot of time and trouble if the correct 1800 bearing is fitted. Re assembly is the reverse of the above, not forgetting the Loctite. The BMC service bulletins on wheel bearings are also included.

The rest of the restoration was straightforward. The frozen front PBR calipers were replaced with the more reliable Girlings - the frozen rear wheel cylinders were replaced rather than re sleeved because **Robert Goodall 03 9587 4474** could supply them new for \$24-00 each. All the rubber hoses were replaced. The heater had me tricked. It did everything but pump out hot air. Finally traced it to the gasket where the heater outlet leaves the head. The gasket was Silicon or similar and very liberally applied. So much so that it blocked off the water supply. No hot water - no heater!

With temporary registration, we went for a long test run and after about 100 Ks or so, it really sang. Came home on a tow truck. At first, I thought *the noise* was a tappet coming loose. Then the temperature gage rose a little. Strange, I thought. Then the 'tappet' became worse, accompanied by the oil warning light. Last time I rescued an 1800 that had been stationary for aeons, in a very short order, the automatic died and the head cracked. This time the block needed attention because a big end had gone.

The plan was simply remove the existing power plant and drop in another- from Naomi's previous exploits. Trouble was, when the donor car was written off, the auto had taken a real belt, and was pear shaped. I did the logical thing and simply made one going concern from two. Very time consuming.

And they all lived happily thereafter. Or would have except the funny noise in the spare 1800 transpired to be a loose front ball joint. It fell out the day before my folks went to QLD for the winter.

Note from Mrs. editor. Daryl has just set fire to all our 1800's and has just bought a horse. Not surprisingly, it is better looking than he is!



Technical Bulletin

THE BRITISH MOTOR CORPORATION (AUSTRALIA) PTY. LIMITED

C59/66

Exp. 21

F.O. 23

P.S. -

22.8.66

Sighted b

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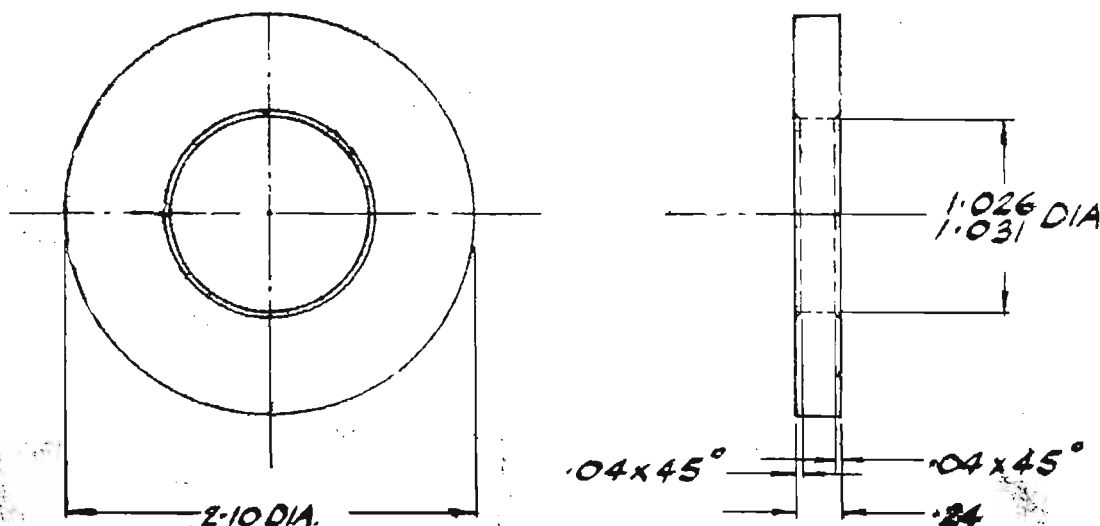
FOR THE ATTENTION OF SERVICE AND PARTS MANAGERS

FRONT HUB

To prevent damaging the outer cone when re-assembling the front hub, a slave washer and not the outer cone, must be used when pulling the drive flange on to the drive shaft:

The washer can be fabricated from free machining steel, and case hardened .015/.020 in. deep. Refer sketch for machined dimensions.

AUSTIN
1800



SERVICE DIVISION

THE BRITISH MOTOR CORPORATION (AUSTRALIA) PTY. LIMITED

DOI/Y-

To prevent damage to split cone



Attention - Service Manager

Repair Time Schedule Method Sheet

BMC Australia

A Division of British Leyland Motor Corporation of Australia Pty. Limited

Bulletin

AUSTIN 1800 RANGE

FRONT HUB BEARINGS - REPLACE

MS20/68

Op. No.

10. 100

20. 12. 68

Sighted b

The following method has been devised to replace the method currently listed in the Workshop Manual AKD 4138.

SECTION (1)

Remove front hub assembly from vehicle as follows :-

Remove road wheel hub cap.

Remove split pin and slacken drive shaft hub nut.

Slacken wheel nuts.

Raise front of vehicle and place on stands - fit suitable hardwood spacers under suspension upper control arms so that drive shafts remain horizontal.

Remove road wheel.

Disconnect brake dust shield.

Disconnect brake caliper from swivel hub. Exercise care when bending brake pipe on Mark I models.

Disconnect brake hose bracket from steering arm (Mark I only).

Disconnect steering ball joint from steering arm.

Remove drive flange and brake disc assembly and dust shield.

Disconnect swivel hub from upper and lower control arms and remove.

SECTION (2)

Remove old bearings, seals and spacer from hub.

Wash and clean hub. CAUTION: Do not allow ingress of dirt or cleaning agent into lower ball pin assembly.

Ensure hub bore and shoulders are free from burrs or damage.

With hub held in vyce, fit inner and outer bearing cones. Smear spacer a. inside of hub with grease, pack and assemble bearings to hub.

F 139

Using a spare drive shaft bell joint and existing drive flange, assemble bell joint and drive flange to hub and fit a suitable 3/16" thick flat washer and hub nut. Tighten hub nut to 150 lb. /ft.

Tap inner end of the bell joint into hub until it is firmly seated.

Set up a dial gauge to read off a relatively smooth surface (e. g. drive flange face). Set pointer of gauge at zero.

Using a large screwdriver or similar flat ended tool inserted between the inner face of the large end of the bell joint and the back edge of the hub, lever the bell joint in a direction out from the hub.

Check reading on dial gauge. End float should be between zero and .002".

If end float is non-existent, this condition can be corrected by using shims part nos. 17H 6279, 17H 6280, 17H 6281 as required. These shims will fit over the parallel section of the bell joint between the bearing and spacer but must be trimmed to suit the outside diameter of the bearing spacer.

Having correctly set end float, remove bell joint, and fit new inner and outer seals. Pack space between seals and bearing cones with grease.

Refit hub assembly to vehicle by reversing procedure outlined in Section (1) of this Method Sheet.

SPECIAL TOOLS AND EQUIPMENT

Torque wrench

Hub puller extractor adaptor 18GA 146Z

Dial gauge

Hub oil seal replacer (outer) 18GA 134 BN

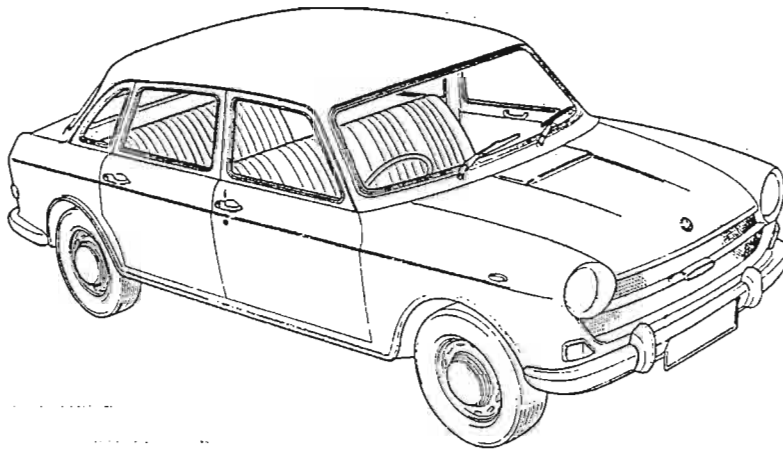
" " " " (inner) 18GA 134 BP

MAXIMUM REPAIR TIME: 1.30 hrs. (1hr. 18 mins)

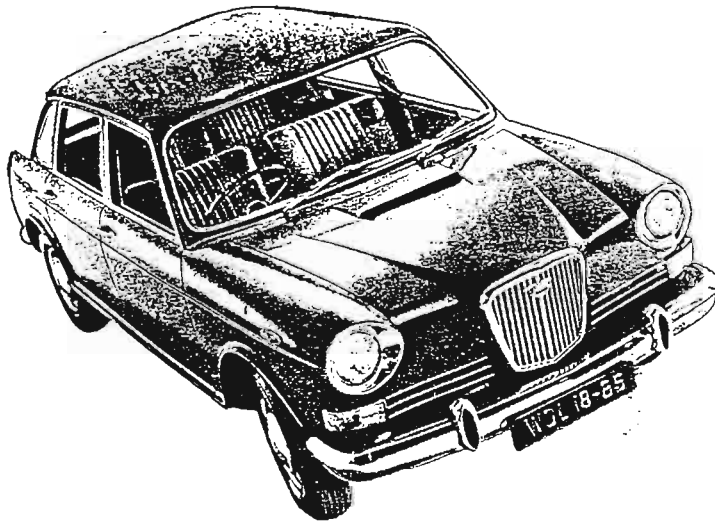
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15-9-16-9-02



Graeme	3 Anderson	3 Buffalo Rd	Gladesville	NSW
Mary	3 Baird	34 Culzean Cres	Highton	Vic
Joe	3 Barling	125 The Ridgeway	Ching	LONDON
Walter	3 Berry	12 Elkin Ave	Raymond Terrace	NSW
Jason	3 Birmingham	9 Parklands Ct	Bateau Bay	NSW
John	3 Bland	100 Duffries Av	Mt Ousley	NSW
Rudi	3 Boudaire	436 Maitland Bar Rd	Mudgee	NSW
Bernard	3 Brennan	78 Glasshouse Cres	Forestdale	QLD
Douglas	3 Bright	26 Bayton st	Kingston	TAS
Walter	3 Brinkman	Box 77 Balkins Rd	Hamilton	VIC
Laurie	3 Cameron	913 Riversdale Rd	Surry Hills	Vic
Peter	3 Collingwood	18 Lighthorse Cres	Narre Warren	VIC
Geoffrey	3 Cooper	10 Tonks St	Moorooka	QLD
Terrance	3 Copeland	11 Winsor St	Margate	QLD
Andrew	3 Cox	22 Heversham Dve	Seaford	VIC
Michael	3 Davey	MC 6123	Woolongong	NSW
Gary	3 Davey	40 Indra Road	Blackburn	Vic
Bob	3 Davis	12 Hooper St	Belgian Gardens	QLD
Colin	3 Day	14 Mitchell St	Kerang	VIC
Peter	3 Dever	Box 1	Northlands	QLD
John	3 Douglas	50 Mackellroy Rd	Plenty	VIC
Bert	3 English	454 Quarry Rd	Bunderburg	QLD
Patrick	3 Farrell	4 Wayne Av	Boronia	VIC



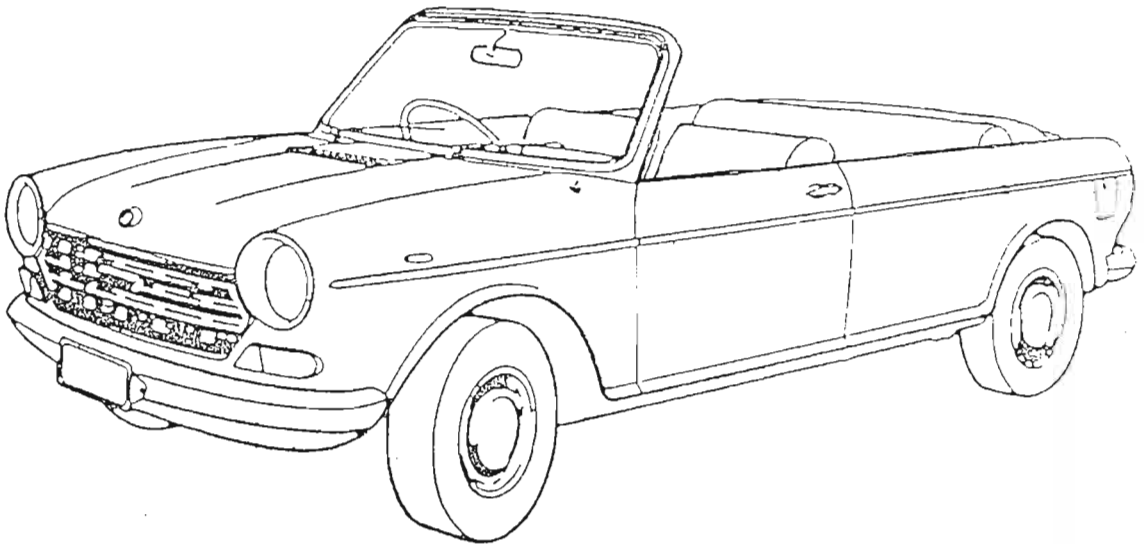
2111	Australia	(02) 9816 3389	kimberley
3216	Australia	(03) 5342 8154	mk 11 1800
	ENGLAND		3 wolsleys
2324	Australia	(02) 4987 1680	mk1 1800
2261	Australia	(02) 4334 3901	kimberley
2519	Australia	(02) 4229 8429	mk 11 tasman
2850	Australia		mk 11 1800
4078	Australia	(07) 3715 8432	mk 1
7050	Australia	(03) 6229 2665	Mk11 1800
3300	Australia	(03) 5572 1318	Mk1 1800
3127	Australia	(03) 9836 6406	Mk11 1800
3804	Australia	(03) 9704 1822	Mk1 1800
4105	Australia	(07) 3277 2717	Mk11 1800
4019	Australia		Mk11 1800
3198	Australia		ute
2500	Australia		many
3130		(03) 9898 7700	2 Mk 11s
1010	Australia	(07) 4721 1810	Mk11 1800
3527	Australia	(03) 5450 4090	Mk 1 1800
4350	Australia	(07) 4639 3970	Mk 11 1800
3090	Australia	(03) 9432 2820	Mk 11 1800 x 3
4670	Australia	(07) 4157 8191	Mk 1 1800
3155	Australia	(03) 9762 4457	LOTS

Spiros	3	Flessas	Box 488	Cronulla	NSW
Don	3	Florey	419 Windermere St	Ballarat	VIC
Graham	3	Fordyce	20 Wynnum North Rd	Wynnum	QLD
James	3	Gaida	13 Belchester Avenue	Coldstream	VIC
Robert		Goodall	95 Osborne Av	Mt. Waverly	VIC
Ken	3	Green	23 Becon Rd	Kindstanding	Birmingham
Russel	3	Greenwood	25 Queen Street	Colac	VIC
John	3	Griffiths	93 Wills St	Kew	VIC
Terry	3	Grintell	17 Gore Av	Kirawee	NSW
Kerry	4	Guinea	Box 45	Wulguru	QLD
Don	3	Hale	41 Jamieson St	Dalesford	VIC
Naomi	3	Hall	81 Schries Av	Narre Warren	VIC
Chris	3	Hensley	Site 15 South Side Caravan Park	Rockhampton	QLD
Alan	3	Hogg	22 Huntingdale Av	Miranda	NSW
David	3	Howell	17 Gulley Cres	Belgrave	VIC
Errol	3	Hunt	126 Rathmines Street	Fairfield	Vic
Peter	3	Jones	4 Yarandin Ct	Worongary	QLD
Les	3	Jordan	63 Wilson St	The Rock	NSW
Tim	3	Kennon	727 Drummond St	Carlton	VIC
Adam	3	Kingi	33 Springvalley Rd	Corokan	NSW
Adria	3	Leighton	20 Clarinda Av	Faulconbridge	NSW
Ed	3	Lenny	51 Prince St	Goulbourn	NSW
Chris	3	Lewis	18 Lucas ST	Caulfield South	VIC
Ken	3	Lyle	14 Feltham St	Balga	WA
Robert	3	Mackellar	33 Third Avenue	Sandgate	QLD
Bob	3	Mann	324 Elizabeth St	Sunbury	VIC
James	3	Martlew	12 Woolmore Cross	Atwell	WA
David	3	Matthews	Garden Cottage Wards Lane	Wadhurst	East Sussex
Stephen	3	Mc Phail	Dun Iolair Tugalong Road	Canyonleigh	NSW
Bar	3	McIntire	18 Yondell Av	Springwood	VIC
Ale	3	McKernan	22 Muresk Street	Farrer	ACT
Alex	3	McKernan	22 Muresk Street	Farrer	ACT
Robert	3	Medien	2 Grassdale Rise	Alberfoyle Park	SA
Nea	3	Meiville	C/O Post office	Cowaramup	WA
Bill	3	Mitchell	Box 126	Beauford	VIC
Robert	3	O'Malley	37 Cladeswood A /	Fennith	NSW
Eric	3	O'Malley	1 Kyle St	Urunga	NSW
Terry	3	Parer	Box 402	Towong	QLD
Ken	3	Patience	149 Brees Rd	Keilor East	VIC
Hans	3	Pederson	3 Thornton Crs	Mitcham	VIC
Robert	3	Peters	32 Prince St	Torquay	VIC
Ian	3	Powell	7 Acacia St	Elsternwick	VIC
Guy	3	Pratt	1 / 26 Adair Pde	Coolbinia	WA
Adrian	3	Priault	61 Symonds Lane	Bittern	VIC
Bill	3	Randell	65 Relesiah Dr	Ningi	QLD
John	3	Roach	28 Harford Way	Girrawheen	W.A.

2230			
3350	Australia		Wolsley
4178	Australia	(07) 3396 8201	1800 Ute
3770	Australia	(03) 9739 1539	Mk 1 1800
3149	Australia	(03) 9515 7015	Kimberly
	UK		Mk 11 1800
3250	Australia	(03) 5229 7780	Mk 11 1800
3101	Australia	(03) 9853 8251	Mk 1 1800
2232	Australia	(02) 9521 5149	Mk 1 1800
4811	Australia	(07) 4778 3379	mk 1 ute 2 Kim
3460	Australia	(03) 5348 3035	1800 x6
3805	Australia	(03) 9796 7182	Mk 1 1800
4700	Australia		Mk 11 1800
2088	Australia	(02) 9522 6184	Kimberly
3160	Australia	(03) 9754 5826	Mk 11 1800
3078		(03) 9482 1845	Mk 11
4213	Australia	(07) 5574 8293	Mk 11 1800
2655	Australia	(02) 6920 2387	1800 Ute
3053	Australia	(03) 9347 7457	Mk 1 1800
2263	Australia	(02) 4392 7251	Mk 11 1800
2776	Australia	(02) 4751 6926	Mk 1 & 11 1800
2580	Australia		Mk 1 1800
3162	Australia		Mk 11 1800
6061	Australia	(08) 9345 3639	Lots
4017	Australia	(07) 3669 0834	Kimberly
3429	Australia	(03) 9744 3956	Mk 1 1800
6164	Australia	(08) 9414 6551	Mk 1 1800
	UK		1800 Ute
2877	Australia	(02) 9845 2190	Mk 11 1800
2237	Australia	(02) 4751 4339	Mk 1 1800
3607			
2807			
5159	Australia	(08) 9370 7794	1800 Ute
6284	Australia	(08) 9755 5332	Mk 1 1800 ute
3573	Australia	(03) 5349 2720	1800 Ute
2733	Australia	(02) 4736 3219	1800 Ute
2455	Australia	(02) 6655 3753	Kimberly
4066	Australia	(076) 25 3371	Mk 1 1800
3030	Australia	(03) 9337 4661	Mk 11 1800 Ute
3132	Australia	(03) 9674 1800	Mk 11 1800
3228	Australia	(03) 5261 2326	Mk 1 1800
3183	Australia	(03) 9523 7097	Mk 11 1800
6050	Australia	(08) 9371 8858	Mk 1 1800
3915	Australia	(03) 5963 9351	Lots
4511	Australia	(07) 5497 5823	LOTS
6064			MK 1 1800

Herb	3	Simfendorfer	21 Stitt St	Walla Walla	NSW
Franklin	3	Smallcombe	30 Illawarra Dr, Kin Kora	Gladstone	QLD
Richard	3	Snedden	36 Claremont Av	Maivern	VIC
Eva	3	Sommerfield	45 Livingstone St	North Coburg	VIC
Daryl	3	Stephens	22 Davison St	Mitcham	VIC
Bill	3	Stevenson	tba		
Sahra	3	Stolz	10 Aberdeen St	Brunswick	VIC
Basil	3	Strelinikov	256 Walsh St	Mareeba	WLD
Bruce	3	Summerell	Verona Rd, Quaama	Via Bega	NSW
Rodney	3	Swile	35 Dehila St	Marsden	QLD
Peter	3	Tadman	Box 283	Nundah	QLD
Jim	3	Taylor	Box 232 The Mall P.O	Heidelberg	VIC
John	3	Van Groningen	1385 Rockford Rd	Hanging Rock	VIC
Chris	3	Veffiroost	7 / 58 Jersey St	Mondare	NSW
John	3	Watson	10 Eastcote Lane	Wellington	WENT
Rob	3	Williams	12 Woiofforde Court	Moranbah	QLD
Ian	3	Wilshire	37 Old Borough Dv	Onkaparanga Hills	SA
Tony	3	Wood	31 All Hallows Rd	Blackpool	

LANDCRAB



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	England	

A SENIOR CITIZEN DEFINED

A Senior Citizen is one who was here before the pill, television, frozen food, credit cards and ball point pens. For us, time-sharing meant togetherness not computers, and a chip meant a piece of wood.

Hardware meant hard wear, and software wasn't even a word. Teenagers never wore slacks. We were before pantyhose, drip-dry clothes, dish washers, clothes dryers and electric blankets.

We got married first and then lived together. (How quaint can one be?). Girls wore Peter Pan collars and thought "cleavage" was something butchers did.

We were before Batman, vitamin pills, disposable diapers , instant coffee, pizza' s, and even Chinese takeaways.

In our day, cigarette smoking was "fashionable ", grass was for mowing, pot was something you cooked in. A gay person was the life of the party and nothing more, while Aids meant beauty lotions, or help for someone in trouble.

We are today's Senior Citizens, a hardy bunch when you think of how the world has changed and of the adjustments we have had to make.

relationships

Tempted to have an affair?

A fling might seem like
a good idea, but



Aimed especially at those considering selling their 1800.s & y.s

10 reasons NOT to stray

The idea of a little bit of loving on the side seems so tempting. Your marriage is rocky, you're miserable, and here's someone else offering to meet your needs. You may crave affection, conversation, an escape from unhappiness – or just hot, steamy sex. A one-night stand or a passionate extramarital romance may seem like a good idea but perhaps you need to think again. Here are 10 good reasons not to have an affair.

1 the problem is at home

You need to focus your attention where your problems lie – within your marriage. Why are you so unhappy you're tempted to breach the promises you made to your spouse? What can you do to solve your marital problems? Or if your marriage has breathed its last breath, you need to face facts and move on.

2 life is complicated enough

Any recipe becomes more complicated when you add another ingredient, and more can go wrong. You're in trouble now; your current problems will only be magnified by the pressure of an affair and the accompanying dishonesty and fear of discovery.

3 affairs are risky

Every action has consequences. The risks of sex are both physical and emotional. You may become more emotionally involved in this affair than your lover does, or vice versa. Then

there's the issue of sexually transmitted infections. There's also the risk of pregnancy. No contraceptive is 100-per-cent effective.

4 you made a promise

This might sound old-fashioned, but most marriages start out with sincere pledges of fidelity and honesty. You can argue that your spouse has broken every promise he ever made to you. But your disappointment in your marriage doesn't make infidelity right. If your commitment to your marital vows is void, it is a sign to either recommit or get out, not to have an affair.

5 sex is special

Animals copulate, they don't make love. What separates humans from animals is our ability to make life meaningful. We give sex special meaning by reserving it for situations that show respect. An affair uses sex as a sedative to block out dissatisfaction from another source. This abuse of sex demeans it. And you.

6 you might use your lover

So you want to have your cake and eat it too? While you linger in the security of your marriage, your lover has to take the risk of becoming involved, when you can opt out at any time and run back to your spouse. If your lover cares for you, what do you really have to offer him? On the other hand, if he doesn't care for you and you still want an affair, you obviously lack self-respect.

You're looking for a new relationship, while still with your current one. Under the pressure of separation or divorce most affairs fizzle before the lovers can truly be together. Best to get free – then start afresh.

8 it goes on your CV

So this marriage ends and you move on. When you meet Mr Right, are you going to tell him that you cheated in your previous marriage? You owe him the truth, but what does the truth say about you? That you made promises in good faith and you broke them.

9 you'll lose self-esteem

When the going got tough in your life, what did you do? You sought an easy option. You had an affair and you didn't take charge of your life. You might blame your current partner for the affair, but nobody is responsible for your actions except you. If you want good self esteem, face your problems and deal with them head on. Then, regardless of the outcome, you can feel proud that you took your life by the tiller and steered it through the storm of marital unhappiness.

10 it's not happiness

Do you want to be happy? An affair wastes time and energy you could be using to create contentment in your life. Happiness is achieved by making steady progress towards achieving your long-term goals. An affair may give you momentary *pleasure* but it's not an investment in happiness. Nor will it fulfill your desire to love and be loved and to share your life with another in an open and rewarding way.

Send your questions to: Dr Rosie, *Woman's Day*, GPO Box 5245, Sydney, NSW 1028 or e-mail womansday@acp.com.au, clearly marking it Dr Rosie. Sorry, no personal replies.

AUSTIN BOOKS FOR SALE

A.J. Waller, PO Box 324, Archerfield, Qld. 4108, email awal40@hotmail.com (put 'Austin Manuals' in subject).

WORKSHOP MANUALS

Ahc = Austin publication, hard cover;;;BMCrb= BMC ringbinder edition;;;Lsc= Leyland,soft cover;;;Lhc = Leyland, hard cover

MODEL		Publication No. & date	See above	Condition	Price
Eight	Saloon & Van AS1 & AV1	294/F Dec 1951	Ahc	Good	\$20
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Sheerline	DS1,DM1,DH1,DA1, and				
Princess	DS2,DM2,DS3,DM3	AKD942 Aug 1956	Ahc	Good	\$20
A70 & A90	BS2,BW3,BQU2,BD2	653A Mar 1950	Ahc	Good	\$20
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PARTS LIST

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		HYL713	BMCrb (Aust)	Some loose/frayed pages	\$25
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Kimberley, Tasman		1047	Lrb (Aust)	Good	\$25
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SERVICE DATA

8,11,12,16,A40,A70,A90,A125,A135,Taxi & hire car, 25cwt van, 2 & 5 ton truck.	1945 to 1950	Pub543	Sept 1951
A30,A40,A70,A90,A125,A135,Taxi & hire car, 25cwt van, 2 & 5 ton truck.	1950 to 1952	Pub543/A	Aug 1951
This is two books combined in one, An Austin Longbridge hardcover publication			
	In excellent condition		\$35

THESE PRICES DO NOT INCLUDE POSTAGE COSTS

G'day Daryl

It's been about 2 years since I joined the Landcrab Club, which happened about 9 months after I acquired my crab.

I was looking for a project car, and something that could become my daily driver. Initially I wanted a Mini, as we had had 11 go through our family over the years, with 4 belonging to me at different times. I looked in the Trading post on line, but doing a search on "mini" returned about 6 million pages (perhaps a slight exaggeration....) which included Gemini, aluminium, and anything else that contained "mini" anywhere in the add. While whingeing about this at work, (and being somewhat put off by the price of 10" tyres) Nicole, one of the women I work with told me about her 1800 that was going to the wreckers in a week or two. The brakes had failed, and she had gone through a red traffic light without actually hitting anything. Her squeeze of the moment wanted to do it up for her, but she swore that she would never drive it again. She was unhappy about having to pay the wrecker \$50.00 to take it away, so I kindly offered to take it off her hands for free.....

Getting it home was fun. My car of the time was a Madaz 1300, with no tow bar (and no guts), and the GLW's (good lady Wife) car is an Apollo (with a tow bar). Not really the best vehicle in terms of dragging a tandem trailer loaded with a car. We got home. I have more grey, and less hair from it. From the other side of the Westgate bridge to Narre Warren was not a fun trip. I didn't know that the hand brake in the crab was not in, shall we say, tip-top condition. The car kept MOVING on the trailer. The winch thingy was (as the sticker on the trailer informed me) not intended for securing a vehicle. Every time I glanced in the rear view mirror I wondered if the car would be gone, or perched on the boot of the Apollo.

At the time of collection of the crab, we were living in a rental property, and the rule is that you are not allowed to keep an unregistered car (even if it is a crab) on the property. So, being a thinker, I had the car in the street outside, and then was informed that that is illegal, something about it being unregistered and on the road.... The funny thing is that while it was in the street, there was a knock at the door, and a young lady started heading toward asking if I wanted to get rid of it (Hi Naomi!) – Not likely!

The Madaz was beginning to make terminal sounding noises, so I decided that it was time to get the crab ready for a RWC. Brakes were first on the agenda. I could not, at first glance, find anything obvious, so I asked Nicole (previous owner) if her squeeze had done anything to the brakes after her attempt at getting on the news. She thought he might have, but wasn't sure. Bleeding the brakes – I thought I'd get new fluid right through the system. It was then that I discovered that one of the back slave cylinders had had it's bleed nipple over tightened, and had cracked, marks of work by the heavy handed squeeze. By this time I had met Adrian Priaux from Bittern, so I hot footed it down to see him, and collected a whole bunch of thingies that would make a RWC possible (Including the slave cylinder). I also got a set of front engine mounts re-made by Scotts, having not bothered to take enough notice of the previous newsletter where it had them (the leery orange ones) for half what I paid. I got from Pat the back two mounts, and the stabiliser bar bushes, and fitted them.

Long story short – the RWC showed that I needed to replace the ball joints, one brake line, a 10cm section of fuel line, and funnily enough the fellow thought that I should have all four wheels the same size! I had 13" on the back and 14" on the front (I borrowed 2x14" wheels from Pat, and all was OK). He thought the windscreen was fine!!!?!!! Any one want to know where this marvel of modern vehicle testing is, just ask!

Since then:

1. Cylinder head gasket went between cylinders 1 & 2 on the way home from work. I managed to limp home, and the next night replaced it with a new one that had come with the car – Thanks Nicole.
2. Brakes REALLY gave up. The Girling vacuum unit was filling up with brake fluid. Every now and then there would be clouds of white smoke as some brake fluid was drawn into the engine and burnt. Step aside James Bond! More exciting were the times that I hit the brake pedal and absolutely nothing happened. No pedal travel, no decrease in speed, and the need for a change of trousers. A new PBR from Pat and some far from standard bends in the steel brake lines fixed that.
3. Removed the perished rubber webbing from under the driver's seat and replaced it with nylon webbing that WILL NOT leave me with my bum on the floor of the car, trying to see over the dash. Once is enough.

Still to do with what I currently have:

1. Replace the castanets I have instead of CV's with the set I got from Adrian – Ta
2. Put in the 3.7 crown wheel and pinion I got from Pat
3. Replace the leaky gearchange cables with the Mk 3 rod assembly, after finding out how it needs to be modified to fit. Thanks Ken
4. Remake the dash top. I was thinking of making a fibreglass mould and making replacement complete dash tops or fibreglass replacements for the rotten cardboard bases for them. Any interest for either sort? It seems a little pointless to go to the effort if it's only for me.

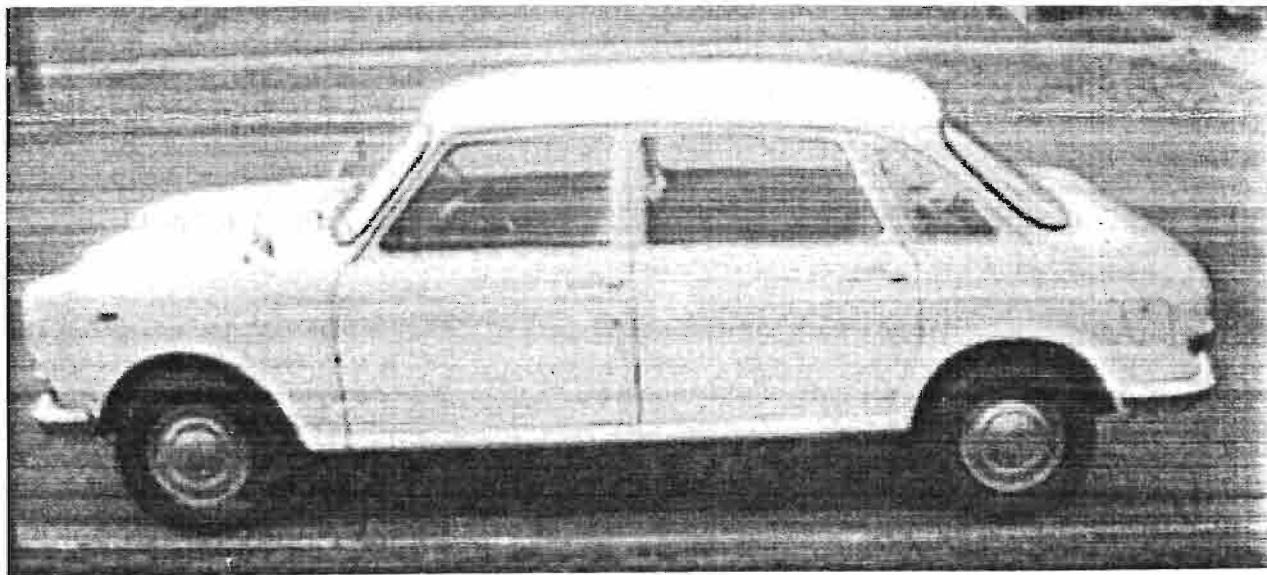
Wish list (wait while I check my Tatts ticket):

1. New motor and box.
2. Respray.
3. A radio that works properly. I miss 774 3LO.
4. Re-upholster the whole thing.

That's about where things currently stand. Oh, and here are my membership fees, unfortunately late.

Regards, and happy crabbing

Peter Collingwood



Sales

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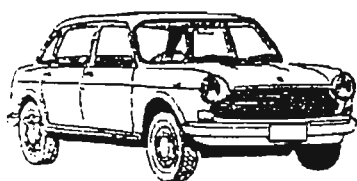
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imaculate condition goes like a rocket Near Aulbury NSW \$1,000
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If you don't like the way I drive, **get off the footpath !**



LANDCRAB

CLUB OF AUSTRALASIA INC.



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

Welcome to Newsletter number 107 for December, 2002 and January 2003



THE WIND BAGS

PRESIDENT

Vacant applications invited

SPARES GURU

Patrick Farrell
4 Wayne Avenue
Boronia Vic 3155
[03] 9762 4457
farwar@ozemail.com.au

DATA REGISTRAR

Peter Jones
4 Yarandin Court
Worongary
QLD 4211
[075] 5748 293

EDITOR/ SECRETARY

Daryl Stephens
22 Davison Street
Mitcham
Vic 3132
[03] 9873 3038
stephensdaryl@hotmail.com

TREASURER / LIBRARIAN

Patrick Farrell
As above

SOCIAL CONVENORS

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Sydney	vacant
Melbourne	vacant

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

New Members

John Roach 28 Harford Way, Girrawheen WA 6064 Mk 1 1800

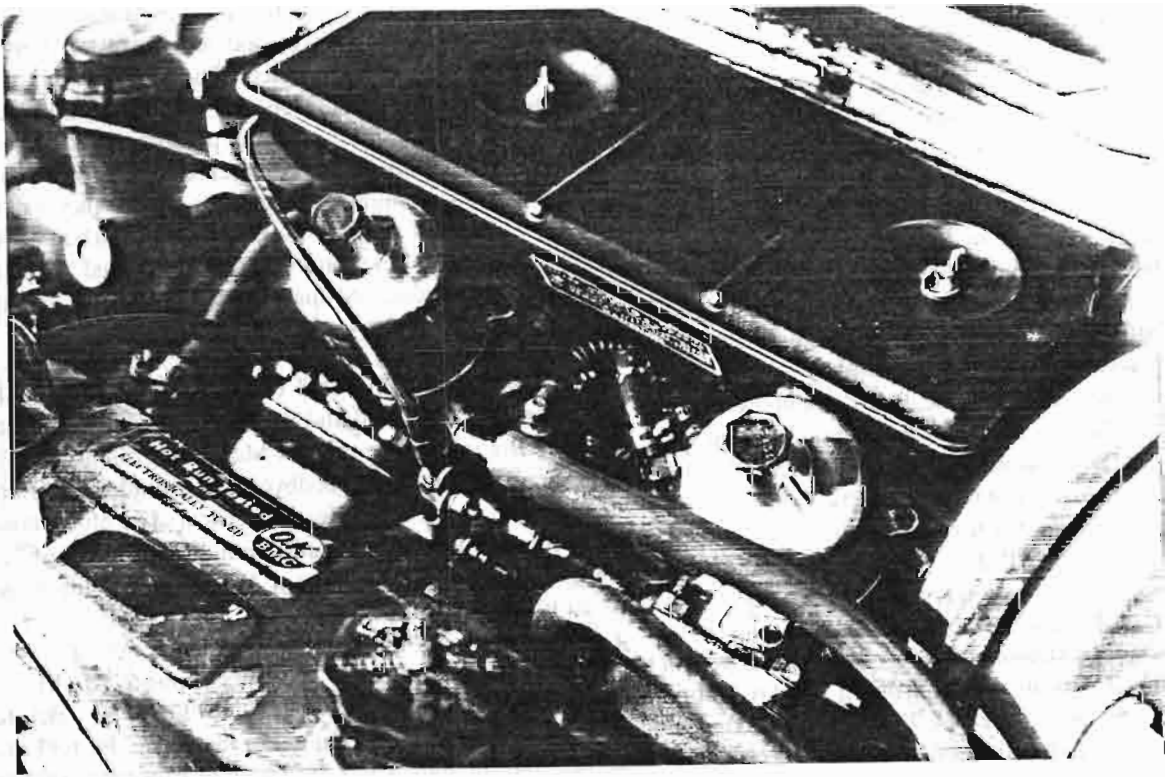
John has set up the 1800 site on the net. He has a mk 1 which has been resprayed in a metallic burgundy and it is a striking looking vehicle.

Gary Davey 40 Indra Road, Blackburn South 3130 2 mk 11's 03 98987700
Garry has been an 1800 owner most of his adult life!

Errol Hunt 126 Rathmines Str, Fairfield Vic 3078 mk 11 1800 03 9482 1845

Nathan Harris 15 Wulu Place, Aranda ACT 2614 mk 1 1800 02 6251 3412
Nathan is currently working in the UK, and DOES NOT want to bring home a suit case of parts.

Tasman/Kimberley owners! The club is considering re manufacturing the rear tail light/blinker assemblies. They will be \$80 each, but we need a minimum order of 10. Expressions of interest to Patrick Farrell on 03 9762 4457.



Around Australia in an Austin 1800 - Again.

By Herb Simpfordorfer

Walla Walla, Sydney, Newcastle, Brisbane, Rockhampton, Townsville, Charters Towers, Winton, Three Way, Tennant Creek, Katherine, Darwin, Katherine again, Kununurra, Wyndham, Halls Creek, Broome, Tom Price, Monkey Mia, Perth, Cowaramup, Cape Leewards, Pemberton, Albany, Esperance, Norseman, Eucla, Ceduna, Port Augusta, Adelaide, Denmark, then back again to Walla Walla.

All those places and many others in between in 37 days in April, May and June 2002, in an aged 1966 Austin 1800 Mk 1, right around Australia, 15 762 km, not for the first time, but the second time in two years. Yes, it can be done, and on a bit over \$50 a day average, including fuel, but conditions apply.

A year ago, I made my first round Australia solo trip, and some readers may recall my article about the mechanical aspects of the trip. On that trip, I blew a suspension bag near Halls Creek and an exhaust valve disintegrated as I was coming into Perth, but this time, the only mechanical problem was a worn rear wheel bearing, which got rather noisy despite two efforts at repacking it with grease. I replaced it in 30 minutes 300 km south of Perth. Of all the spare parts I carried, and there were many, there was no rear wheel bearing set, so I had to get help from fellow Landcrab owner, Neil Melville, who lives in Cowaramup, WA. He generously gave me one.

Two Fellows From Wales

I can tell you of some else's problems, and there is a moral to be learned. It happened this way. In the most desolate part of W.A., where the road skirts the Great Sandy Desert, I stopped to help two late teenagers whose much battered auto XE Falcon couldn't be started after they stopped to add oil to the thirsty engine. I was travelling south with no mechanical or other problems. They waved. I stopped to see what was going on. I jotted down the position. To the north it was 270 km to Broome, a bit less to a service station. To the south it was 61 km to Sandfire Roadhouse, nothing else, just a roadhouse. A few hundred km further on was Port Hedland. Nothing else anywhere. The guys seemed to be very cheerful, little knowing of the awful situation they were in. While I checked a few things with my multimeter, they told me their story. Both about 20, both called Chris, both from Wales. They came to Australia with four friends. They had work visas, bought this bargain of a car for \$900 from some best-forgotten-about fellow in Perth, as he had probably dragged it from the local dump the day before. Testimony to the longevity of the XE is that they had no car problems as they did some odd jobs in the Perth area. Time to go further afield, they thought. Maybe to Queensland where they heard there is a nice spot for

scuba diving. So they stocked up with spare parts, to wit, two radiator hoses, and also with tools, to wit, one medium sized screwdriver. Some containers of water and oil were stowed on board too. They had no equivalent of NRMA membership. They hoped that someone like me would come along if they broke down. If that did not happen, they told me they would have left the car on the side of the road and hitch-hiked to meet up with their friends.

When the XE broke down, the rest of the group, including two girls, went on to Broome in another car, which was going much better at that time.

The multimeter told me that their battery was on its last bit of charge. The air temperature was 36 degrees C. The most important thing to do at a time like this is to get to a place where there are other humans. So we worked out a plan. I pulled out my spare battery from the boot, and put it in their car.

Their flat battery went into their boot. After fairly lengthy starting attempts, including hooking up to the battery in my engine compartment, the engine kept firing. I told them to take off and I would see them at the Sandfire Roadhouse, forwards for me, backwards for them. I packed up all my gear, and continued my slow, sedate and controlled passage (85 km/hr) following them some time after they disappeared over the shimmering horizon.

At Sandfire, they told me the car went well all the way. What now? Since it was nearly dark, it was time to make camp, me inside the caravan park, they in their car. Overnight I charged their battery with a battery charger I had with me. I had a very nice sleep as usual. Next morning, after a nice shower and hot breakfast, I went over and said G'day Mate to them. The mozzies were real bad, they said. A few more checks with the multimeter, and I could see the alternator was producing little or no charge. Here was our plan: With their charged battery and a brand new one bought at Sandfire for \$100, they would have a chance of getting to Broome. But what about spanners to fit the new battery? The kindhearted Sandfire mechanic found some old spanners for them. Free gift, he said, clearly wanting to see the last of them.

Time to get going. We said our tender farewells, made sure there was lots of oil and water in the engine, then set about trying to start the engine. Many chug chugs later, it kept going. I called out goodbye, and reminded them not to switch on lights or anything electrical. The blue smoke from their ailing engine hung around in the still air for some time. They had well over 300 km of driving to go to get to their friends. That's a very long way if you are in a sick car. That's the last I saw of them. About a half hour later, I took off in the opposite direction, accelerating slowly to my usual 85 km / hr. Before leaving, I had a bit of a yarn to the mechanic. He told me he had told the blokes to keep going to Broome whatever happened, and not even think of coming back to him. He said he sees cars like this all the time, cars which should

never be used on a trip into the outback, and driven by people who should have more sense and catch an interstate bus.

Just in case you think I am not a Good Samaritan, who would surely have followed them all the way to Broome, or maybe even to Brisbane, they did have a back up plan which made me feel less guilty at leaving them. Just before leaving Sandfire, the blokes rang their friends in Broome, and said if they were not at Broome in five hours, come back down the track and meet up with them. They would then take the batteries and alternator to Broome for charging and repairs, then come back to the stranded XE and try again. I sometimes wonder how far those two blokes from Wales managed to get in that car, and whether their happy faces were a bit less happy later on. It is awfully hot up there. This heat and humidity is bearable while moving along, but becomes oppressive when not on the move, and the distance between human habitation is often hundreds of kilometres. I had just

even all the way from Brisbane, and it is not a trip for the fainthearted or the ill-prepared, and especially not in a car on its last mechanical legs. Such cars end up on the side of the road, deserted wrecks. The people who were in those cars survive, but each would have an interesting tale to tell.

The moral? A bit obvious, isn't it? Always carry a battery charger, a multimeter and a spare battery. They could come in real handy in the outback.

I did it my way

Now come the conditions. This is how I did it. I travelled alone. My objective was to get the 36 year old Austin 1800 around Australia, and maybe see a few interesting sights on the way. It was a bit like being a Redex Trial driver, but without the hazards that were deliberately built into those events. I was pitting my mechanical expertise and preparation of the car against anything and everything the heat, the desolation and all possible mechanical weaknesses in the car could put against me. To make the objective achievable, I carried many spare parts, a multitude of tools and testing gear, grease, oil and lots of water. My dash was fitted with just about every auto gauge and instrument known to science, and sometimes with back up. I am not a mechanic, but I do read Workshop Manuals carefully. I try to ask lots of questions and store away any information that may be of use sometime. I knew the engine was well worn. When I had the head off a few weeks previously, I could look down past the edge of the pistons and clearly see the top compression ring. I'm pretty sure that Jack Murray or Evan Green would have rejected this engine for one of their trips. But I could give the engine lots of tender loving care, and I was not going to travel fast or furiously, or place a lot of strain on the engine, so I thought I would have a good chance of getting there. I was familiar with just about every part of the car, and was confident that nothing short of hitting a Brahmin bull or a twelve foot high ant hill or a 120 tonne Tom Price mine truck head

on would stop me. Even then, I think I would have had a go at continuing.

It was, of necessity, a simple way of life. When the trip started, I had on board most of the food I would eat, and just about everything I would need to have on the trip. I would drive about eight hours every day at a moderate speed, including stops, drinking lots of water, then look for a caravan park at about 4 p.m. I always asked for an unpowered site. The cost varied but was usually \$8 - \$10. Then set up for the night. I used the lay back seat and my patent extra shelf on the passenger side of the car to make a very comfortable full length bed for one. I took a sleeping bag and good pillow. I have a TV set installed on the passenger side of the car, and could watch the news, weather and all kinds of TV shows after my tea. It was indeed a rare night when there was insufficient reception strength to watch TV. The 12V signal amplifier for the TV was a help in some places.

I had two hot and long showers every day, one on arrival at the caravan park, and one next morning. The two hot meals every day were very important. I used a light, small and very efficient metho cooker to cook up breakfast (rolled oats from the Walla Walla factory, of course) and had dehydrated pasta or rice for tea. Yum yum. Fruit when available. Lunch? Not important if you have rolled oats for breakfast, but I did have some biscuits on hand in case I got hungry. I did not carry any kind of cooling device. So I had to buy milk every day and did not use margarine or anything else that deteriorates in the heat. Sleeps were invariably longer than usual as happens in all caravan parks, as the whole place goes to sleep soon after dark. When travelling this way, you have to be aware that caravan park offices have unusual hours. Usually the office closes at 5 or 5.30 p.m. Arrive later and you face the wrath of the manager (sometimes a woman), who will be watching a favourite TV show. Wake up time, first light or earlier. I had no curtains on the windows, of course, so the first change of the night sky would wake me up. In any normal sized caravan park, you have to be up very very early to be first in the amenities block. Caravan parks suited me perfectly. Good value too, and I regarded the second most important reason for staying in a caravan park (showers came first) was security. Being alone, I would have had problems dealing with a group of youths at the roadside in the middle of the night if they wanted to see the colour of my money. I took along a piece of mozzie net, and covered one window opening with it, with the window wound down. This worked well. Even though water is scarce at many places, only at Eucla on the Nullarbor Plain did I have to pay extra for a shower: \$1 for about two minutes.

Even though I had an unpowered site, I still had access to power points, as these are found in every amenities block. So I could boil water to put in the thermos, charge up the mobile phone and the shaver, and charge up a battery too, if necessary.

You do not have to worry about what to wear once you get north of Brisbane and until you are over halfway down the coast in W.A. Shorts, T shirt and runners is the way to go. I actually wore this gear for the whole trip while driving, but had a track suit aboard in case I had to go out into the cold. The 1800 heater is second to none, because it sends heat to your feet, something which most modern car engineers think is not important. The humidity in Darwin is difficult to describe. Once I sat in the car writing out some postcards, and the perspiration was just pouring out non-stop. It was awful. On the move, this is not so noticeable.

Caravan Parks

Big Caravan Parks cater for everyone who travels: solos like me, people on pushbikes, backpackers, couples in a car needing on-site accommodation, families with caravans, people who think the best way to go is in a huge converted and often decrepit tourist bus which usually has a trailer behind, large groups travelling on a guided tour and have their own tents, and so on, ad infinitum. If you have money in your pocket and want to stay there, the caravan park manager will be happy to have you. Nothing, but nothing, would faze a good manager, because he can handle any situation. A fellow on a unicycle? No worries, we have at least one a month. I'll put you in an unpowered site. A family with 15 kids? No worries, that will be \$25 plus \$2 extra for each child. A fellow in a Lamborghini sports car? No worries, just go slow over the speed humps. A fellow in a 20 tonne dump truck? No sweat, mate, I'll put you in the far corner. A couple in a Ford hearse? No worries, you can stay at Site C34, where the Cadillac hearse stayed last week. A fellow on horseback? No problem, mate, I put you guys at the top of the hill, where there is nice grass for your horses. What about a bloke in a submarine? Or a glider? Or a balloon? No worries, mate, we have five sites put aside for guys like you. I can just imagine what would happen if a flying saucer landed at the entrance. The manager would remain absolutely cool and tell the little green fellow coming towards him: You can stay at Site G24, here is your key to the amenities block, and remember that check out time is 10 a.m. tomorrow morning. Your site cost is \$25. Please pay now.

As I said, nothing, but nothing

Ticks in the Car

My thoughts were constantly on the state of my vehicle, especially the engine, as I was desperately alone and vulnerable out there. There are other vehicles on the road, sometimes many km apart, and you have the feeling that they would not be of much help to you if something mechanical went wrong. You feel very much alone when you look all around and see an empty landscape, and then drive a hundred km and look around again, and see exactly the same as before. The slightest squeak, or misfire or any unusual noise would raise the heartbeat, and would lead to massive thinking and analysis trying to work out the likely cause, and what it may be leading to.

For example, between Kunumirra and Wyndham, there was a just audible tick tick coming from the somewhere near the back seat. Since luggage, seats and food do not normally tick, I had to do some hard thinking. It would have to be from the rear end under the car. I thought of all the possibilities and came up with wheel bearings. And, sure enough, when I felt the temperature of the rear wheels at the next stop, one was much hotter than it should be. A bearing needed grease, and I took the wheel off and added grease at a parking spot on the side of the road at Wyndham. For the next 2000 km, it did not overheat, but became quite noisy, so I did decide to change it. I changed to a replacement bearing 300 km south of Perth. If I had ignored the first ticks, I could have ended up with a disintegrated wheel bearing and a rear wheel that would no longer turn.

The engine backfired once and only once, on the whole trip. It happened while I was motoring between Halls Creek and Broome, a significantly desolate area. I was so concerned that I jotted it down in my diary. That had me thinking hard and a little worried for the rest of the day, but it did not happen again.

Tourist Spots

I certainly had time to take in important tourist attractions. Usually I toured around all the small towns I came to. I went on a Tom Price Mine tour, fed a dolphin at Monkey Mia, saw a whale in the ocean in the Great Australian Bight, climbed the Diamond Tree in W.A., went for a swim at Cable Beach near Broome, watched two Darwin sunsets, climbed the Cape Leveque Lighthouse, had a good look at Katherine Gorge, swam twice at the Mataranka hot springs, walked through various tropical forests and botanical gardens, met road trains well over 50 m long. (I even had some pass me, and that was an adventure in itself, I can tell you). I saw many magnificent huge wedge tailed eagles, nearly hit many Brahmin cattle, saw the progress being made on the rail link between the Alice and Darwin, went into various national parks, saw lots of aborigines on their home turf, and generally had a good look around. In Darwin, shopping seems to be done just about exclusively at large shopping centres like the one at Casuarina. This makes good sense, as it is possible to air-condition the equivalent of a street full of shops when everything is under one roof. I went in there, and got lost twice. It is immense! Of course, I visited all Simpfendorfer relatives along the road I took. I had many other experiences, but I did not stray any great distance from Highway 1.

Beautiful Denham

I've got a little story from my time in the Monkey Mia area. For those who have not been there, Monkey Mia is off Highway 1 in W.A. To go there, you leave the Highway and go on a no through road which is 140 km long. It is on the coast more than halfway down the western coastline. Because of the tourists, the sealed road is perfectly smooth all the way. First you go to a town

called Denham, then drive a bit further to the tourist resort called Monkey Mia, which is an absolutely beautiful place, and one gets the impression that the weather is always balmy warm. The Indian Ocean is a beautiful blue, and the beaches are clean and almost white. It is the place where mortals like you and me can feel perfectly content, and also feed a dolphin.

Three dolphins come into the beach area at the tourist resort three times a day, and are each fed six small fish, by tourists, under the watchful eye and supervision of the tourist resort employees. I am so proud of the fact that I was permitted to feed a dolphin one of those six small fish. After the meal, the dolphins are told "That's all", and they swim back out to sea. About 20 km away on the way back to civilization is Denham, also on the coast, and obviously the place that Monkey Mia relies on for supplies. It also has unbelievably beautiful surroundings. The marina there is littered with dozens of yachts and luxurious craft of all sizes. A little bit of trivia is that power for the town is generated by wind turbines. It is never too hot or too cold. Surely it would be an absolutely top place to live. I immediately thought of selling all my worldly possessions and living there. It is that kind of place. But wait!

I went into the Tourist Centre and was chatting with a young fellow who works there. Surely he must be so happy to snare a job in Denham! I asked if he was happy to be living in beautiful Denham. His answer got me thinking for a long time. He said, "Yes it is a good spot. I can get to Perth in one day!"

Climbing the Tree

Everyone knows that Western Australia has magnificent forests of Karri and Jarrah trees. These forests are in the south western corner of the state. The trees are very big and very high. Many are well over 80 metres straight up. It is surprising how close together these trees grow. They do not block out all the sunlight, so there is a considerable amount of growth under the huge trees.

Pemberton is the town which caters for tourists who wish to experience these forests. There are tours to suit every pocket and time frame. In the Valley of the Giants, there is even a treetop walk for those who want to pay see the trees from an elevated position. However, to see these elevated sights there is an option for those who are adventurous, brave and who think they are not scared of heights. It also costs nothing.

There are three huge Karri trees that are used by fire spotters, but may also be climbed by tourists. These trees are many miles apart and are on the highest points of the area. Pegs have been hammered into the sides of the trees to make a spiral ladder. These pegs stick out from the tree about 80 cm, and are 40 cm apart. At the top of the trees are two platforms, a lower one for tourists who are brave enough to climb the tree, and an upper one for the fire spotters. Why do they use three trees? Think of triangulation, and you can see that any puff of smoke can

be exactly positioned if the direction of smoke can be given from three places of known position.

The fire spotters would soon be able to climb the trees easily and quickly, as it would be a daily chore for them. But for inferior mortals like you and me, it is one of life's most scary and memorable achievements. Going up 50 metres is not scary, if there is a staircase, for example. But on these trees there is no staircase, just pegs.

On this trip, I drove to the Diamond Tree, which is about 20 km from Pemberton. I was the only one there at about three in the afternoon.

At the base of the tree, there is a notice warning potential climbers of the risks involved. I read them carefully, and resolutely proceeded up the pegs. It is soon evident that, although the pegs are quite strong and secure, they give but little feeling of security to a climber. The reason is that the thin pegs are the only items that are between the climber being safe and being in mid air. While climbing, what the climber looks at are neighbouring trees. It is scary!

Half way to the top is a small platform. Here is another notice which says: **That was the easy part. From here on, the climb gets much steeper and becomes almost vertical near the top.** Oh, no, I thought. My much increased heart rate and shallow breathing indicated that it may be time for me to turn back. At my advanced age, surely it is a creditable achievement to get half way to the top! But, think again, how sorry you will feel tomorrow, because you did not get to the very top. So I kept going. One peg at a time. One foot at a time to the next peg, then move hands one at a time to the next peg. Slow but sure. Don't look down. Don't look up. Just look at the next peg. Then came the nearly vertical section. Not nice. What joy when the top was reached! A good feel around, then down again, which was much easier than going up. As the saying goes, it was all downhill!

To put this climb in perspective, I rate it as a notable achievement in the whole trip around Australia. Because I held onto the pegs so tightly, my hands were sore for a whole day afterwards. It was a good feeling.

Road Kills

Brahmin cattle, sheep and kangaroos all die on the roads when hit by vehicles. Why cattle, you may well ask? In most of the outback, there are no fences on the sides of the road. In these areas, vehicles pass over many cattle grids, which possibly are placed at paddock and property boundaries. In these areas, stock can legally wander over the road anywhere. If they are at the wrong place at the wrong time, they become a road kill. Then they become food for crows and eagles, as they rot away. You try to hold your breath until you are past, but sometimes they are too close together, so you give up. If there are not too many, you can get pretty good at starting to hold your

breath one metre before the bad smell comes into the car, and holding it until clean air enters again.

Fellow Travellers

My 85 km/hr was quite a slow speed compared to other vehicles, who would travel all day at the legal allowed maximum speed (except in the Northern Territory, where there are speed restrictions only in built up areas). This includes road trains, that thunder along at great speeds. But I certainly travelled faster than some travellers. Cyclists! In the middle of nowhere, up loom one or sometimes two cyclists, with their cycles covered with bags, and sometimes towing a one wheel trailer. Usually there are two cyclists, probably married and out for an adventure. How they do it, I have no idea. It must be the closest one can come to Hell on Earth. One guy was battling a head wind on the Nullarbor, and looked all in when I stopped to say Hello to him. He could hardly speak. Not one of these was a genuine Aussie. I saw a Japanese pair, others were from northern Europe. One guy was not wearing a top of any kind. Foolhardy! He was almost black! One thing I must admit about these cyclists: They all looked very fit.

The standard outfit on outback roads is a four wheel drive wagon with a tinny on its roof, and towing a big caravan. But others use what they have got. I saw a couple with a one ton truck with canvas covered tray. The tray was their bed and contained all their travel gear. Some use a big converted passenger bus, often towing a trailer with a small vehicle on it. I saw only one of these moving. They seem to stay for long periods in one caravan park, then move on to another caravan park and stay there for a while. Many people take along pushbikes, which are attached precariously to caravans or backs of vehicles. You also meet up with a lot of Britz vans which are hired by tourists while they are in our country.

There are very few motorbikes.

Sometimes you see a large sedan, usually quite new, towing a caravan. You nod and say to yourself: Retired couple having their trip of a lifetime. Rarely do you see a normal everyday sedan by itself. The only ones are ancient Fords driven by aborigines, with loads of people inside. If more than a carload of aborigines want to go from one place to another, the usual mode of transport is a large ute or small truck with a metal cage on the back. Lots of people can fit into that. A large book could be written about the aborigines in the outback. Out there, whites like me are in their home area, but the whites always act superior. You get the feeling that just about all aborigines are unhappy. Many are obviously dependent on alcohol. They do talk to whites, but it is not communication between equals.

I did not meet one other Austin 1800 on the road. The closest was a Mini, and this happened only once. One of my objectives was to meet up with fellow Landcrab Club members. Using the membership list addresses and phone numbers, I was able to meet up with Terence

Copeland in Brisbane, and Neil Melville who lives south of Perth.

I saw about five police cars on the whole trip, was not breath tested once, and did not get a ticket for speeding (a joke!) or any other misdemeanour.

Cards and the ATM

It is interesting to see what becomes most important when you are in the outback. You would go to great lengths if someone tried to interfere with your vehicle for example. Your money card becomes very important. Mine is a debit card, and I took out \$300 at ATMs every week or so. No card means no money. Many petrol stations in the outback do not accept cards, only hard cash. A typical sign at these places is Shell Card Cannot be Used Here. When you are down to \$50, and you can't recall where your card is, you get pretty excited until you locate it. You can do without all kinds of things, even toothbrush, food, mobile phone, clean clothes and so on, but you cannot get much further without your card and an ATM. Eftpos may be an option, but I used only the ATM system.

ATMs are not installed everywhere, so you have to plan ahead a bit. At Pemberton in W.A. I was down to my last \$30, so I needed to get some cash out, and found an ATM in front of a bank. I had never seen one like it. It must have been the first one ever made. It had heavy metal pieces that moved. Nothing worked for me, so in the end, a very nice female teller came out and pressed all the buttons for me. She said it was a very old machine, and hard to use. They hoped to get a better one next year, she said.

As an aside, mobile phones may seem to be a bit of security that is most important. But it does not work like that. For 95% of the outback, mobile phones are out of range, even if using the slightly better CDMA system. When coming close to the larger towns, this changes, but for most of the trip, you can forget about using a mobile phone. Satellite phones are said to be the ultimate solution to communication in the outback, but I did not have one. From my experience, mobile phones may be a form of security, but are hardly ever needed. I certainly would not have missed out on much, or suffered in any way, if my mobile phone would have stayed at home. Every tin pot town has phone boxes, so you can certainly make all the calls you need to make from these phones. The cases when mobile phones come in handy is when you are in a caravan park, and don't have enough energy to walk to the telephone box or if someone wants to contact you.

The Austin 1800

A few notes about the Austin 1800 would be appropriate. I used ULP only. Prices varied from 79.9 c in southern Queensland to 127.5 c at a small place at the eastern end of the Nullarbor Plain. I put in \$10 worth there just for fun. Because I did not have hardened valve seats, I used Flashlube additive straight into the tank at every fill.

4

There was no change in tappet settings on the whole trip. I changed oil twice, at Mt Isa and at Perth. No drama.

The engine was very tired at the start of the trip, so I knew I had to give it a lot of tender loving care to keep it going for the whole journey. I did this by not putting it under any kind of stress. Just after starting the trip, I noticed one drop of coolant coming out of the water pump, and I did not want to replace it, as it is not a real easy job, and I did not want to go home again, so I went the entire trip without an overflow tank cap, to avoid any pressure build up in the system. Every week or so, I added a cup of coolant. My slow speed of travel maximised the chance of getting to the next town safely. After a while, you do not notice the slower speed. Everyone passes you, but who cares! I did not face danger on any part of the trip, except, maybe, when I climbed to the top of the big tree near Pemberton. The average daily distance I travelled was 438 km, the shortest 78 km when I was in Darwin two nights, and the longest was 793 km getting to Horseman at one end of the Nullarbor Plain so that I could get to Eucla on the following day. My rule was not to drive after dark, for dangers lurk all over the place in darkness in the outback. But one day, I just kept driving until I reached a town where there were electricity poles. I was sick of places that had home made power and poor facilities. On that day, I drove to Northampton from Woorenel in W.A., 617 km., and that included well over an hour at Monkey Mia.

My acceleration was just about zero, as I had so many spare parts and other gear aboard. When I was in a town, other drivers behind me got a bit mad at me when the green light said Go. As soon as they could, they screamed past me flat out to show me their annoyance. My go was more like crawl. My air cooling system worked well. I took the grille off on hot days, and modified the existing system of bringing air into the car by removing the insect screens at the front end of the tubes that bring in the air. Then, when you open the rear quarter windows there is a stream of air coming past you to keep you happy at any outside temperature. Fuel consumption was better than 10c per km, so I handed over about \$1400 to the fuel companies, mostly Mobil, because someone told me their ULP is better than some others. The rest of my out of pocket expenses once the trip had started amounted to about \$600.

The Austin 1800 is a Good Car and is Easy to Repair

Clearly, the Austin 1800 is a perfectly good car to use for a trip around Australia. It has comfortable seats, attractive interior, plenty of room for storing whatever you want to take along, and has an in-built bed. It is a good car to drive, and not once did I feel sick of driving. It sits nicely on the road, and just goes and goes and goes. No outsider's mechanical aid is needed if it stops, because its simple systems are easy to fault-find and repair, providing a few spare parts are carried. There is loads of room to fit extra gauges and instruments. On the two trips I have now done around Australia, for a total of 30,000 km, not once did I have to stop on the side of the

road and seek help. If repairs or adjustments are required, only SAE spanners and sockets are needed and not even a full set - 7/16 to 3/4 will do just about everything. Throw in a few other common tools, and you have an adequate tool kit.

When Things Go Wrong

Preparing for a breakdown is part of preparing for a long trip. As I see it, there are six options available. The **first** option is to buy a new part at some Auto One or similar place in the next good sized town you come to, and these shops are now found in many places. For example, at Carnarvon in W.A., I asked the guy at the Auto One place if he had an Austin 1800 water pump. No, he said, but I can get one, it will take a few days, and it will cost you \$110. The **second** option I had was to call at the Wreckers. I did this at Ayr in Qld, out of interest, and asked the guy behind the grubby counter if he had an Austin 1800 amongst his large number of cars many of which were piled up three high. No, he said, I haven't seen one in years, and I do not have any idea where you could go for help. I even showed him the spare water pump I carried, and he told me he did not have one like it. The **third** option I had was to get my wife to send a part by mail or carrier, but that is rather awkward and quite expensive for a suspension bag or a cylinder head, for example. The **fourth** option, and the one I like best, is to carry a lot of spares and fit them in an hour or so if something packs up. So I carried the ones that are normally recommended in any outback guide, but also a radiator, alternator, driveshaft, ignition coil, spark plugs, water pump, front suspension bag, engine mounts, voltage regulator, battery, cylinder head complete with valves and gasket, set of front wheel bearings, complete carburettor, complete distributor, petrol pump, starter motor and an inner tube. Naturally, I also had to carry all the equipment necessary to install these items. The **fifth** option is to use our network of fellow Landcrab Club members for help. I was very careful to make sure I had a current Members' List on board when I travelled. And I used it on both trips when I had problems, because the repairs needed were beyond my resources. On my first trip, I needed a suspension bag and did not have one on board, and on the second trip, I needed a rear wheel bearing set. But we need to recruit more members, as I could not find one between Brisbane and Perth! As a last resort, my **sixth** option was to call on the NRMA or its equivalent, for help, but this can become awfully time consuming and expensive. The gentleman in the service vehicle is certainly kind and helpful, but the help he can give is limited. He certainly has no Austin 1800 water pump on board, so if you cannot continue because of a damaged pump, he will take you to the nearest place that can help you. It is much so much quicker to carry a part and fit it at the side of the road. I sometimes wonder if any mechanic belongs to these associations!

On this trip, not one of the parts listed above were used on my car, not even the spare wheel. I did use a few spanners, pliers, jack and grease for greasing the wheel

bearing and later to change it, but not the wheel spanner, as the bearing can be taken off and replaced without taking the wheel off the brake drum!

It is good to have items that have a dual purpose. For example, if ever I have to work under the car, I use the spare wheel on top of the wheel which is off as a block to keep the body off the ground if ever the jack collapses. Another example: one 1800 spanner has a handy second use. I could have used it as a cudgel if I would have been attacked in the middle of the night. I am thinking of the front wheel centre nut ring spanner. It is 1 1/2 inch SAE, nicely weighted on both ends.

The Next Trip?

Certainly there will be another long trip, maybe many more, almost certainly in the same car. I want to install in it a Mark 2 engine, which should perform better than the Mark 1 engine that I have used for my two long trips. In the coming months, there will be time for checking the Austin and upgrading some of the mechanicals. After that, it will be time to start looking at maps again.

Summary

Second solo trip around Australia in a 1966 Austin 1800 sedan, in 2002

Driver: Herb Simpfendorfer.

15762 km total

Trip took 37 days.

One percent of the trip was 158 km

Average daily mileage 438 km



SERVICE BULLETIN

ADMINISTRATION

ADMIN.13/75
EXP. -
F.O. -
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5.11.1975
SIGHTED BY:

SPECIAL TOOL REQUIREMENT AND AVAILABILITY

A reconciliation has been made of the Special Tools required to efficiently service Leyland Australia's range of passenger vehicles, eliminating duplications and redundancies.

All the tools concerned are available from:

Litchfield Engineering Pty. Ltd.,
Box 2368, G. P. O.,
ADELAIDE, S.A. 5001.

with the exception of Tool No. 18GA703X, Hydrolastic Unit which will continue to be supplied by:

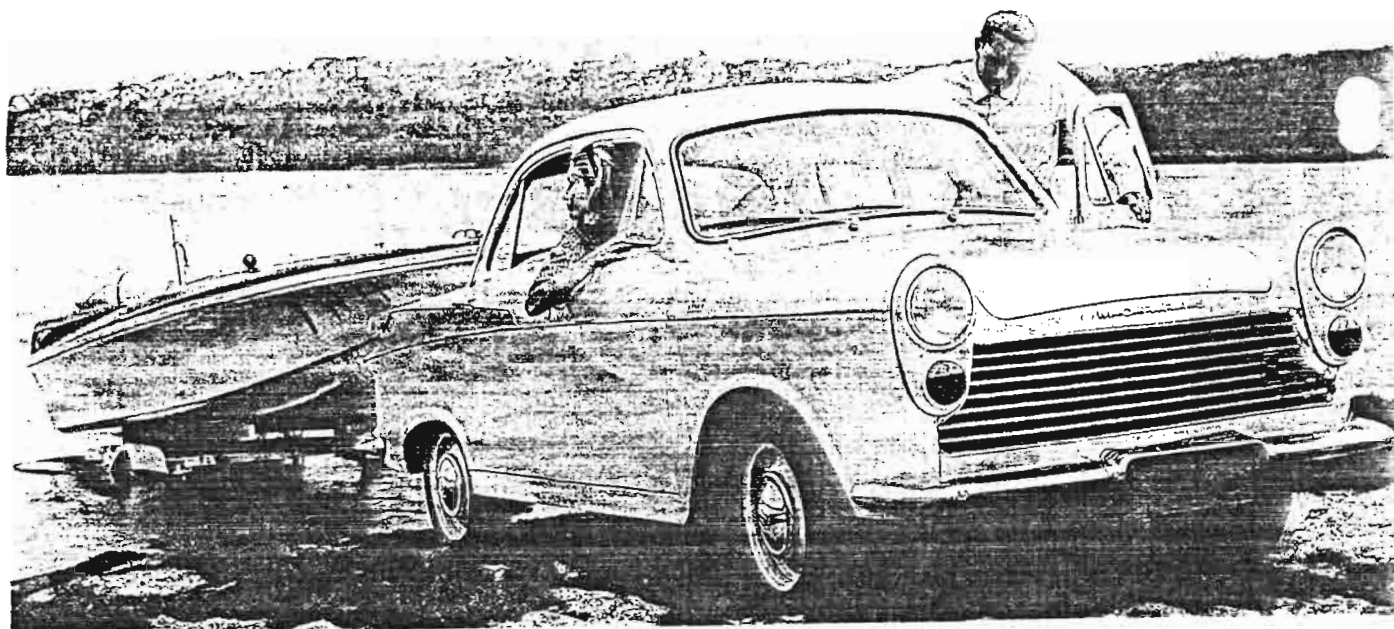
Sample Industries Pty. Ltd.,
275 Milperra Road,
REVESBY, N.S.W. 2212.

MOORABBIA

A stock build up either by local production or import from the U.K. is required so that an adequate range of tools is available on demand. To achieve this end result it is necessary to indicate to Litchfield Engineering Pty. Ltd. the quantities of each tool line which should be stocked. This also has a direct effect upon the unit production cost and therefore the final tool price to the Dealer network.

Two copies of the Tool Application List are attached; the intention being that one copy is kept for reference and the other marked up on the right hand column of each page to indicate the individual Dealer's requirements. This second copy should be returned to the Customer Service Operations Department of Leyland Australia at Bondi Junction together with a covering order made out to Litchfield Engineering Pty. Ltd. It should be noted that if a hydrolastic pump unit is required a separate order on Sample Industries should also be attached covering this item. The column headed "CLASS" indicates which tools are required by Distributors and the various classification of Dealers. Those tools ordered which are held in stock at the time of receipt of order will be despatched and the balance placed on back-order until either locally produced or imported. Importation normally takes between 3 to 4 months. Tools not ordered at this time may at best be difficult to obtain until final stock holdings have been established.

It is intended to arrange tool production runs so that Triumph requirements are handled first, to be then followed by Jaguar and finally Rover. This sequence should be kept in mind in relation to the actual time delays encountered.



Niche market: uniquely Australian, the Morris Major Elite filled the gap ignored by Ford and Holden for a smaller family car.

Minor revolution

THE funeral of the Queen Mother this week is a reminder of all things British and her personal role in the growth of the English and Australian motoring industries after World War II.

This was particularly visible in Sydney after the Nuffield group established an Australian subsidiary in 1950 and transformed the old Victoria Park racecourse in South Dowling St, Zetland, into a local Nuffield production facility.

As it came on line, Nuffield (which included Morris, Riley, Wolseley and MG) joined Austin to form the British Motor Corporation.

The local BMC arm then launched many new models, most unique to Australia, until the Zetland plant closed when P76 production ceased in 1975.

Small cars ►►

THE first Morris Minor's popularity was limited by its primitive engine after designer Alec Issigonis lost the battle to get its new flat-four into production.

Austin launched a new baby Austin, the A30, in 1951, with its

The BMC merger allowed Morris to fit the A30 engine to the Minor in 1952 after which the Minor never looked back until local production of the 1956 1000 version ended in 1962 to make way for the Mini.

The A30 provided the platform for Peter Brock to start his amazing racing career, but grew into the A40 Farina in 1958.

One of the first modern two-box sedans with a chopped-off boot tucked under the back seat, it paved the way for local acceptance of the Mini and Morris 1100 and every modern hatch since.

It shared its 948cc A-series engine with the Morris 1000. The A40 Farina Countryman, which featured an opening rear window and tailgate in the same sedan body, is widely recognised as the first of today's budget hatchbacks.

It was the last Austin-badged small car sold locally, though the baby Austin Healey-Sprite which shared most of the A40 Farina's mechanicals was made here until 1967 when it was rebadged as the MG Midget.

BMC Australia anticipated that the Mini name could harm its new baby's acceptance as a serious car in a country where its tiny size and wheels should have been a liability.

Promoted as the Morris 850, only slightly smaller than a Morris 1000, there was not a Mini badge in sight.

It broke all sales expectations and quickly developed into the Mini Deluxe, another popular Australian model that reinforced it as a serious alternative to larger cars.

More a detuned Cooper, it came with fluid suspension, wind-up windows, luxury trim, a larger 998cc engine and Cooper exterior way ahead of British models.

A special local Cooper S sharing these and other local advances promptly won Bathurst in 1966.

BMW has replicated this exact positioning with today's Mini by sidelining overseas base models and only offering the mid-range Cooper with the hot Cooper S still to come.

The Mini-Deluxe became the Mini-K (for kangaroo) after the more powerful 1100 engine was added in 1969.

It was replaced by several local versions of the Clubman.

BMC Australia also developed the Moke into the first successful cross-lifestyle vehicle. After local production ended in 1978, Moke production was transferred to Portugal.

Medium cars ►►

BETWEEN local family cars and the Minor, there was a gap for a small but powerful four-door medium car ignored by Ford and Holden that would soon launch the Japanese industry into a global power.

BMC Australia was there first. Enter the Morris Major and Austin Lancer, both unique to this country.

The Major was the intended British 1956 Morris Minor replacement but was shelved when the Minor refused to die in the UK until 1971.

Local engineers shoehorned the litre B-series from BMC family cars into this Minor prototype for the 1958 Major/Lancer twins. Upmarket Riley and Wolseley versions were

sold in the UK but only the Wolseley 1500 was offered here.

Local styling for the 1959 Major/Lancer Mark II was inspired by bigger Ford and Holden models, ending its resemblance to the Minor prototype. The Austin Lancer was dropped when the Morris Major Elite facelift was launched in 1962 with a bigger 1622cc engine and Holden-style side flash.

The Major used the Holden formula of a light body with a large, flexible engine at a lower price and won many friends until the Japanese Ford's more advanced Cortina arrived.

Because the local BMC arm had to replace the Major Elite with the Morris 1100, odd changes were made to the local version.

Our Morris 1100, which won the *Wheels* 1964 Car of the Year, had a bench seat with a snake-like gear lever to clear it and lower gearing to copy the Major's low-speed driveability and seating for a young family. Unlike the Major's big B-series engine, the 1100 was powered by a slightly larger version of the original A30 engine.

Perfect for Britain, this tiny engine, later shared with the Mini, screamed its lungs out over Australia's long distances. Its early front-drive layout then dictated high repair costs.

As with the Mini, Australia missed the Austin, MG, Riley, Wolseley and Vanden Plas versions of the 1100.

Although its front-drive packaging, standard disc brakes and fluid suspension were class-leading, the 1100 had to wait until 1967 for a larger 1275cc engine — and it was still not enough.

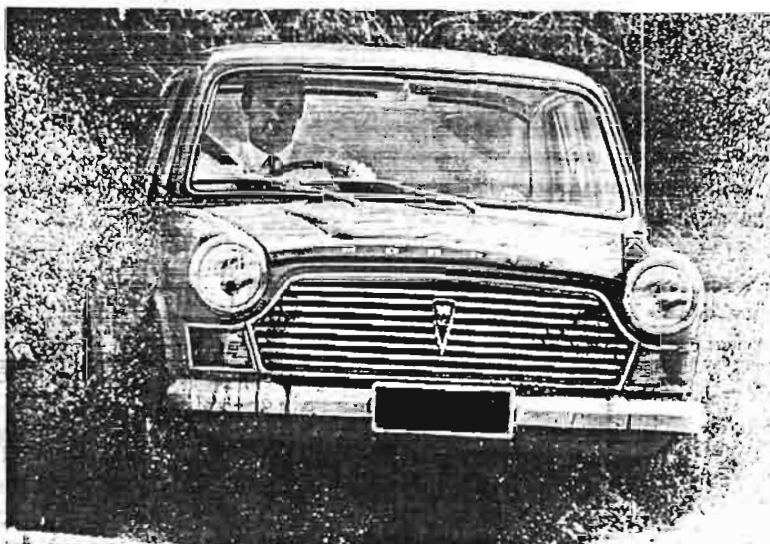
Local engineers then developed the 1969 Morris 1500 with a new 1.5 single overhead cam engine that had no British equivalent. Also unique was an Australian five-door hatch version, the Nomad.

By replicating Renault 16 flexibility, the Morris 1500 was the first to offer a choice of sedan or hatch and a five-speed manual in its price range. But it was all too late. UK problems soon forced the local company to replace its advanced 1500 range with the 1972 Marina, that was little more than an updated Minor.

Australians were spared the British Marina with its ancient Morris Minor engine after local engineers fitted the 1.5 and 1.75 versions of the Morris 1500's overhead cam engine and tried to repeat the winning formula of the Morris Major.

Because BMC Australia was committed to the six-cylinder versions of these engines for the bigger family cars, they shoehorned these sixes into the Marina as well.

Sadly, these Aussie efforts were more successful in exposing the limitations of the underdeveloped models emerging from British Leyland.



Power upgrade: the Nomad was a hatch version of the Morris 1500.

COOKING THE MOTOR

AND HOW TO AVOID IT.

Herb Simpfendorfer

Arguably, the poorest design feature in the Austin 1800, and in just about every other car, is having a temperature gauge as the only device whereby a driver knows anything about the cooling system of the engine.

My anecdotal evidence may not be fully reliable, but it seems clear that "cooking the motor" is a very common occurrence, indeed it seems to be the most common cause of engine failure. If this is true, then every effort must be made to minimize this hazard, and thereby also eliminating this cause of very costly repairs to the car.

A motor is cooked when the radiator coolant level falls to a low level, and not, as some believe, when the coolant boils away merrily. Boiling water at normal air pressure is 100 degrees C (240 degrees F), and when put under pressure, as is done on all modern vehicles, (including the Austin 1800), the boiling temperature rises considerably. (Since a coolant is water plus an impurity, its boiling temperature is higher than water) This is perfectly safe, since the metal in the engine can withstand temperatures well in excess of this temperature. Only the absence of coolant in the head cavities can result in a cooked motor.

So the goal must be to have the head cavities full of coolant all the time. Vehicle designers have built some very weak places into the cooling system of an engine, and the failure of any one of these items can cause water to go out of the head cavities and onto the road below. Think of the four (five in early models) hoses and eight (or ten) hose clamps in the Austin. All except one of the hoses are in part or entirely at a lower level than the bottom of the head. If any one of these fail, the coolant leaves the head cavities.

Another less common cause of coolant loss is to have it boil away or go out over the top. This

can happen if the radiator cap is not properly seated or otherwise defective. It can only happen if the water boils, and, if the thermostat is working properly and opening at 180 degrees F (for the Austin) this should not occur except on very hot days, or if the engine is not properly tuned, or under a very heavy load for an extended period. A faulty thermostat also causes big problems.

One obvious solution is to eliminate all hoses. This is done in some stationary motors, where a cast iron water tank surrounds the piston region. Water cannot leak out anywhere. A good idea, but not practical for a car engine.

Another solution is to have a safety device which immediately stops the engine when over-temperature occurs or when low coolant level occurs. This is standard equipment on some tractors and big machinery. It can be fitted to the Austin too, but was obviously not thought important enough to have it fitted as standard equipment.

Car designers have given drivers a device to indirectly know if the head cavities are full of water. It is called the temperature gauge. It measures the temperature at a point inside the head near the temperature gauge sender unit. If the engine is working well, the needle goes up to the same point on the gauge a few minutes after taking off, and can normally be expected to stay very close to this spot for the whole trip. If a hose collapses, the needle goes to a higher level, but does this without making any kind of noise or other fanfare to alert the driver. Strange smells and noises are usually the first indicators that something is amiss. Then a quick look at the gauge confirms it: the needle is way higher than usual, blood drains from the face, the worst is happening, the motor is in the process of being cooked!

To minimize the risk of hose failure, some owners renew the hoses once a year, but, since hose failure is not the only cause of water loss, perhaps other parts should be changed as well, including the radiator, thermostat with its housing and its gasket, water pump and its gasket, head gasket, heater, temperature sender

unit, since all of these can become defective and cause water loss. Very costly. There must be a better way.

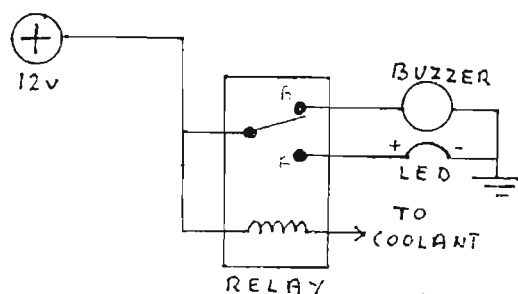
Since a slowly moving needle on a gauge rarely attracts the driver's attention, why not install something that does, like a red flashing light, or a buzzer? I took this up as a challenge since I do not like paying for repairs to a cooked motor. I looked for some visual or auditory warning system (preferably both) to add to my Austin. Commercially available units are easy to find but quite costly.

So I went back to basics. I wanted a flashing green light to show that the coolant in the radiator is at a high level, and I wanted a buzzer to sound if the coolant went to a low level. For the reader who thinks these extra gadgets are unnecessary gimmickry, think of being somewhere between Halls Creek and Pt Hedland with a cooked motor. Not a nice thought. There is no-one within hundreds of miles who could supply Austin 1800 parts. I was there this year and last year in my Austin, and I wanted to have the earliest possible warning of anything going wrong. If early warning is given, the matter is quickly and easily rectified.

I wanted this warning system to cost very little, certainly less than \$50. In my system, the flashing green light is a flashing LED, the buzzer is a standard low voltage unit, and the only other device to buy is a 12 V DC relay. All these come from Dick Smith for close to \$30 total. The relay must be a special unit, which has closed contacts both when the solenoid is activated, and when it is not activated. See diagram. Dick Smith Cat No P8010 relay is suitable.

The circuit is simplicity itself. The only difficulty is to build a probe into the coolant. The tip of the probe must be a good conductor. Some modern cars have such a probe built in to the side of the header tank of the radiator. Another trick that Ken Patience told me is bring a probe in through the top of the header tank (a convenient spot is through the circular depression in the top of the radiator). I tried a

few different ideas, and the one that works best for me is to have a thin copper sheet in the header tank very close to the radiator cap. It can then easily be cleaned through the cap opening if it becomes coated with an insulating layer. I haven't had to clean mine yet. Using a different metal leads to electrolysis, which puts a coating onto the metal. Rust is a problem if steel components are used in contact with the coolant.



Schematic Diagram of the Circuit

Pure water is a perfect insulator, but coolant has enough ions in it to allow electrons to flow through to make the small current needed for its purposes when there is a potential difference of 12 V DC applied. The more metal in contact with the coolant the better. It is also important that the metal of the radiator is earthed. A wire can be used to do this.

Of course, the probe must have no metal contact with the radiator metal. A small grommet gives the necessary insulation after the hole is drilled. I used a gutter bolt through the grommet, but using only copper or brass would obviously be a better way to go.

The 12 volts DC which activate the system must be active only when the key is in the ON position. Find a green wire, it should be the one you want. The relay can conveniently be glued (I used MaxBond) onto the firewall on the engine side near the fuses, with terminals coming into the engine bay. Care must be taken to observe correct polarity when connecting the LED.

Here's how it works. Assume the radiator is full. When the key is turned ON, the relay solenoid is

energised, and the metal in the switch is pulled to Position A. The green LED starts to flash and will continue to flash unless the coolant level falls below the level of the probe, or the key is moved to the OFF position. If the coolant level falls and the header tank becomes empty, the relay solenoid is no longer activated, and the solenoid switch moves to Position B. The buzzer sounds. The buzzer will stop its sound when the key is moved to the OFF position, or when the radiator is filled with coolant.

The easiest way to check to see if the buzzer is still OK is to disconnect the wire that goes to the probe. I have an alligator clip there. The buzzer should then sound. To check if the LED is still OK, do a voltage check at the LED terminals with the key in the ON position. It should be 12v if the radiator is full of coolant.

So far, my system works well. The green LED is fitted on the dash behind the left spoke of the steering wheel, so it is not a distraction, but it can easily be checked by moving the head a little sideways. It is reassuring to know while motoring along that the radiator is full of coolant, and this is now quickly and easily checked. The buzzer is much more important of course, and it is so loud that it cannot be ignored when it sounds. It is also an early warning device, as it sounds when going around a corner to the left if the coolant is down a bit. In this situation, it perfectly safe to continue.

Unless something very, very unusual happens, I will never have a cooked motor in my car. What about yours?

A man seeing flashing red and blue lights in his rear view mirror pulls to the side of the road. A minute or so after coming to a stop, a police officer approaches the car.

The man says, "What's the problem officer?"

Officer: You were going 75 miles an hour in a 55 mile an hour zone., I'm afraid I'm going to have to ticket you.

Man: No sir, I was going a little over 60.

Wife: Oh, Harry. You were going at least 80!

[The man gives wife dirty look.]

Officer: I'm also going to give you a ticket for your broken tail light.

Man: Broken tail light? I didn't know about a broken tail light!

Wife: Oh Harry, you've known about that tail light for weeks!

[The man gives his wife another a dirty look.]

Officer: I'm also going to give you a citation for not wearing your seat belt.

Man: Oh, I just took it off when you were walking up to the car.

Wife: Oh, Harry, you never wear your seat belt!

The Man turns to his wife and yells, "For cryin' out loud, can't you just shut up?!"

The officer turns to the woman and asks, "Ma'am, Does your husband talk to you this way all the time?"

Wife says, "No officer, Only when he's drunk."



Peter A Jones, Dip. IT., C.Dec.(Qld), JP. (NSW).
4 Yarandin Court, Worongary, Qld. 4213, Australia.
Phone, 61 7 5574 8293. Mobile, 0407 710 104
Email, peter_ajau@yahoo.co.uk
www4.tpgi.com.au/peter_aj

Dear Daryl

Please find enclosed my club fees for the year 2002 – 2003, a bit late I know, also could you please also run the following adds in the next newsletter for me

WANTED - Austin badge for boot lid to suit 1960 Austin Lancer Mkl , phone Graham Millington on 5593 6496 if you can help.

FOR SALE - Parts to suit Austin 1800 Mkl including front and rear seats perfect condition, new brake shoes and front disc pads, tail lights (4), plus much more. Also seats to suit Austin Tasman Mkl (front and rear bench type seats) good condition. Phone Peter A. J on 5574 8293, 0407 710 104 or email at peter_ajau@yahoo.co.uk

Also could you please mention my Yahoo group for Teamlandcrab at

<http://au.groups.yahoo.com/group/teamlandcrab/>

I notice you have not joined yet, why not? It now has over twenty members coming from all over the world, and lots of pictures.

I have a list of Landcrab web sites from Ken in England will email it to you also for the next newsletter.

Regards

Peter A. J.

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Austin 1964/74 1800

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AUSTIN 1964/74 1800

	Part No	Price AU (\$)	Currency	Unit
DOORS/TAILGATE				
Door seal (on door) front and rear	260.024	8.74 / m		14m
ENGINE/FIREWALL/ GEARBOX				
Engine mount - front LH & RH (rerubber)	277.026	107.68 pr		1pr
Engine Mount - rear LH & RH (rerubber)	277.050	102.12 pr		1pr
GLASS				
Screen seal - front	218.080	15.08 /m		3.9 m
Screen seal - rear	218.080	15.08 / m		3.9m
SUSPENSION/STEERING				
Ball joint dust boot	285.039	14.94 pr		6
Steering rack dust boots	290.372	26.45 pr		1 pr
Suspension arm bush - front - lower	272.651	4.52 ea		4
CLIPS & FASTENERS				
Many available - enquire with samples	892..			

CUSTOMER SERVICE ITEMS				
Auto glue (Excellent for fixing door & boot seals to vehicle – plus many more automotive applications)	613.008	7.07 ea		h
Super “T” glue 1/2 oz Instant adhesive for butt joining applications)	613.008	7.07 ea		Ea
Rubber gloss and lubricant 50ml (Enhances appearance & assists sealing properties)	613.009	20.05 ea		Ea
Screen sealant - tube	614.112	3.33 ea		Ea
	606.001	11.87 ea		Ea
GENERAL PRODUCTS/MULTI PURPOSE				
EFL Hose – 5/16” ID	264.109/m			
Fuel Hose – 5/16” ID	264.103/m			
Fuel Hose – 3/8” ID	264.104/m			
Fuel Hose 1/4” ID	264.105/m			
Sound deadener – bituminous sticky backed - Sheet size 1.2m x 600mm x 3.5mm thick – for interior use on firewall floors rear quarter panels	607.004	38.52 ea		Ea
Sound insulation 1m x 1.5m under bonnet	607.005	40.90 ea		ea

Prices correct as at 1/8/02

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1967 Mk 1 manual 1800 9000 miles. Excellent condition & 6,000 Peter 0413 488 036
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Mk 11 no reg. but complete. Auto problems, some rust \$250 (02) 4735 2397 Emu Plains

Mk1 Kimberley 1972 40,000 miles. Offers (08) 8821 2113 Adelaide one owner car is bottle green

1800 mk 11 auto no reg. Reasonable condition. Runs, needs work \$300 Also hopelessly rusty
mk 11 auto free club member Ian McIntyre (02) 47 574 338 (Springwood NSW)

Parts to suit mk 1 1800 front and rear seats in p.c, new brake shoes and front disc pads, rear lights (4) also suit utes, plus much more. Also seats to suit Tasman mk 1 front and rear, gc.
Peter Jones 07 5574 8293 0407 710 104

1972 mk 11 manual Kimberley. Registered and reliable, current owner for 20 years. Heaps of spares. Offers Yeronga QLD 07 3848 0903

1800 parts car \$200 07 5465 6126

Mk 11 1800 Blue (tired)/Beige \$1000 manual Edie Whiting 03 9386 4989 (Preston)

Mk 1 Auto 1968 New tires. good chrome. upholstery good. except for passenger seat no rust
engine not going. Michael Newcastle 02 4956 1934

1969 mk 11 reg till 11/02 Straight good pholstery 3 owners \$1200 Margaret at Whalan NSW
02 96255491

Kimberly mk 11 man. Shedded for 8 years 85,000 miles runs \$600 ono Bermagui NSW 02
6493 4964

Hamika in Geelong Vic 03 5229 8202 has the following Mk 11 parts for sale – either as a job lot or individually. All offers considered. 1 pair of chrome wire head light covers, 1 d/s mirror, 1 sealed beam, 1 fan belt, 1 set of disc pads, several sets of rear tail lights, 1 carbie, 1 distributor, 1 water pump, 1 alternator, 2 bootlid badges, 1 universal joint, 4 wheel trims, 1 grill, 1 air cleaner, 2 hydro units, 1 radiator, 1 exhaust manifold, 3 workshop manuals

Not a garage sale, but a
Garage give away. Contact Patrick Farrell for details!

Merry Christmas to all!