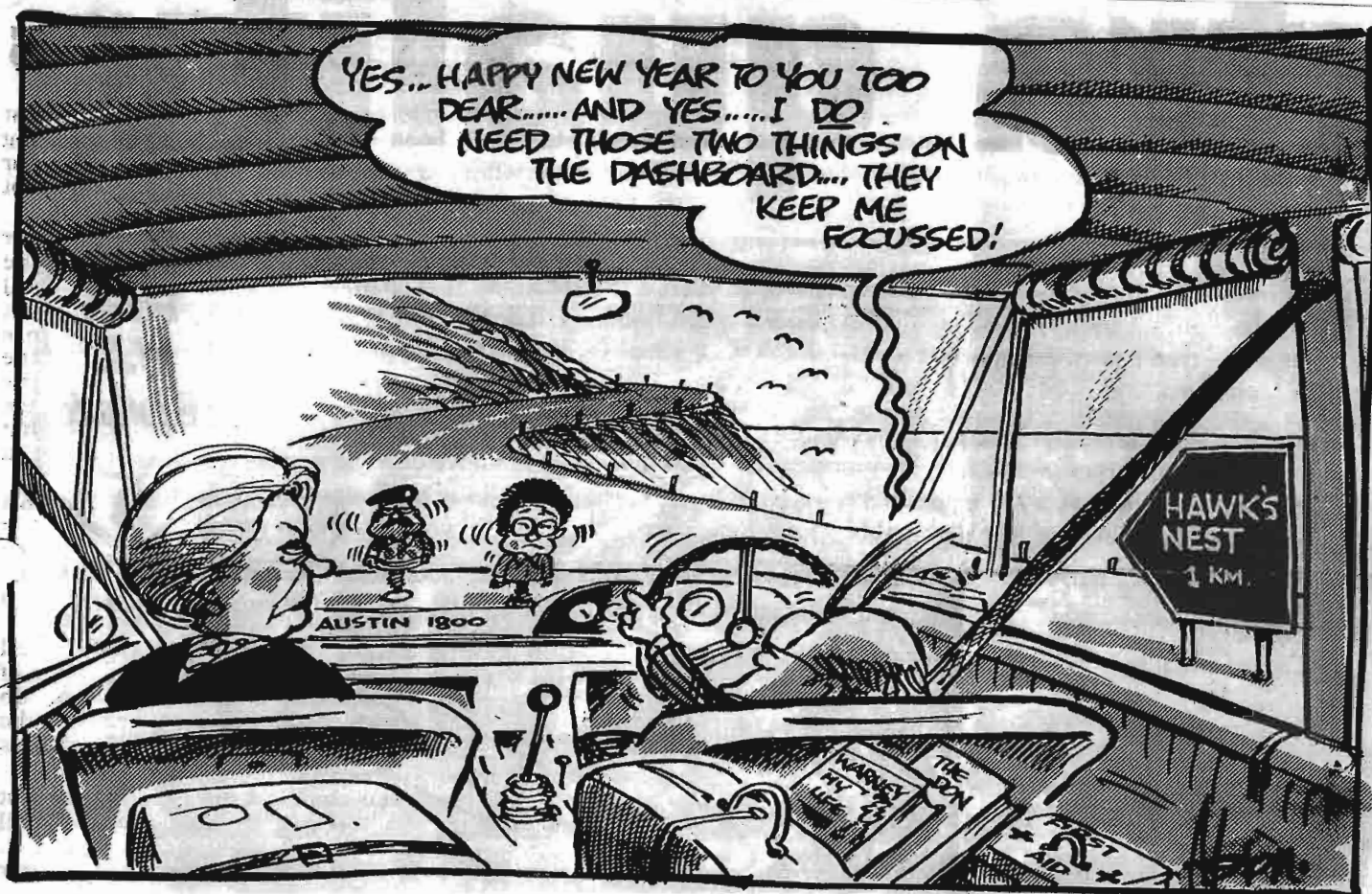


LANDCRAB

CLUB OF AUSTRALASIA INC.



Welcome to newsletter number 108 for February and March 2003



New Members

Ian Ripley 334 Farm Street Mk 11 Ute 97 4928 5286
North Rockhampton QLD 4701

See blue file

Ian Comport Box 2100 Brighton Rally mk 1, mk 1 sedan, 3 utes 0419 362 199
Vic 3186

Dear Daryl,

It has been some time since I have been actively involved in any club. Now that I am getting the Utes back out and have rebuilt the rally car motor and in the midsts of getting it fixed up I thought it was well over due that I join again.

I would like to rejoin the club as well as obtain the BMC and X6 plus the second edition and also purchase the bulletins. So I have it all. Hopefully the \$65.00 is enough.

As you will read the fleet has changed as I now have three utes in varying degrees of decay.

Where the rally car is concerned I have been experimenting with extractor set ups and varying carby set ups including; twin 1 ¾ inch S.U.s, single 2 inch S.U.s, twin 2 inch S.U.s and 45 DCOE webbers. I also have a 48 IDA webber set up but that sticks up past the bonnet.

Right now I am looking at the suspension set up as the car has big bags on all corners, anti sway bar on the rear, aeon bump stops all round and some reinforcing. I am looking at renewing the suspension as the rubber aeons are getting worn and tired and the front is sitting a bit low. I am also considering shockers up front like the marathon cars.

Unfortunately time is short since I got married three years ago and had our first child 9 months ago but none the less I am getting something done. Robert Goodall might find himself doing a fair bit very soon and relieving me of my hard earned dollars. Not to mention all the goodies I still have to purchase from him when I have time in Melbourne.

Anyway I look forward to reading the club magazines, catching up with a few like minded landcrab enthusiasts and in the near future contributing in some way. Oh and I must confess I have deviated a little as well as I have guardianship over a nice Morris Cooper S Mk1 1967 which was the Shell Racing Team car of Peter Mantons. This is another labour of love that will be shown some time in the future when it is more presentable.

I am also looking for the "Floats on Fluid" Sticker as well as the special tuning stickers for my cars and would like to purchase some blinker stalks and mud flaps. Could you send me a price list of what you have available.

Better leave it here as I could go on for pages and pages.

Yours Faithfully



Ian Comport

Peter Laursen Praestemarksvej 30 1800 4532517336

DK 2300 Copenhagen S, Denmark

Peter has the honour of being our first member in Denmark

Bradley Parker 5 Gilsenan Street Mk 11 03 5156 6174
Paynesville Vic 3880

Ian Ripley
334 Farm St.
Nth Rockhampton
4701
0749285286
i.ripley@cqu.edu.au

Dear Daryl,

This my cheque for \$32 to rejoin the club, I have just taken possession of a very poor condition ute and will need the resources of the club tom help me bring it back to a workable registered car(ute)

I still have my 1800 Auto with now a rebuilt .060" oversize motor, ported head and decked with a Camtech cam 55 26 20 66

Regards

Ian

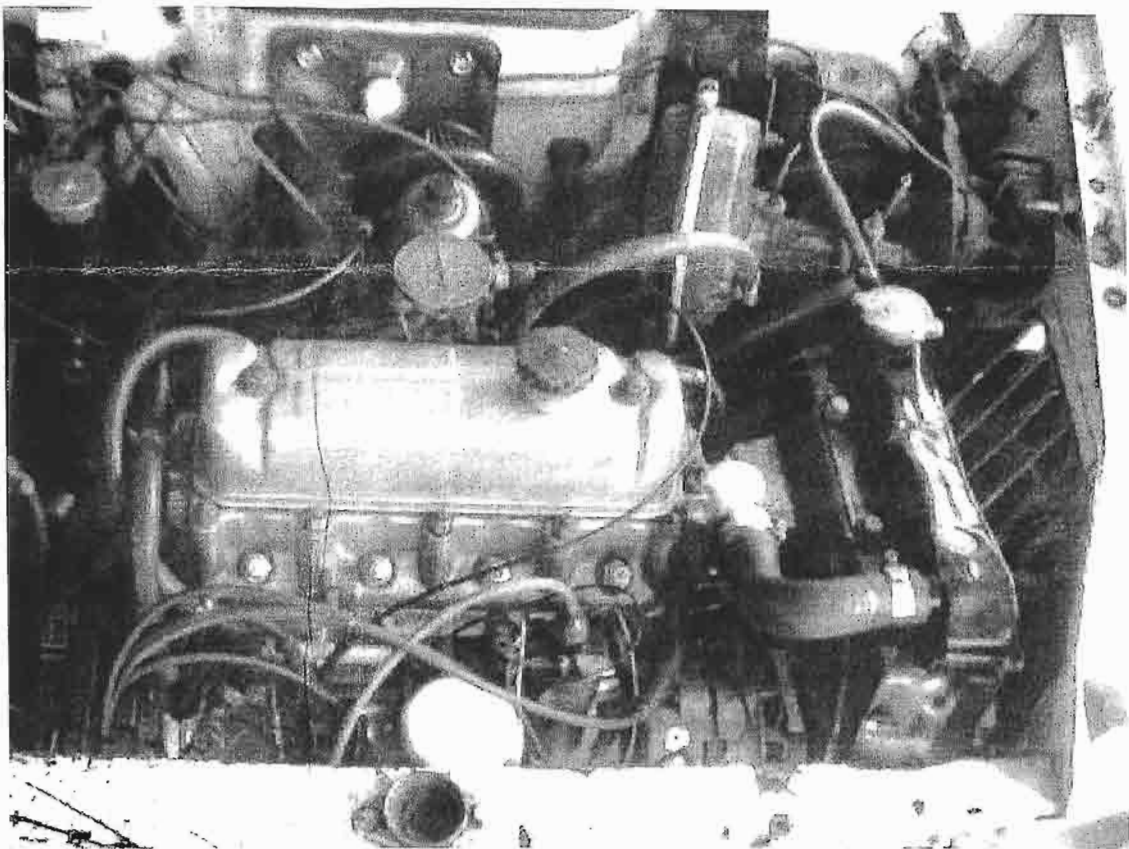


Large haul of Landcrab parts for sale, make an offer for the lot, or will go to tip in two weeks.

Location Redbank Plains Qld near Ipswich
contact Terry O'Beirne (07) 3814 3762
email esp@hypermax.net.au

Regards

Peter A. j



Herb Simpfendorfer has beautifully restored this black mk 1. In the front are Daryl and Janice Stephens, and the rear contains Naomi and Donna, who think that Daryl and Janice need restoring!

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Laughter in the workplace

SOME of the best stand-up comics are people we all work with.

Corridors, building sites and around the water cooler are the stages for some of the best comic lines you'll ever hear.

Melanie from Blackburn sent us a selection.

● **I see you've set aside this special time to humiliate yourself in public.**

● **I'm really easy to get along with once you people learn to worship me.**

● **I'll try being nicer if you'll try being smarter.**

● **Too many freaks, not enough circuses.**

● **I'm not being rude. You're just insignificant.**

● **I'm out of my mind, but feel free to leave a message.**

● **It sounds like English, but I can't understand a word you're saying.**

● **Ahhh. I see the cock-up fairy has visited us again.**

● **I like you. You remind me of when I was young and stupid.**

● **Errors have been made. Others will be blamed.**

● **Whatever kind of look you were going for, you missed.**

● **I'm trying to imagine you with a personality.**

● **I have plenty of talent and vision. I just don't give a damn.**

● **This isn't an office. It's Hell with fluorescent lighting.**

● **Sarcasm is just one more service we offer.**

● **A cubicle is just a padded cell without a door.**

● **Chaos, panic and disorder — my work here is done.**

● **I'm already visualising the duct tape over your mouth.**

● **I don't know what your problem is, but I'll bet it's hard to pronounce.**

● **How about never? Is never good for you?**

● **You are validating my inherent mistrust of strangers.**

● **I will always cherish the initial misconceptions I had about you.**

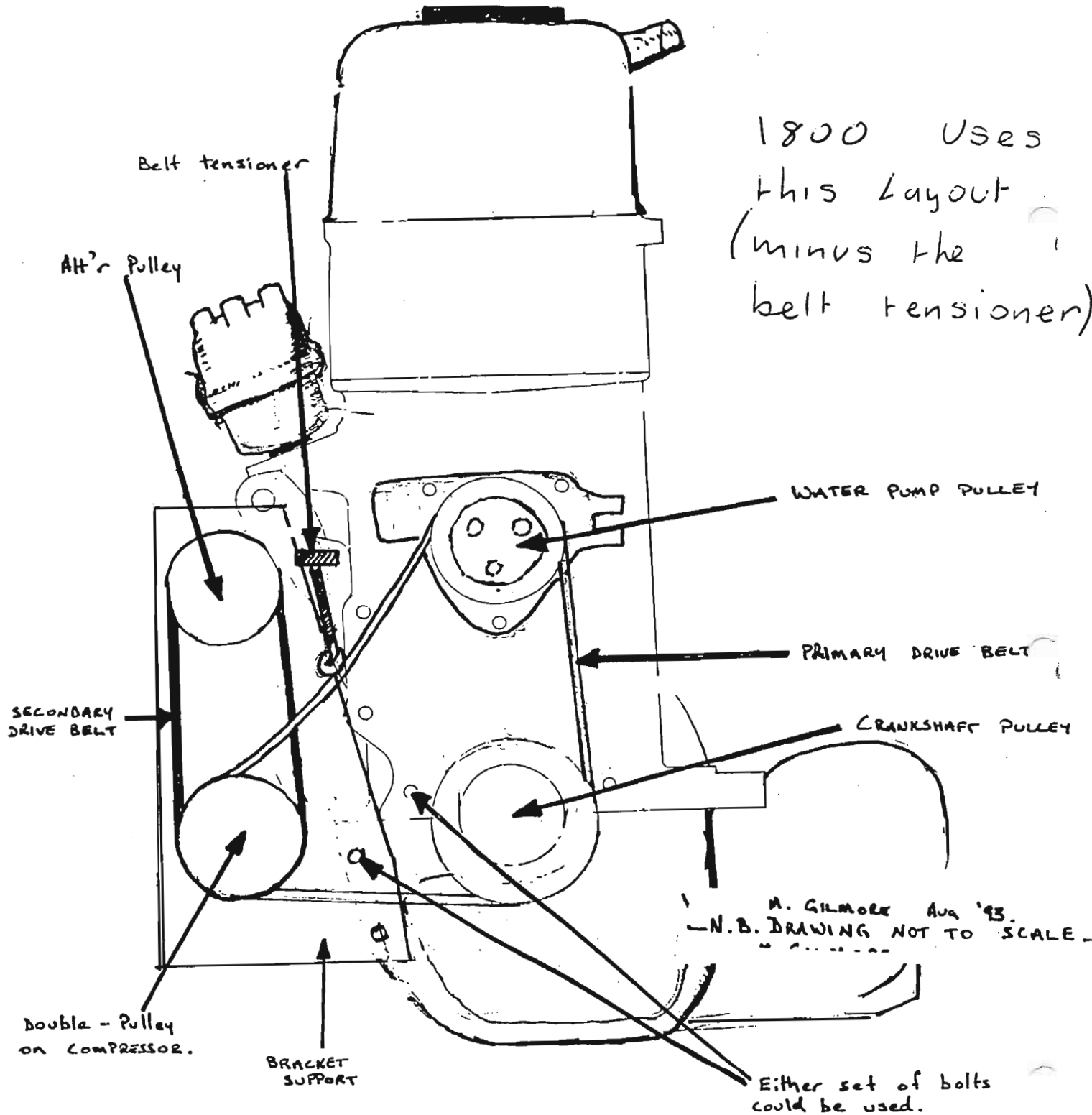
● **If I throw a stick, will you leave?**



1800 AIR CONDITIONING

By Daryl Stephens

Many thanks to *Mike Gilmour* for coming up with the original working diagram. Also thanks to *Ken Patience*, *Pat Farrell*, *Keith Douglas*, and *David Ealey* for their input. More time listening and less time going off half baked may have saved me losing more hair! Originally, the article was going to be a straight how to do it, but by including the many mistakes I made before getting it right, it may save others making the same errors.



'FRONT' VIEW - E-SERIES POWER PLANT (- EAST/WEST)

The 180C to be air conditioned is a manual Mk 1 1/2 ie a mk 1 so late that it has the Mk 11 dashboard. It also has the complete Mk 11 power unit, and the smaller automatic water pump/ fan pulley. It also has an oil cooler and a thermatic fan.

The first items purchased were the industry common Smiths Mk IV under dash evaporator, and the Sanko 508 compressor. The 8 in compressor denotes its capacity ie 8 cubic inches per minute.

These items came off a wrecked Commobore, and cost \$100. As can be seen from Mike's diagram, the compressor mounts where the alternator was, and the alternator relocated above the compressor. The belt from the crankshaft drives the water pump fan, and compressor. Another belt from the compressor drives the alternator. One belt could have been used to drive both compressor and alternator but there would not have been much belt on the compressor pulley. This probably would have caused slippage.

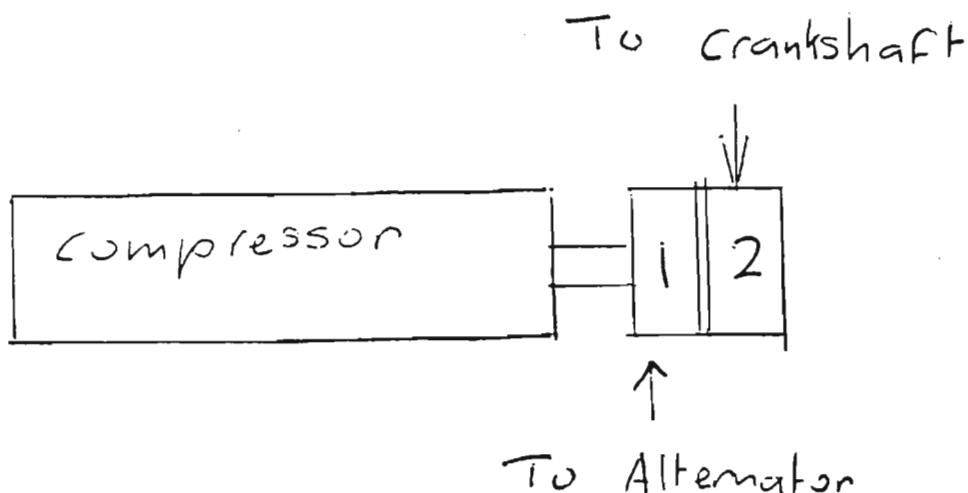
The compressor is not exactly small. It was therefore decided to mount it as far forward (towards the radiator) as possible. To give working space, the radiator was also removed. Brackets were made up and it fitted perfectly! It was mounted thus ;
Pulley no. 1 was for the crankshaft belt, no. 2 for the alternator. This arrangement meant the compressor did not disturb anything in the engine bay.

Trouble was, the fan hit the compressor, and the radiator shroud did also! Not a problem-junk the brackets and start again!

This time the compressor picked up the crankshaft drive on pulley no.2, leaving no. 1 for the alternator. Of course, with the compressor going deeper into the engine bay, the coil had to be re located, and the dipstick needed a few more bends. The bottom radiator bracket needed a small recess to clear the belt. Also the fan needed a spacer to take it further from the block - a cut down fan was perfect !

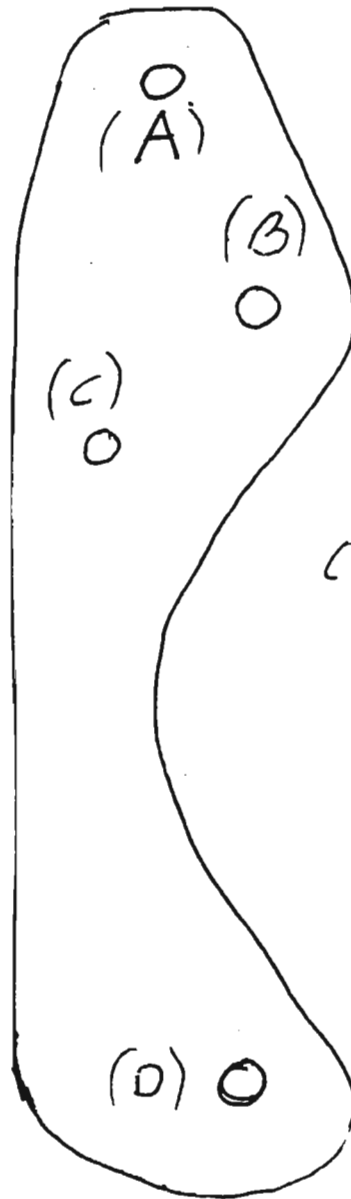
The drawing reproduced on the following page is an exact tracing of the two brackets which support the compressor.

A is bolted onto the water pump- the other bracket onto the side of the block- onto the standard alternator supports. B & D bolt onto the compressor. The compressor has several mounting points incorporated into the main body. It was arranged to have the gas inlet valves pointing up. The bracket is 3 or 4 mm thick. A bit of patience was needed with spacers, but it did eventually fit! The existing bracket for supporting underneath the alternator was put to exactly the same purpose on the compressor.



Main compressor/
alternator bracket
(exactly to size,
excluding the hole size)

alternator
this
side



compressor
this
side

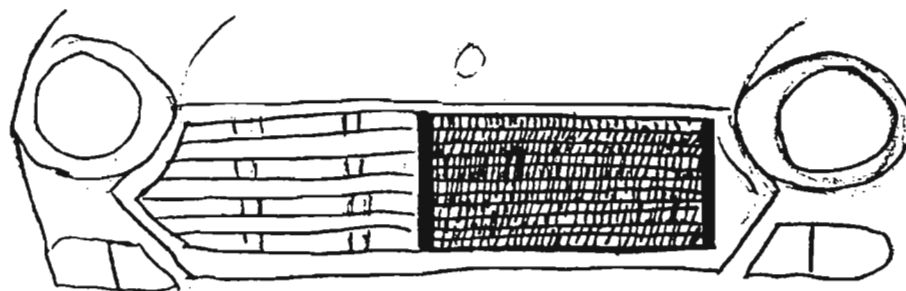
The alternator was bolted on to **C**. The alternator is a 38 amp Lucas Amstrad- but it has the same mounting points as the inferior Email. A few minutes were spent filing the body of the alternator, to make it a good fit. It has to be mounted as far forward as possible, to allow access to no 1 plug. Another alternator mounting bracket was installed from the standard mount on the alternator to the compressor. This arrangement clears the bar across the front of the engine bay by 15 mm or so and it is sufficient.

After a bit of trial and error, with more error than trial, an **A 38** (remembering this manual has the smaller automatic pulley) main drive belt proved satisfactory. An **A 22** fitted the alternator. (The belts are universally available- mine came from an industrial hardware and range in size from A 16 to A 50) These belts are one size wider than the standard 1800 'V and do not fully go into the V.

Next problem was the top radiator hose needing to go where the alternator was. An MG thermostat housing was fitted, which had the outlet pipe facing in the opposite direction. The radiator inlet pipe was then moved to the other side of the radiator, *directly above the outlet pipe*, and the standard top hose fitted.

Next, with the grille off, the *condenser* can be fitted. The condenser is visually similar to a radiator. When fitting it across the front of the engine bay, care is necessary to allow access to the distributor. It is therefore fitted as hard to the passenger side as possible.

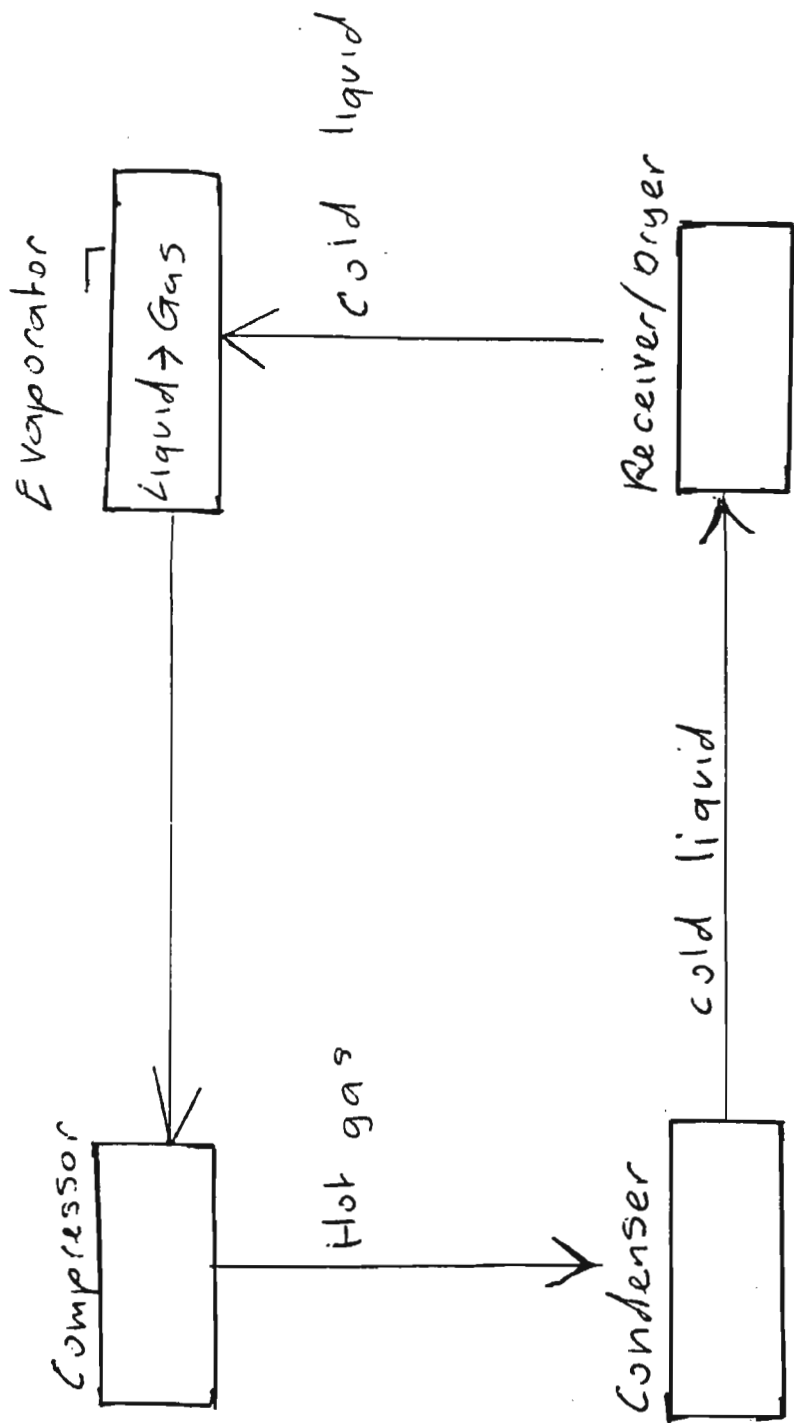
The correct one is 10" x 18" x 3/4". Nat rad part no MZG Q 30. It was \$80 new. The fit in original form was not crash hot- basically it fouled on the passenger side front engine mount.. However about 20 mm could be removed from the top without affecting the core. It was then fitted as per drawing- 4 self tapers secure it, and the grille can be re installed.



Next, the receiver/ drier- another \$90 was installed on the bridge. The part is about 2" diameter, and 10 " long. Fitting was quite easy with the battery out !

Now for the easy bit ! The under-dash evaporator should take 10 minutes to install.. Except that it cannot be mounted dead centre of the car, because the dashboard mounted hand brake is in the way !

This problem can be overcome. It just necessitates fitting the Mk 11 handbrake between the front seats. It was done this way. Firstly, the original handbrake and cable was removed as far back as roughly the muffler. Then the front seats were removed, and the Mk 11 handbrake with the cable attached was bolted to the floor. Curiously, the Mk 11 handbrake runs on top of the floor, and exits under the rear seat.



After the exhaust was lowered, the Mk 1 and Mk 11 cables were joined with 2 cable joiners. They are basically a scaled down version of an exhaust clamp. Initially, I thought the wider Mk 1 seats would pose a problem when operating the handbrake, but in practise no difficulties have been encountered.

I was quoted \$250 for the plumbing for the plumbing, but I fixed up that bunch of crooks ! I measured up each hose- had them made by Pertek- and installed them myself. **\$280.**

To avoid drilling holes in the body, the hoses came through the firewall where some vehicles have holes for the automatic transmission cables .

Gassing and wiring cost \$150. The system operates at 200 lb s pressure. Without a condenser fan, in 15 seconds the pressure in the stationery vehicle jumped to 250 lb, and rising fast. (The receiver/ drier has sa high and low pressure in built cut out switch)

Since a fan would not fit, due to space limitations, the choice was either switch it off at lights, or install a switch which would do it automatically. The cheaper option was chosen.

A hot day finally arrived, and the car over heated alarmingly- with or without the air turned on ! The cause was attributed to a sticking thermostat. To be safe, a **71 c** thermostat from one of those technological wonders, the Holden FJ - EJ range was installed.

To a insult to injury, turning the thing *off each* time the car stopped proved very frustrating, *and the main belt was slipping !* The Good Book says the Almighty has the hairs on our head numbered. Around this time, the ledger would have needed frequent updating !

To my amazement, the over heating continued. An instrument repairer analysed the gauge, and pronounced it truthful. Therefore the radiator was reverted back to standard configuration

To stop the standard thermostat housing hitting the alternator, a novel approach was used. Some late model Minis have a thermostat housing spacer on them. Four spacers would be perfect.-three work fine. When the radiator was reverted to standard specs, the inlet pipe was tilted up 25 degrees or so. One problem solved.

While the radiator was out, the crankshaft pulley was removed. It was then machined wider to *completely* accept the wider belt. The water pump is OK on the standard pulley, and so is the alternator.

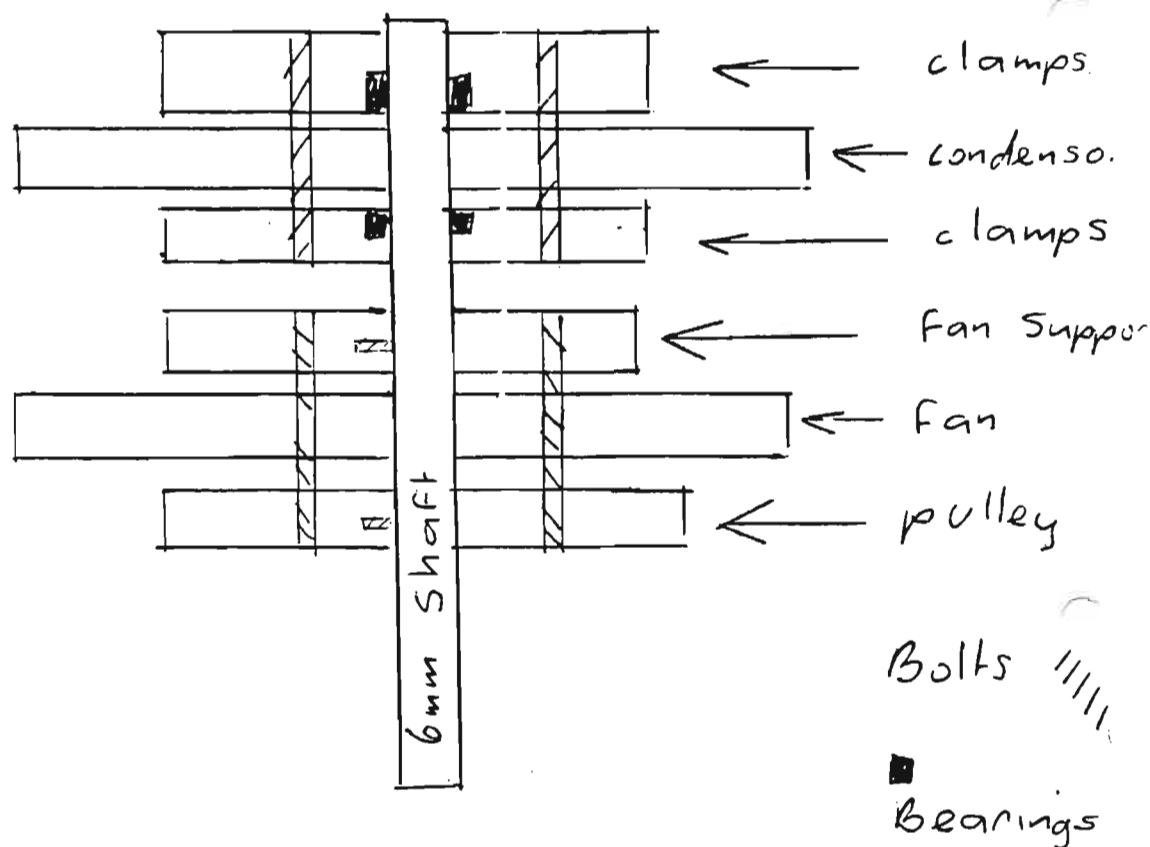
Now for the compressor fan . An afternoon at Pick a Part- an all makes wreckers yard near here- yielded a Subaru electric fan. It was by far the slimmest.

Did not even come close to fitting !

Davis Craig, the manufacturer of thermo electric fans, were contacted. They make a 9" fan which is only 1" thick. It will fit ! Next problem, how to support and turn it, as there is not room for the motor as well ?

Perhaps if the fan is on one side of the compressor(inside as it will not fit outside), and the motor is the other, and the shaft goes through the condenser, that will work. Missed out by 10 mm or so.(It may work on a mk11 as the later model grille appears to be less intrusive)

The next idea was to have the fan driven by a belt . Basically, a belt driven pulley is attached to the fan. The fan runs on a 6 mm shaft. The shaft spins on two bearings. The bearings are recessed into the two condenser clamps(one either side). The clamps bolt together through the condenser. The belt is around 5 mm diameter, and came from a vacuum cleaner repairer. The belt is commonly available. The little electric motor has a pulley the same size as the fan pulley- again specially constructed- and was mounted below the fan.



Grub screws hold

the pulley and fan support to the shaft

The shaft spins on the bearings

located in condensor clamps

(The bearings are freely available - they also fit speed skates)

Initially, the thermo fan and condenser fan were wired together and switched on by a manual switch on the dashboard. Now the condenser fan is operated by a pressure switch as well.

While the radiator was out, a more efficient core was contemplated. Each radiator specialist I visited gave different and contradictory information. In desperation, I phoned a radiator manufacturer, and the truth emerged. The standard 1800 radiator is an offset 3. In other words, each cooling tube receives cold air. The 3 means 3 tubes per inch.

These days, a 4 CT would be fitted. This means 4 rows per inch, all behind each other is not offset. The bottom line was that the standard radiator has 96 tubes all up. The 4 CT has 97 tubes. Therefore there is no efficiency gain. However a 4 C.T. 4 rows deep can be fitted by spreading the base of the top and bottom radiator tanks.

This makes the radiator about 20 mm wider, which will not fit the Mk 1. Mk 11 s appear to have more clearance between the radiator and body work, and may accept it. Would probably be a big help on an X6

Should over heating become a problem(and with the thermo fan, the condenser fan the oil cooler, and the standard fan spinning faster due to the smaller auto pulley, and no sump guard- I would be amazed-) there a couple of easy solutions.

Firstly, **Penrite 10/10 the racing coolant** is claimed to lower coolant temperatures by up to 11 c, and secondly a smaller auxiliary radiator can be mounted in any convenient location. It can be fed via the heater outlet on the side of the block, and discharged into the heater outlet pipe

In service, tendency to stall in traffic was corrected by pulling out the choke the 1st stage, where it just acts as an accelerator. The affect on performance is marginal.

The bottom line ? Its great and I recommend it without reservation!

This article was first printed in 1996. The car was disposed of without the a/c coming out. With 20/20 hindsight the under dash unit protruded into the cabin about 50 mm and was very off putting.

Doing it again, I would attempt to fit a combination heater/ cooler. I would also fit the electronic distributor thereby giving more options for the condenser. Also if the compressor could be electric, so much better



X6

—CODE FOR
THE SEVENTIES

IN RECENT years, British Leyland has stood in Australia as living proof of the fact that unconventional ideas **can** sell.

Mixing together well-balanced quantities of the radical and the traditional, BLM has carved itself a place in a market where mundanity is rife — where the buyers are wary and suspicious of anything new or different.

Such a place, in fact, that the BLM Austin 1800 has achieved better acceptance on the Australian market than on any other in the world — including Great Britain.

The confidence of the Australian motorist in any member of the British Leyland line-up has kept showroom traffic ahead of manufacturing rate on many occasions, but the pace of sales has not been as fast as management would like and for this reason the engineering staff has spent not a little time in developing the latest offspring — the Austin X6 Tasman and Kimberley series.

The X6 has been planned as a direct confrontation to the Big Three sixes — it gives the six-cylinder engine that the Australian motorist says he needs, yet it retains all the unconventional, advanced features that have been a hallmark of BLM cars over recent years.

It is the most important release since the Australian company got the go-ahead on self-contained development and uses more Australian engineering than the 1500 series introduced last year — a model which is also exclusive to the local market.

The X6 comes in two models — the basic Tasman, which retails at \$2598, smack in the centre of the popular Holden/Falcon/Valiant area, and the Luxury Kimberley, price-tagged at \$2888.

The Tasman and Kimberley use what is essentially a stretched and refined version of the old 1800 body shell, but the re-styling has been carried out so successfully that the cars bear little

resemblance to the aesthetically much-maligned "Land Crab."

The Tasman model, however, is **not** an Austin 1800 with more power and a longer wheelbase.

Interior appointments have been brought back to the standards of the popular sixes — bench front seat, rubber flooring, and plain-Jane trim — and the exterior has been stripped almost bare. The generous interior dimensions are still there, but these are the only obvious relation to the superbly comfortable, sumptuously furnished 1800.

Of course, there are still plenty of little niceties which separate the car from its main opposition.

You get a genuine flow-through ventilation system with adjustable vents at

more 

X6

each end of the instrument panel, a blower assisted heater/demister system and a control layout obviously more orientated to European standards than are the locals.

Gauges are set into two deep recesses with Toyota-like non-reflective covers and rocker-type switches are arranged around these, set far enough apart so as not to cause confusion at night. Heater controls are set to the left and in the centre is a huge pull-out ashtray with attendant cigarette lighter and a radio blank beneath.

The whole dash assembly sits higher and closer to passengers than before and gives one the feeling of sitting "down in" rather than "on top of" the car.

The seats (in the Tasman) are true "benches" and are in complete contrast to BLM policies of the past. They feel firm and unyielding and although the backrest angle in the front doesn't feel as vertical as that of a bench-seated Holden, Falcon, or Valiant, they are not in the same school as

the 1800's bucket units — or, for that matter, the soft and enveloping bench of the smaller Morris 1500.

Naturally, with the vast amounts of longitudinal space provided in the 1800 body shell, passengers still get a far better deal than in any of the popular sixes (and this with a wheelbase equal to that of the smallest of the big three).

Where the X6 does gain ground over the 1800, though, is in the tacking on of a few extra inches at the tail to provide not only more flowing lines but a far larger boot. It is wide and deep, and with the spare tyre located under the floor and accessible from the outside, all its space is useable. The only complaint is a rather high loading height which tends to put more strain on the abdominal muscles than normally warranted when hefting weighty items.

The plush and expensive Kimberley has all of the comforts of the 1800 — and more.

Standard equipment includes two thickly padded bucket seats up front (recliners cost extra), hard-wearing carpet throughout, and those handy door-mounted bins which are so glaringly absent in the Tasman.

Outside, it has stainless steel waist, and door sill strips and four rectangular headlights replacing the Tasman's two circular units.

The real interest of the X6, however,

obviously lies with the new 2227 cc OHV six-cylinder powerplant and the means by which BLM have slotted it into a space that was first designed for a smaller engine.

The engine itself is virtually a 1500 unit with two extra cylinders attached in much the same manner as the Freeway six of the late sixties.

Bore and stroke (76 mm and 81 mm) are identical to the 1500, which means instant spare parts availability, and the compression ratio also remains on 8.6:1.

The Tasman, which uses a single SU HS6 carburettor and an improved exhaust system, puts out 104 bhp at 5500 rpm and 116 ft./lbs. at 3500 rpm, while the Kimberley, by dint of twin HS6 carburettors, winds out 113 bhp at 5500 rpm and 117 ft./lbs. of torque at 3500 rpm.

Both engines, then, make up large amounts of ground over the 1800's figures of 87 bhp at 5300 rpm and 101 ft./lbs. at 2200 rpm — but the actual physical differences are even greater on the road.

The car retains the familiar gearbox in sump layout — the former being an 1800 unit — but the whole assembly has been designed for simplicity of maintenance and gearbox removal now involves approximately a half-hour's labor — which is about one-eighth of the time required for the same job on an 1800.

PRICES: (Kimberley in brackets)

Tasman: \$2598

Kimberley: \$2888

ENGINE:

Type..... Six cylinder SOHC
Bore and stroke..... 76 mm x 81 mm
Capacity..... 2227 cc
Compression ratio..... 8.6 : 1
Power..... 104 bhp at 5500 rpm
(113 bhp at 5500)
Torque..... 116 ft./lbs at 3500 rpm
(117 ft./lbs at 3500)

TRANSMISSION:

Type: Four speed manual all synchro
Gear ratios (Auto in brackets)
1st..... 3.292 (2.39: 1)
2nd..... 2.059 (1.45: 1)
3rd..... 1.384 (1.00: 1)
4th..... 1.000
Final drive..... 4.187 : 1 (3.83 : 1)

CHASSIS:

Wheelbase..... 108.1 inches
Length..... 174.6 inches
Track F..... 56.5 inches
Track R..... 55.5 inches
Width..... 66.6 inches
Height..... 57.2 inches
Clearance (Minimum)..... 6.2 inches
Weight..... 2630 lbs.
Fuel capacity..... 10.2 gallons

SUSPENSION:

Front: Independent, hydrolastic displacers
Rear: Independent, trailing arms, hydrolastic displacers

BRAKES:

Power assisted Front: Disc Rear: Drum

STEERING:

Type: Rack and pinion
Turning circle: 38'10"

WHEELS/TYRES:

Ventilated steel wheels with 6.95 x 14 cross ply tyres



In solving the problem of finding enough lateral space to allow the longer engine to be slotted in, BLM engineers have seemingly overcome a number of hiccups associated with the company's other east/westers.

Cooling has been completely revised and the radiator now sits directly in the airflow behind the grille, with an electrically driven fan switching in thermostatically at a given temperature — à la Renault 16.

The result is a quieter, more efficient system, with far easier access for maintenance and better protection for the electrics.

With all of the wheelbase's extra two inches built-in from the front bulkhead forward, this means that engine servicing is a much simpler proposition.

So how does all this improvement show up on the road?

Our testing was mainly confined to the Tasman, but we came away very impressed.

Larger 14" wheels run the car at 16.9 mph for every 1000 rpm in top gear and even though this would seem on paper to make the X6 somewhat short-legged when stacked up against its main competition, the smoothness of the seven-bearing six was such that it intruded not at all right through the speed range.

1800 enthusiasts will also be pleased

to know that it is now possible to operate the fresh air ventilation without having to listen to the whirring and meshing from the engine compartment.

As all-up weight with the X6 series is only about 50 lbs. above that of the 1800, there is no appreciable rise in steering effort and ride and handling are, if anything, slightly improved. Understeer is still naturally the name of the game and you are still very conscious of the car's bulk when pressing on, but the inherent predictability makes the X6 a very safe car — particularly in sloppy conditions.

The ride retains the Hydrolastic float that feels slightly disconcerting at first, but becomes very comfortable as you get accustomed to it and there is the familiar

Below left: Kimberley has equivalent trim and comfort to superseded 1800 model. Four headlights and lavish decoration make it easily recognisable from more spartan Tasman.

Below: OHC six fits easily into engine bay. Note electrically driven fan and front-mounted radiator.

Below right: Tasman interior has very basic furnishings, but flow-through ventilation and fan-boosted heater/demister place it ahead of main six cylinder rivals. Lower: Re-styling has produced a nicely balanced look for the 1800-based X6 series. Boot is well shaped and very spacious.

noise transmission from the front suspension on all-weather surfaces.

Visibility is only slightly impaired by the blanking off of the rear quarter pillars and wind noise is less of a problem because there's no need to open windows to maintain air flow through the interior.

Cable linkages have been retained for the gearshift and although feel is not particularly good, the actual change is reasonably smooth and baulk-free (be it noted however, that the much-criticised Austin Maxi has changed from cable to rod linkages).

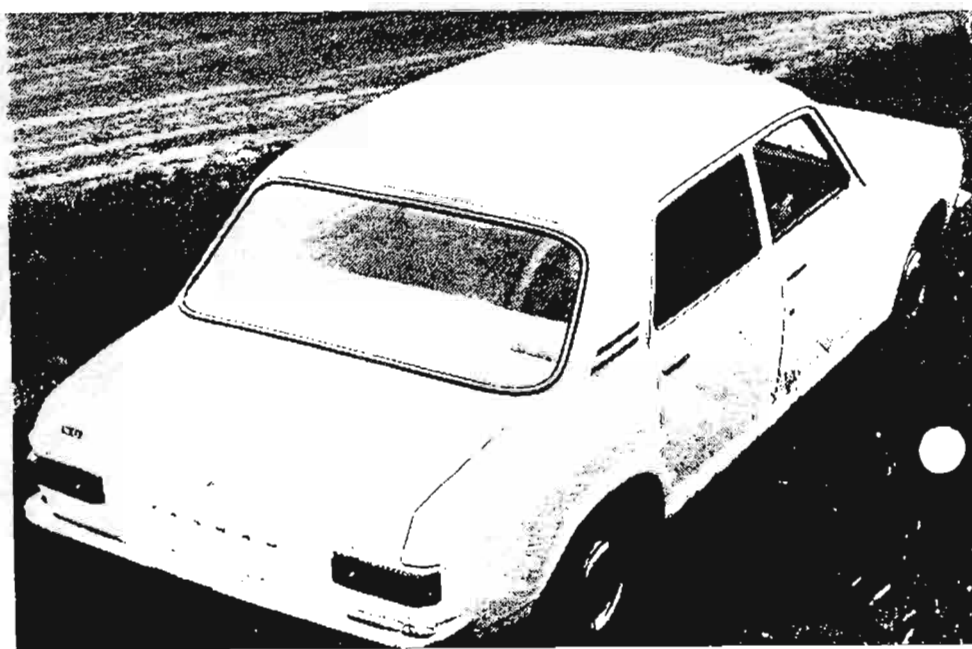
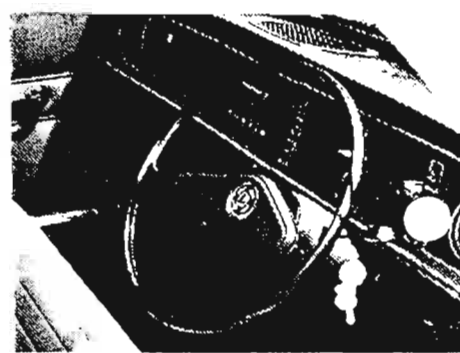
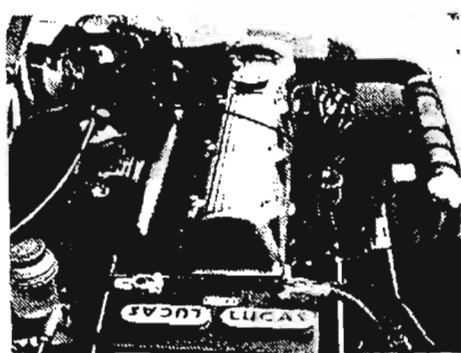
Braking has never been a worry in Austin 1800s and the Tasman. Kimberley series continues the tradition.

Under hard application, nose-dive is apparent, but not disconcerting and the brake effort proportioner does its job well, allowing huge G-forces to be built before there is any sign of lock-up.

What all this points to is that a basically excellent car that has been a big success on the Australian market has been improved to the point where it is even better value than before — in Tasman trim, it is a formidable challenge to the established might of the Big Three.

Let's hope British Leyland can produce them fast enough to match the demand.

As for the Kimberley, we'll look into that more closely with a full test next month.



THE WIND BAGS

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Vacant applications invited

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Applicants are invited for the vacant positions

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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 84bhp (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 16.4mph per 1000rpm (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

AUSTIN 1800 MK1 RALLY CAR

MGB MOTOR TWIN SU's EXTRACTORS, MODIFIED SUSPENSION, BIG BRAKES, CLOSE RATION GEARBOX, NEAR NEW SPARKO SEATS, ROLL CAGE, HARNESSES, DRIVING LIGHTS, FIBREGLASS BONNET AND BOOT LID, HYDROLIC HANDBRAKE, FIRE EXTINGUISHERS, HEAPS OF SPARES AND LOGBOOK.

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Yesterday is history
Tomorrow is a mystery
Today is a gift
Which is why it is called
The present



LANDCRAB

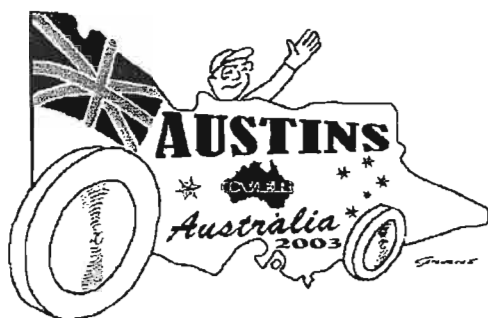
CLUB OF AUSTRALASIA INC.



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Welcome to newsletter number 109 for April and May 2003





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Cranbourne Vic 3977

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AUSTINS OVER AUSTRALIA

BALLARAT ~ VICTORIA ~ 18th to 21st APRIL 2003

Newsletter Number 4 March 2003

Two years have passed and Easter is just a few short weeks away, so dust off the Austin pack up your luggage and get ready to ascend on Ballarat for the biannual Austins Over Australia Rally for 2003.

It's with great pleasure that the members of the Austin A40 Car Club of Australia Inc invite you to attend what will be a fun, relaxing weekend to remember. The rally program has been set, meals and regalia ordered and the final touches put in place.

On arrival to Ballarat we have a few house keeping rules which we would like to clarify now to ensure the smooth running of AOA.

Our daily meeting place (except for Sunday) will be Bray Raceway, Bell Street Ballarat (see map).

Designated parking has been set aside for us and we ask that this be obeyed, the Bray Raceway gaming room and restaurant will be trading over the Easter weekend and the parking close to the venue is for their regular patrons only.

Note: If you have a passenger who is disabled or can not walk any distance you will be permitted to drop them off then return your vehicle to the designated car park.

The Program in brief.

Thursday 17th Rally Head Quarters: Early registrations from 4pm till 6pm only.

*Friday 18th Rally Head Quarters: Registrations and regalia sales all day 9am till 5pm
(Note: a limited number of regalia items will be on sale, first in best dressed until sold out).
Suggested venues and self guided tours of Ballarat central all day at your leisure.
7pm till 10pm Welcome Supper function.
(Note: This is not a sit down or main meal. Finger food only)*

*Saturday 19th Rally Head Quarters: Assemble for the daily run to Clunes 9am for a 9.30am move off.
This run is being marshalled by the A30 Club of Australia Inc. (35kms - approx 70kms return)*

Saturday 19th Blood On the Southern Cross: Assemble at Sovereign Hill for one of two meal sittings and shows. On arrival at Rally head quarters please advise us of your preference between a 6pm meal and 8pm show or 8pm meal and 9.15pm show.

Sunday 20th North Gardens Lake Wendouree: 10.00am Enter via the roundabout (Wendouree Drive, near the Rotunda) follow marshals instructions for parking of vehicles.

(Note: No movement of vehicles or running of engines during the display please)

The committee will have a tent erected for any enquires and for those registering on the day.

Sunday 20th Bray Raceway: Gala Black and white dinner 6pm til 1am (see flyer)

Monday 21st Rally Head Quarters: Assemble for the final time, goodbyes to those leaving for home and starting point for the trip to Daylesford.

Marshalled by the A40 Car Club. (45kms approx 90kms return)

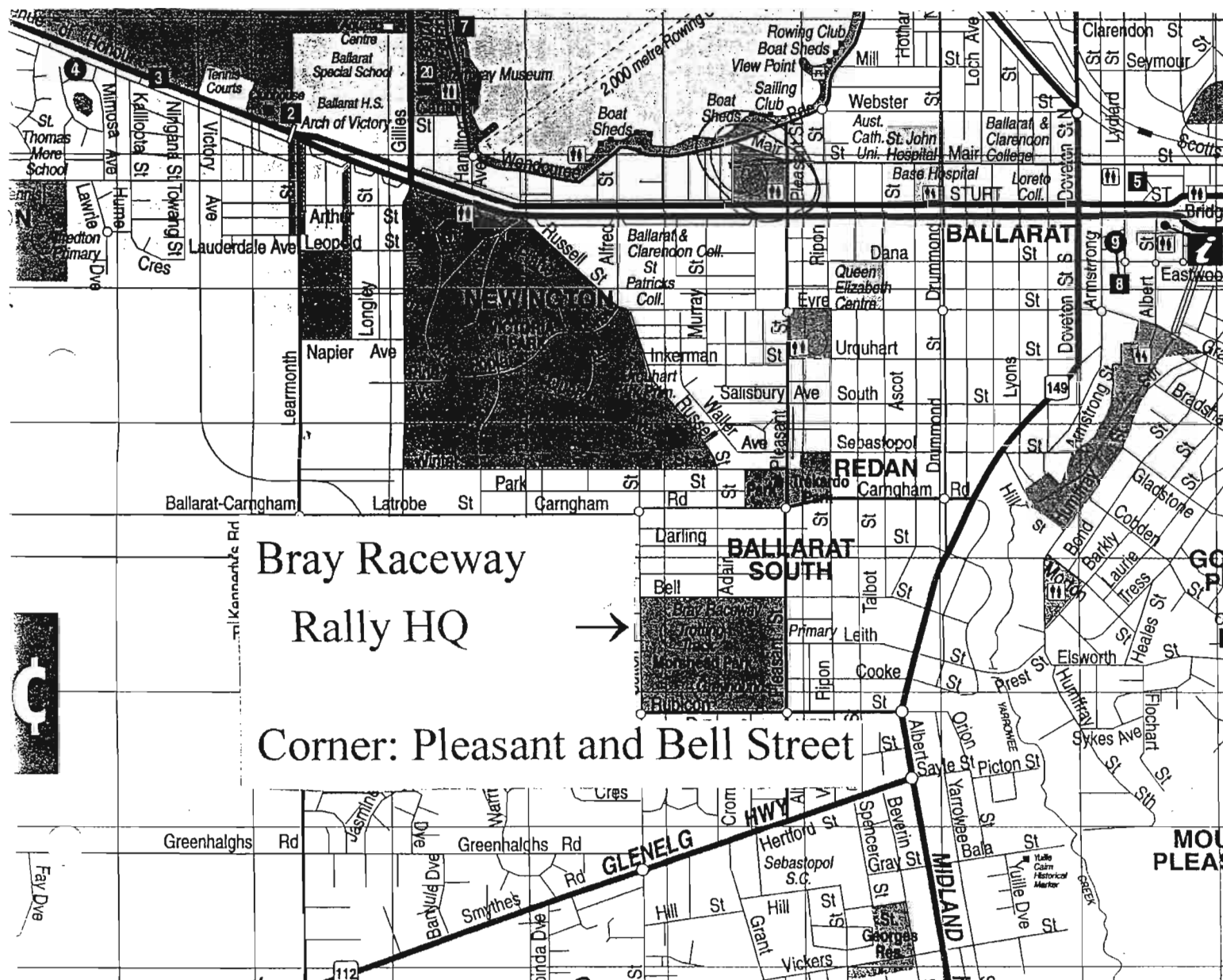
The green rally folder contained in your rally bag will be your "Survival Guide" for the weekend, please carry this at all times.

Two contact numbers, which can be called in case of emergency, are rally directors:

Ron Short: 0418 592 995

Adam Francis: 0412 550 442

Enjoy a safe trip to Ballarat from where ever you are travelling from, see you all very soon.



Editorial

Our Club owes **Keith Douglas** a huge thank you for nearly 10 years of not only printing the Club newsletter, but our other publications as well. Keith did it all at no cost, apart from materials, to the Club. Circumstances have changed and he has done his last newsletter.

Keith has also come up with the brilliant idea for doing front end alignments. As assistant holds a bit of string against the rear tyre. The other end is held against the front of the front tyre. Doing both sides will soon show whether the toe in needs adjusting or not.

Many thanks, Keith !

The Hitachi [is the spelling correct ?] distributor which is modified by the Club to fit the B series engine has now done 10,000 ks in my vehicle, and gives every satisfaction. At the 20,000 k service, I used to change points and condenser. Not any more. Highly recommended !

Less pleasing was my generator ! Mine was probably the last mk 1 1800 in regular use, as opposed to hobby cars ,still with a generator. Last time it packed it in, it was on notice that it needed 100,000 k's to hold its place. Went 40,000 and fell to pieces. Have gone for the Lucas Amstrad, as fitted to Minis and other lesser cars as it bolts straight on, and is freely available.

This has been a very interesting week ! On Monday night, after work, I fitted non standard disc rotors and non standard calipers. Absolutely marvelous. Full details next newsletter, unless the conversion goes pear shaped [like my father !] If anybody has anything to say on the subject, now is the time .

Tuesday after work saw me on the bike track near here as a training run for the Great Melbourne Bike Ride. Trouble was I went through a creek too fast, and fell off in the middle

Thursday night is table tennis night. [I hasten to add that I am in D grade !] There are 25 tables set up with barriers all around. Things got a little willing and I flew over a barrier, and cleaned up the couple on the next table.

Still suffering , I did the aforementioned Great Melbourne Bike Ride today. Good thing I went because had I not, there would have only been 12,999 riders. Everything was going well- I even enjoyed riding over the Westgate bridge, which has to be twice the size of Sydney Harbor bridge – till we got back into the city. About 10 of us were running a red light, when the leading rider chickened, and propped. Quite a domino effect.

Now, Naomi's automatic 1800 are flaring between first and second!

New Members

| | | | |
|----------------|---------------------------------|--------------|-------|
| Ewen Cameron | Box 351 Hindmarsh S.A. 5007 | 04 1277 1155 | Mk 11 |
| Cameron Dooley | Box 506 Naracoorte S.A. 5271 | 08 8762 1291 | Mk 11 |

Ewen and Cameron are currently doing a ground up restoration of an Mk 11 manual

| | | |
|-----------|-------------------------------------|------|
| Ian Davey | 11 Oxley Cres Goulbourn NSW 2580 | Mk 1 |
|-----------|-------------------------------------|------|

I wish to join the Land Crab Club of Australia club. I have been an 1800 owner since 1989 and was once a member of the Austin 1800 club in Canberra.

I have been in email contact with Patrick Farrell and he has told me to send you a cheque or Money Order for \$32 to cover membership.

Below is a bit of background on my Austin Experience for the club.

My original car was a 1970 MkII, which had been converted from an auto, all we had was the manual box from an MkI. We were the second owners of the car; my dad bought it in around 1977 (I think). It was Sugar Cane and Mist Green with the Sugar Cane (?) interior. After I was given the car, I had the engine rebuilt and found myself an MkII manual gearbox. To this, I added a heavy-duty clutch plate from a Ford Transit van (I think, it's been a while since I put it in.)

Unfortunately, the old girl died of cancer. I am a friend of Rick Hopkins, do you know Rick, and he said he might be able to help me out. He had an original UK import that needed a new home and a lot of TLC. I gladly took possession of the car, it was only the shell, and found another early MkI in Canberra at Morewood Motors which had a blown motor, but a really good interior. So after about four or five years I'm just about ready to finish the job and get her back on the road. All I need is to have the back of the back seat repaired (sun damage), the front passengers seat repairs (split seam), and a damn oil leak.

How many times have you heard the story of the amateur mechanic (me) who is changing a clutch and forgets to undo that damn bolt inside the bell housing?

It's amazing how much oil can leak out of a hairline crack.

I have replaced the bell housing. I have tried the method mentioned on the website and haven't managed to kill myself so it must work OK.

I have had a bit of work done to the motor, 60 thou pistons, head lightly worked, MGB spec cam, twin 1 3/4" SU's and extractors. My only problem is that I currently have the carby's bolted to a 1 1/2" MG manifold. I know a bloke who runs an engineering firm here in Goulburn so I might see if he can sort out the manifold for me.

I have changed the brakes over to the PBR system from my original MkII. So when I finally get the old girl finished it should go alright and stop at the other end.

I gave the old girl a quick coat of Toga White. It looks alright, but I think I'll have another go after I get it back on the road.

I'll get together some photo's and either send them to you or post them on the website.

I have inherited my brothers 1960 Hillman Minx for the year while he's away fruit picking and driving it around reminded me of the fun I've had in my Austin. I guess it was all the encouragement needed to finish the project I had started many years ago. I can't wait to be able to travel in the style I was once accustomed.

| | | | |
|----------------|--|----------------|-------------|
| Stephen Clarke | 12 Oliver Street Ballarat East 3350 | 03 5339 0530 | Ute & Sedan |
| Roger Baker | 759 Mountain River Road Mountain River Tas | 03 6266 4194 | Ute |
| | Roger is doing a ground up restoration to his Mk 1 Ute | | |
| David Elliston | 180 Drake Brockman Drive Holt ACT 2615 | | 2 x Mk 11's |
| Aaron Krenske | 8 Reid Street Woolloongabba QLD 4102 | [07] 3392 4643 | Mk 11 |

Patrick Farrell has recently advised me that I should contact you in relation to joining the *Landcarb Owners Club*, and my cheque for \$32.00 annual subscription is attached.

I have recently inherited an *Austin 1800 (Mark 1)* automatic with a genuine 32,000 miles, in original condition (other than a couple of little things), always garaged and driven only on occasional days, which in themselves needed to be fine and sunny.

My plan is to keep the *Austin*, as my parents had done, but to gradually work on it, to return it to factory condition, and therefore I may need the sourcing of probably now hard to find items, together with general advice. In these regards your club hopefully will be of help.

The Wind Bags

PRESIDENT

Vacant Ability to read and write
Helpful but not necessary
Applicants invited

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Worongary QLD 4211
07 5574 8293

PUBLIC OFFICER

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Sydney Vacant
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Opinions expressed within are not necessarily shared by the Editor or Officers of the Club While 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

It is official: the sale of leaded petrol is being stopped in Victoria. By the time you read this, article it is likely that a large number of petrol bowlers supplying leaded petrol will have been switched over to supplying a lead replacement petrol (LRP).

Major oil companies plan to complete their phase-out of leaded petrol early next year. Although some regional areas might have supplies of leaded into 2001, it will soon be a thing of the past.

How is this change going to affect the estimated 20% of Victorian motorists who own vehicles designed to run on leaded – basically, those who own vehicles manufactured before 1986? This article provides the answer to this and many other questions regarding this important issue.

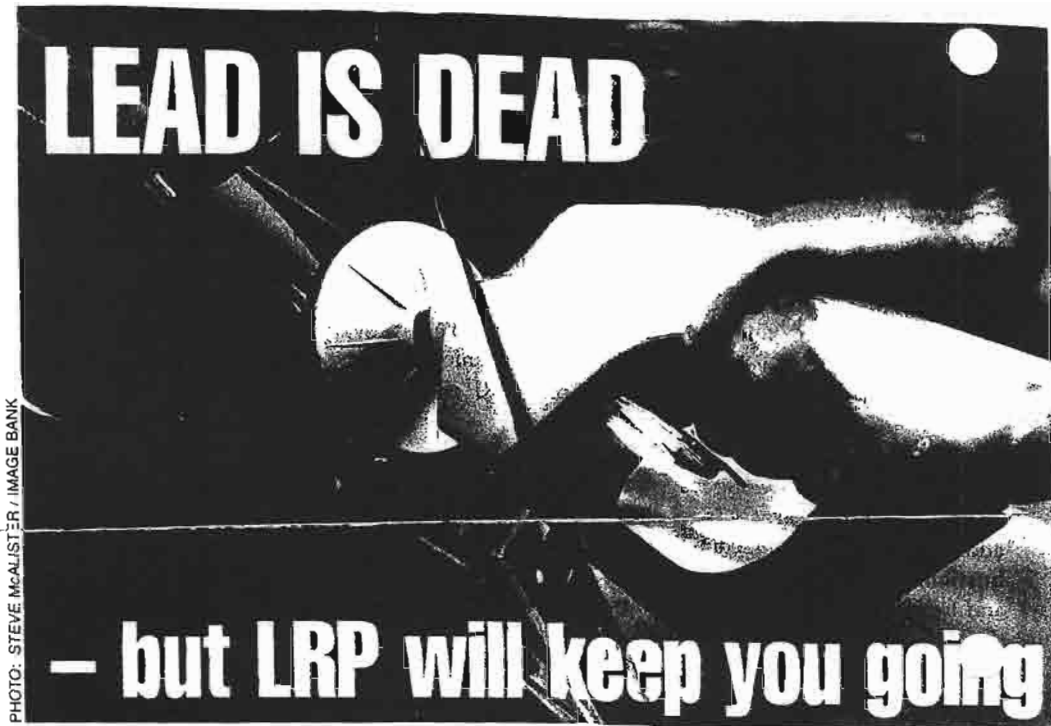


PHOTO: STEVE MCALISTER / IMAGE BANK

The phase-out of leaded fuel in Victoria may catch motorists by surprise. Stuart Ballingall answers the most common questions on what this means for owners of 'lead burners', plus there's news for new car buyers regarding fuel consumption

Why is lead being phased out?

Lead was originally added to petrol as an octane enhancer to prevent knocking in engines, which can result in severe engine damage. It also prevents the wear of valves and valve seats, by forming a protective oxide layer over these components upon combustion. However,

this is not an issue with cars designed for unleaded petrol, which have hardened valves and valve seats.

Although petrol is not the main contributor to lead-related health problems, concerns about human exposure to lead has seen Australia (and many other countries) progressively reduce lead lev-

els in petrol. Many countries have already abolished the sale of leaded petrol, including USA, Japan, NZ and most European countries.

The Federal Government legislated earlier this year that leaded petrol must be phased out of the market by 1 January, 2002, although the states have the option of

phasing it out sooner. Western Australia, for instance, completed its phase-out on 1 January this year.

The decision by oil companies to replace leaded petrol with LRP before the national phase-out date is driven by a number of factors, including market forces, capital investment issues and the i

STOLEN WITHOUT SHAME FROM THE PULPIT OF HEATHMONT BAPTIST CHURCH

A women answered the knock at her door and found a destitute man. He wanted to earn money by doing odd jobs, so she asked, "Can you paint?"

"Yes", he said. "I'm a pretty good painter."

"Well, here's a gallon of green paint and a brush. Go behind the house and you'll see a porch that needs repainting. Be very careful. When you're done, I will pay you what it is worth."

It wasn't more than an hour before he knocked again. "All finished," he reported with a smile. "Did you do a good job?" she asked. "Yes lady ", but there's one thing I would like to point out. That's not a Porsche back there. That's a Mercedes."

fuel issues for old cars and new

◁ ternal policies of some international refining companies to become 'lead-free'.

What is lead replacement petrol?

Petroleum manufacturers claim LRP will allow pre-1986 engines to operate as they did with leaded petrol, and with no reduction in engine life. The new fuel will have the same octane level as leaded petrol (96 RON), so vehicles that operated satisfactorily on leaded should not develop knocking when using LRP.

LRP has been developed using anti-valve seat recession additives. During fuel combustion, the additives burn and form an oxide coating on the exhaust valves and valve seats, providing similar protection to lead oxide.

Not all the oil companies will be using the same additive. RACV has been told one will use a phosphorous-based additive, one will use potassium, while two others are planning to use manganese.

The Australian Institute of Petroleum (AIP) has told RACV that although LRPs supplied by various oil companies are not identical, they are compatible. Therefore, they

can be freely mixed, both with other LRP, and with leaded during the changeover period.

As the number of pre-1986 vehicles on our roads is shrinking every year, the market for LRP will only exist for a few years. Forecasts suggest that this fuel may only be on the market until 2006.

Is LRP more expensive?

The oil companies say they plan to price LRP the same as leaded petrol.

What options do owners of leaded vehicles have?

Most pre-1986 vehicles designed to operate on leaded petrol should be able to use LRP without noticing any difference in performance or reliability. And as it will probably be supplied from the same bowser, as well as be priced the same, the changeover should go almost unnoticed.

An estimated 30% of pre-1986 vehicles can operate satisfactorily on unleaded. Many of these vehicles were made with hardened exhaust valves and valve seats, as they were sold in markets that were already supplied with unleaded. Therefore, these vehicles

should not suffer from valve seat recession (VSR).

However, because regular unleaded has a research octane number (RON) of 91, which is lower than leaded petrol's RON of 96, some of these vehicles may experience problems with knocking. Often knocking is not detectable by the human ear. Therefore it is vitally important that a fuel with the correct octane number is used. For example, if a car engine that has hardened valves and valve seats was designed to operate on 96 RON leaded petrol, then premium unleaded should be used.

RACV recommends owners of pre-1986 vehicles considering running on an unleaded petrol, check first with the vehicle manufacturer, or call the RACV Motoring Advisory Line on 9790 2190.

What about classic cars?

There are a large number of owners of pre-1986 vehicles, particularly classic and vintage cars, who intend holding on to their pride and joy for a long time, possibly longer than LRP will be on the market. In these cases, it is highly recommended that the engine be modified with hardened

valves and valve seats, so they can operate satisfactorily on unleaded fuels.

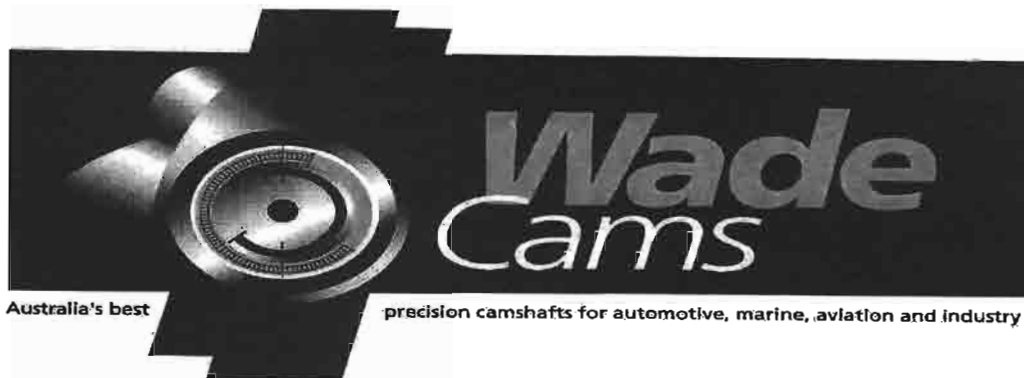
Is there any feedback on the performance of LRP?

LRP has been on sale in Western Australia for 12 months, and most feedback has been positive. It has been reported most drivers notice little or no difference between LRP and leaded petrol.

There have been some minor problems reported, involving spark plug fouling and difficulty with cold starting. Spark plug fouling is due to a build-up of carbon on the plug. Whereas lead is a combustion catalyst, the phosphorous additive commonly used in WA is not, and so it is not as effective at burning excess carbon. In many cases, using a different heat range spark plug and a minor change in tuning can eliminate this problem.

Problems with cold starting can also be caused by the absence of lead and its benefits to fuel combustion. Again, minor tuning changes should overcome this in most cases.

However, it's been reported that most vehicles that have had problems are those which are not driven often or have not been adequately warmed



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WHAT'S DRIVING YOU?



Designers had to incorporate an AWD system into the new X-Type when Jaguar management feared its customers would not accept a FWD Jag.

Australian engineers can boast some notable automotive engineering firsts, none more so than the world's first all-wheel-drive road vehicle in 1908, developed by one Felix Caldwell.

Barely five years later, an all-wheel-steering, all-wheel-drive car developed by Caldwell was demonstrating its agility on the sand at Botany Bay, NSW.

With both Ford and Holden now working on being the first to bring an all-wheel-drive version of the Aussie six to the market, it's timely to examine which end of your car does the driving and answer questions such as: [a] why front wheel drive (FWD) has become so popular, [b] why big

Australian rear-wheel-drive (RWD) cars are finally making their mark on the world stage; and [c] is all-wheel-drive (AWD) really the best of both worlds?

Once the automotive industry was past the experimental era of the pre-1919 Veteran car, the Vintage years saw an almost universal acceptance of the simple-to-engineer chassis, with an in-line engine/gearbox and a RWD axle assembly. Although some specialist manufacturers experimented with FWD models, it wasn't until the post-Vintage era that mainstream FWDs from Citroën and Saab began appearing in significant numbers. These vehicles were conceived and developed on the steep,

icy, rally roads of northern Europe, where the FWD traction proved advantageous.

With the engine and gearbox placing more weight on the front driving wheels, they were blessed with improved grip, while cornering stability was also enhanced on poor road conditions as the vehicle was pulled rather than pushed through the corner.

This configuration also spawned awareness for improved cabin space, firstly by the removal of RWD components and ultimately by deleting the restrictive chassis altogether. The next time that you see an original Mini, consider the tiny space allocated to mechanical components and features such as external body seams, as nothing was

spared in optimising internal space.

While many large, powerful, sporting and often prestige cars continued to refine the familiar RWD layout, the packaging argument, the mechanical efficiencies and fuel economy to be gained from a compact FWD design proved compelling for mass-produced small/mid-size cars.

The trade-off was that engineers were now asking the front wheels to both steer accurately and deliver the driving force, leaving the back axle to do little more than keep the rear end off the ground. Drivers could now feel the forces acting on the front wheels through the steering. Depending on power output, tyre size and the engineering

THANKS TO THE ENGINEERS AND THE MARKETEERS, THE DEBATE RAGED FOR DECADES ON WHAT WAS THE BEST SYSTEM – FRONT-WHEEL DRIVE OR REAR? NOW THE ADVANCE OF ALL-WHEEL-DRIVE HAS CLOUDED THE ISSUE EVEN FURTHER. ERNEST LITERA ATTEMPTS TO SEPARATE THE WHEELS FROM THE SHAFTS TO SHOW JUST WHAT IS BEST FOR YOUR CAR

refinement of the FWD system, the 'torque steer' – the tug on the steering as the car accelerates or backs off – could vary from a disconcerting change of direction in the worst case to barely detectable in a well-designed vehicle.

The trouble was, it became very easy to build a cheap and un-refined FWD layout for low-cost cars. Add a turbo and many drivers found the only time they touch the bitumen is when they zig-zagged across it. However, good FWD designs in mid-size family cars can offer both cabin space and refined driving dyn-

and prestigious European marques split between refined FWD and RWD layouts, along has come the drivers' debate about which they prefer and why. There's a throwaway line that RWD vehicles are "drivers' cars", which simply suggests a skilled driver can balance and control the attitude of a RWD car on the throttle and that steering is not compromised by the drive mechanism. The torque steer sensation in many FWD cars has caused some drivers to condemn the system out-

whereas a RWD car, which is being pushed, is likely to oversteer and spin. Also, the natural reaction when cornering too fast is to back off, in which case the FWD car will more naturally correct itself.

The number of RWD models has reduced significantly in

Audi Quattro in the 1970s, popularised by Subaru and demonstrated so effectively by modern rally cars, ensures the power delivery is shared between all four wheels, managed by computers and clutches, which direct it to the wheels with the most grip.

The exception to the world trend to FWD is our own Falcons and Commodores, which by being insulated from the overseas markets and supplying relatively small numbers are economically forced to retain a proven and durable (for towing etc)



The original Mini's FWD layout gave its designers room to move inside.

recent years, yet such is the scepticism of FWD, that some prestige manufacturers believe it would damage their reputation to produce them. A recent example is the Jaguar X-Type, which started at design stage with a European Ford Mondeo FWD chassis. However management believed a FWD Jaguar would not be tolerated, and told engineers to adapt an AWD set-up. In Jag's case, the drive is biased to the rear so the car has an expected RWD feel, but in many modern AWD cars the bias is towards the front, with the rear wheels engaged progressively should the front slip.

AWD cars (not to be confused with off-road 4WDs) provide the highest level of cornering safety in deteriorating road conditions. The trend to AWD, led essentially by the

RWD platform. This means Holden and Ford are now in a unique position, both having a well-developed large car RWD chassis, with powerful, durable drivelines, comfort and safety. This positions them well on the world market, where the demand for this type of car in other niche markets is considerable. Holdens, badged as Chevrolets, sell well in the Middle East and South America, and V8 versions are popular police cars.

But faced with Australia's insatiable appetite for 4WD, both Holden and Ford are working on local AWDs based on their current platforms.

An AWD Commodore or Falcon? Caldwell would be chuffed!

Ernest Litera is RACV's chief vehicle tester and a keen student of motoring history

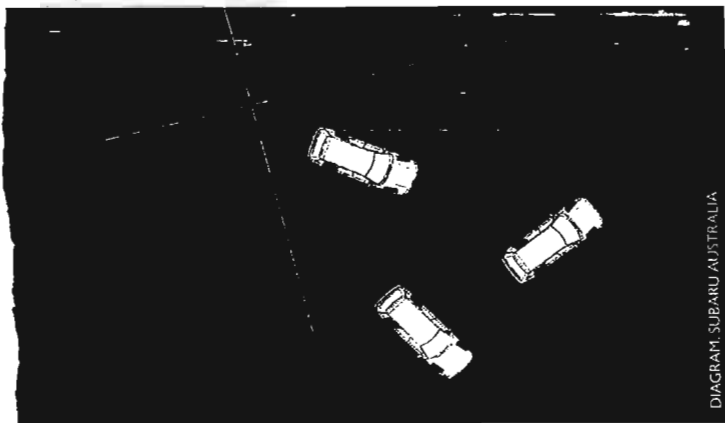


DIAGRAM: SUBARU AUSTRALIA

Why all-wheel-drive works: With reduced road grip, driving a two-wheel drive vehicle through a corner, the driven wheels will lose traction before the non-driven wheels, causing oversteer in the RWD car (1), understeer in the FWD car (2) but safer cornering ability with AWD (3).

amics. At the top end, the likes of Saab, Citroën, Peugeot and Volvo are testing the limits of their excellent FWD designs with higher engine performance and grippier tyres.

With almost universal acceptance of small FWD cars,

right when, in fact, it is inherently safer for the average driver than RWD. Drivers caught out by reduced road grip in rain or on gravel, will find inadvertent wheel spin is neutralised by the pulling action of the front wheels,

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The Issigonis Legacy

There was much more to Issigonis than just designing the Mini. Graham Robson scrutinises the pursuits of an autocratic engineer obsessed with his work.

Was Alec Issigonis a genius? Many people certainly think so. Was the first Mini the most important new design of the post-war era? All of you think so. Will there ever be a more famous motor car designer? I doubt it, very much.

British Motor Heritage has just opened a special exhibition

at Gaydon to commemorate the life of this remarkable engineer. Maybe there's an element of hype in their claim that he was 'the only British car designer to have achieved an international reputation', but his work is still all around us.

Issigonis might only be famous for designing two new-generation cars — the Morris

Minor of 1948 and the Mini of 1959 — but he had a hand in so many other new products. More than any other quality, Issigonis could inspire other engineers to interpret his views. Little, if anything, of the Mini's detail design was carried out by Issigonis, but the concept was his and his character shone throughout every drawing.

You'll notice that I write 'a d', rather than quoting him as the designer of all such products. He was, above all, one of the world's great engineering teachers, a man seemingly with pencil permanently attached to right hand and someone who would commandeer anything — even a tablecloth, if necessary — and set down what he wanted to show.

When BMH unveiled the special exhibition, they compared Issigonis' abilities and leanings, with the legendary Italian artist Leonardo da Vinci. Maybe there is no comparison between their draughtsmanship — and Issigonis certainly never painted anything like the Sistine Chapel! — but both had that flawless approach to scheming out machinery. In both cases, the ideas were new, flowed out from their brains to their fingers and their purpose was instantly understood when drawn out.

How often have you looked at a work of excellence, seen its simplicity and thought: 'Why didn't I think of that?'. The Mini had that effect on people.

Although you will always remember Alec Issigonis for the Mini, what about the 1100s that followed, the military vehicles that appeared in the '40s, the Lightweight Special racing car, the 9X project, the steam engines and much more?

It's 50 years since Issigonis and a small team designed the first Mini, with its unique transverse engine/front-wheel drive layout. Since then it has been copied all around the world — it is estimated that 80 per cent of current car production follows the same basic layout.

Yet it was all a bit of a fluke. For Issigonis, the time was ripe and the backing was inspired. If the Suez crisis of 1956 hadn't pitched the world into petrol rationing, and if BMC's Chairman (Sir Leonard Lord) hadn't been determined to hit back at the rash of bubble cars which were then popular, the Mini might never have happened.

Consider, for instance, that Issigonis' first motor industry job was at Humber, where design

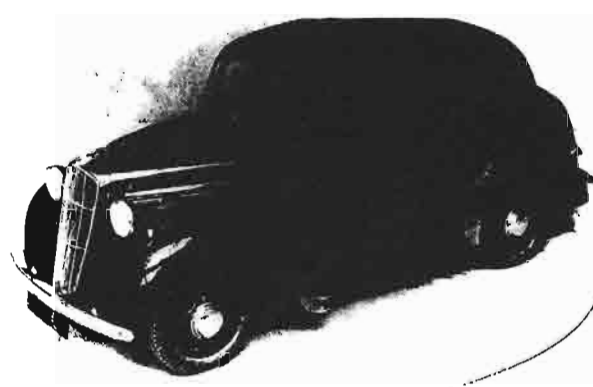
was dead dull and philistines ruled the company. Even his second job, at Cowley, must have been deeply frustrating at first, for although he designed independent front suspension for the new Morris 10 Series M, it was frozen out and had to wait until 1947 before being seen in the MG Y-Type saloon.

He was also lucky — amazingly lucky — to design the new Morris Minor during World War Two, when Lord Nuffield was too busy to take much notice, but when his deputy, Sir Miles Thomas, was a real motor-ing enthusiast. According to BMH, Nuffield only met Issigonis twice, always referred to him as 'Izzy-wizzy-what's his-name' and once described the Minor as looking like a 'bloody poached egg'.

Although the Mini wasn't the world's first front-wheel drive, nor the first to use a transverse engine, it was the first to combine these in such a tiny and attractive package, the first to offer such amazing handling and the first to offer such value for money.

The very first Issigonis-designed front-wheel-drive private car was a converted Morris Minor, yet the very first car he designed at BMC after his return in 1955 may have used Hydro-lastic suspension, but was a front-engine/rear-drive machine!

Suez, and the urge to compete with another European design genius — Dante Giacosa of Fiat — were major influences on what happened next. In an important paper, read in



London, Giacosa sang the praises of tiny rear-engined cars, but since Issigonis always mistrusted the handling of such cars, he decided to go the other way.

Handling, weight distribution and traction, rather than cost control, were what inspired the Turkish-born genius at this time and the car we now know as the Mini came together at remarkable speed.

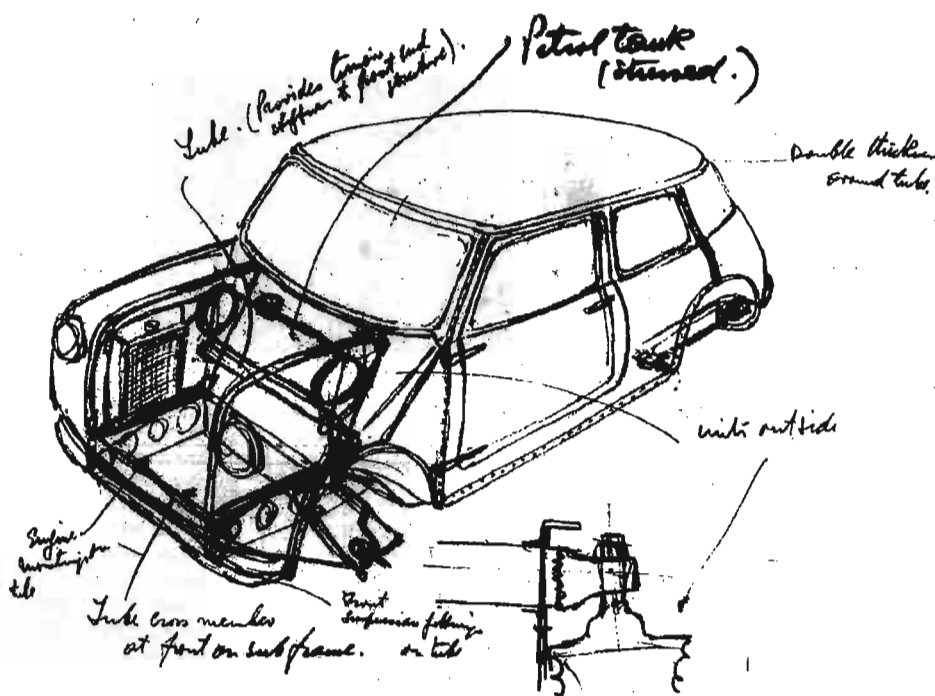
In developing the Mini, Issigonis' genius was not merely in turning the engine across the car and providing front-wheel drive, but by also providing such a remarkable package and influencing its timeless style. Not only was this one of the world's smallest cars, but it was a very genuine four-seater.

Yet when Issigonis came to lay out the Mini's package, he could not copy any other car. It was all down to his team — Jack Daniels, Chris Kingham and all. Not only was the engine bay short but the rear suspension was incredibly compact. Not only were the door bins so capacious, but there was stowage space under the rear seats.

Boring or what? The Morris Ten of 1938 was the first car Alec Issigonis worked on after he joined Nuffield in 1936. Although he wanted to put independent front suspension on this car, it had to wait until the related MG Y-Type came along in 1947.

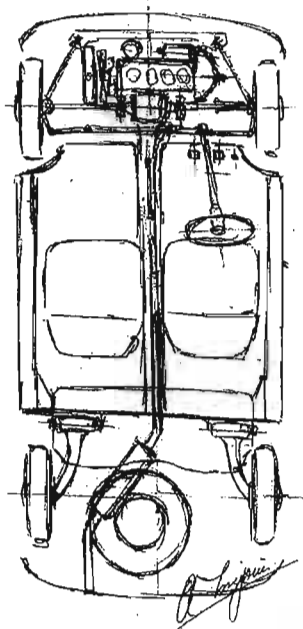


This Mini isn't quite what it seems — actually being a wooden mock-up, dating from 1957, which was used when the original design was under development.



The new Gaydon exhibition includes many of the famous Issigonis sketches. Here was a 'first thoughts' idea of the Mini — notice that the radiator is on the 'wrong' side, and that he wanted to see the petrol tank up front, over the passengers' knees!

Right. Don't be fooled — many people think this is another early sketch, but I believe Issigonis made it after the car was launched, to demonstrate the packaging principals.



Far right. By the end of the '60s, Issigonis and his team had designed a second generation Mini, even smaller than the original, and with an overhead camshaft engine. Coded 9X, it still survives, as the centre piece of the new-for-1997 Gaydon exhibition.

It helped, of course, that Issigonis was an engineering heretic. If this was to be a super-economy car, he reasoned, then there was no reason to provide any luxuries, or too much padding. If he made the seats too comfortable, he once said, the driver wouldn't remain alert — which explains why most of you got backache after driving an early Mini, and why the steering wheel was (and still is) at such an odd angle.

He also had very firm ideas about the Mini and what it should do. To him the Mini was to be the ultimate, the most efficient, the most appealing little economy car — a four-seater for the masses. The fact that it steered and handled better than any other car in the world was a bonus.

Take time out to visit the new exhibit at Gaydon, where you'll get a chance to see a short video tribute to Alec Issigonis and his cars. The interview extracts confirm everything we suspected about the man himself — that he was a deep thinker, that he always tried to get back to basics when designing a new car and

that he was supremely confident that his ideas would always be accepted.

Above all, it seems, Alec Issigonis' staff worshipped him. Not loved, necessarily, but worshipped his vision, his abilities and the way he always garnered support for his plans. Alone of any other technician at BMC, he encouraged their bright ideas, refined them, often adopted them as his own and saw them used in production cars.

Very few other motor car designers could ever match this — in Britain you could include Harry Webster of Standard Triumph and Colin Chapman of Lotus, but who else? Like Issigonis, they produced some fine cars and some failures, but they and their products were never boring.

The hawk-nosed Issigonis, however, had something else which made him unique. Unlike any other of his generation, he could also radiate huge charm. But not all the time! Deep down, Issigonis was rather shy and only truly related to those with whom he was comfortable. With them and with those he respected, he was excellent company. Journalists were encouraged if they agreed with him. Others, on the other hand, were imperiously dismissed.

Obviously he was also a talented analyst and made all his own decisions about new cars. There was no point in asking car owners what they needed — a new model, he once said, because they would always ask



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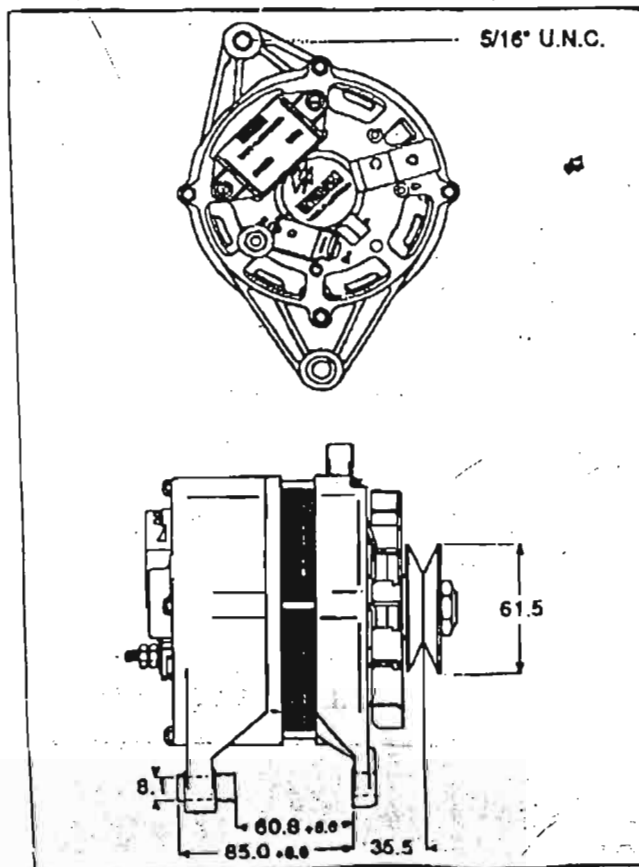
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(2). Leave old regulator in place, untouched as it will be inert and only serves as a wiring termination for existing wiring.

KGP.



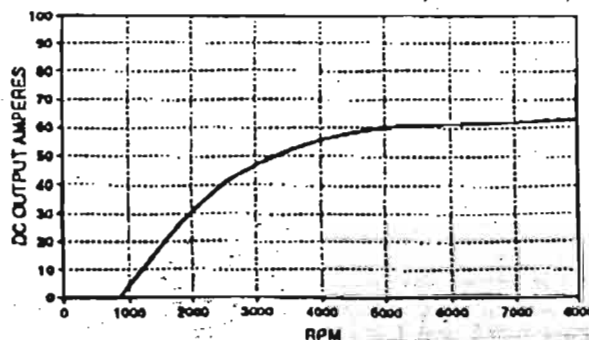
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Refer to cross reference for complete listing of alternators replaced by this unit.



Dimensions in millimeters unless noted.

Allan Hogg
22 Huntingdale Ave
Miranda 2228

G'day Daryl,

The Austin Motor Vehicle Club NSW Inc attend the Bathurst Gold Country Rally each year and this year was its 10 th Anniversary. The rally is limited to 75 vehicles and many clubs are invited. Our club enters about 20 cars each year and this year was no different although this year we had 8 Landcrabs in our contingent.

Enclosed is photo which you may care to use in the magazine. We also met up with another one in Orange who wished to join our club. They're everywhere!

I note that this is half the number that was entered in AOA 2001 so it must be the biggest group to get together in quite a while.

Enclosed are Landcrab articles for the magazine.





Sales

Brand new 1800 engine pipe and muffler \$50 03 9720 5570 Boronia Vic

Mk 11 manual 1968 one owner for last 31 years Royal blue re sprayed and re upholstered reg till Jan 04 \$3,000 Campberfield Vic Rosalie 03 9359 0403

69 mk 11 auto not going recent quality respray no reg West Footscray 03 9687 5869 \$500

1970 1800 mk 11 reg, white runs OIK offers 07 3856 6778

1972 Tasmans [2 cars] 1 with RWC, other a spare \$1500 Gold Coast Peter Jones 07 5574 8293

1973 Kimberely auto for parts \$300 07 3801 2427 Shailer Park QLD

Austin 1800 parts. 1 generator, 1 crankshart (5 bearing), 2 rotary and disc calipers (new pads). Carby/mafold new radiator hoses \$ 50 for the lot, 1953 Ferris Car Radio. 6 volt/240 volt \$ 60.
Ph. Alex Connors, [07] 3207 3425

1968 Mark 1 1800, new tyres and brakes \$ 200.
A40 B series 1200. Motor Model 1955 Water pump kit \$ 55
Greg Tuckwell, 0412 720 912

1967 Austin MK 1 Auto sedan. Green colour, good condition. Complete overhauled engine transmission, radiator and exhaust. Registered, runs well. Good tyres \$ 1700 ONO. Owner Leisha [07]:5535 9336, Mechanic Greg: [07] 5572 4622

1800 MK 11 and Tasman grilles. White bench seats suit Austin Tasman.
Jack and Wheel brace as well.
Contact Peter Jones, [07] 5574 8293

1965 Austin 1800, green, concessional registration, fitted with MK 11 engine, original comes with car, \$ 2500. ONO. Kevin Snee,[07] 5535 1981.

1966 Mk 1 deceased estate one owner blue Benalla Vic 5762 4167 134,142 miles

**MK 1 UTE originanal condition un registered \$1,500 Geoff Marshall
Blackburn Vic 03 9877 1425 0417 329 552**

Parts car resprayed Maroon mk 11 car in Doncaster Vic Morgan 0439 9007 44

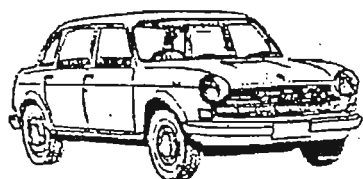
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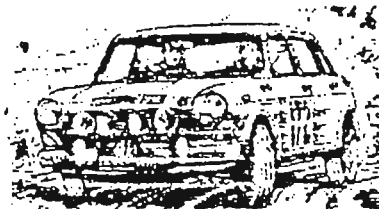
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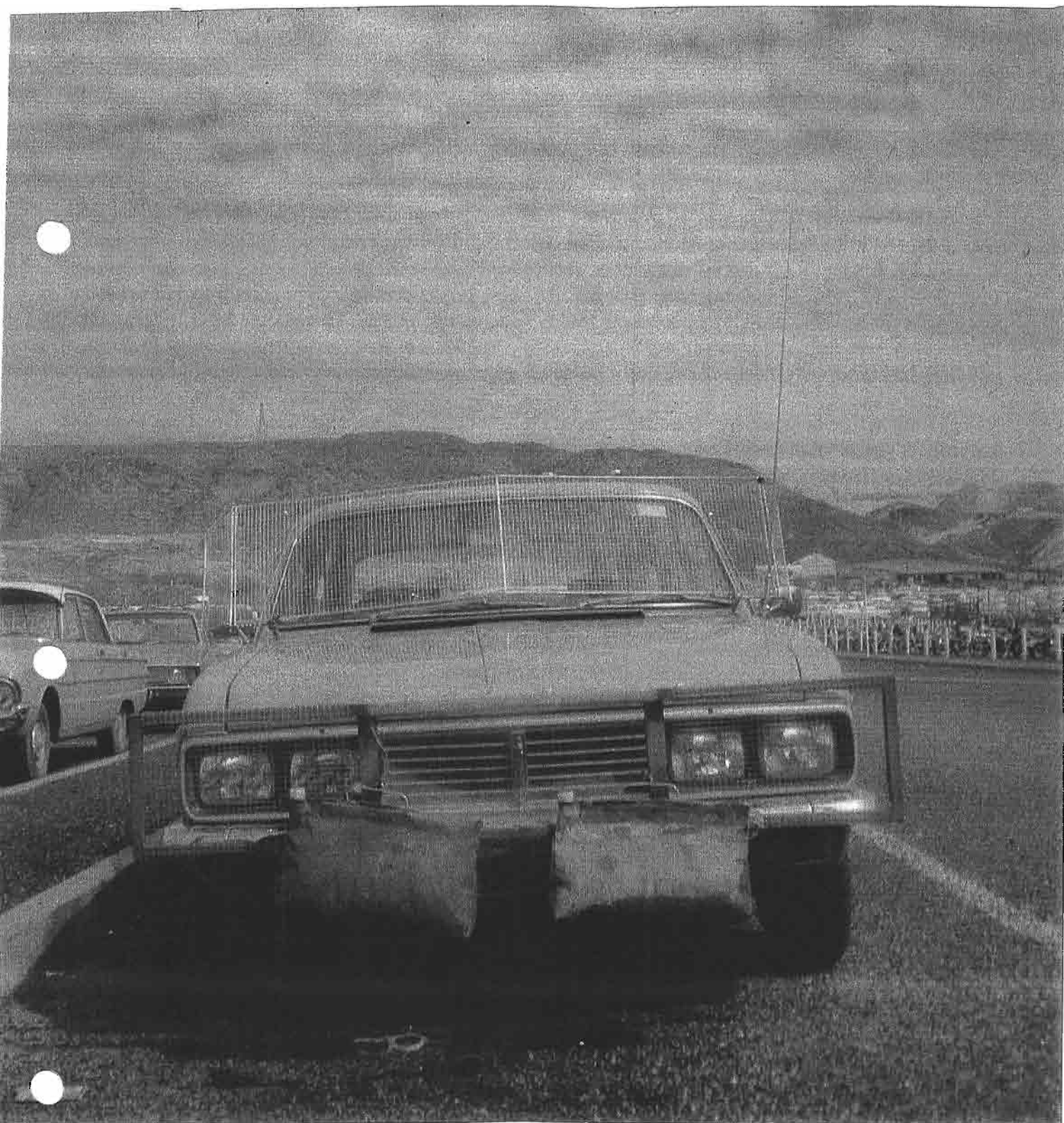


LANDCRAB

CLUB OF AUSTRALASIA INC.



Welcome to newsletter number 110 for June and July, 2003



Next edition will carry more details on this interesting vehicle

Peter Laursen
Praestemarksvej 30
2300 Copenhagen S
Denmark
Phone: +45 32 51 73 36
e-mail: tn000678@tcnmail.dk

23rd January 2003

Dear Daryl

Thanks for the newsletters you sent me. It was very interesting reading.

I enclose a picture of my three landcrabs. As you will see, I have one of each:
Morris 1800 MKI 1966. This was originally my parents' car from new. This is my everyday car. It is in a very good condition but needs an engine rebuild, which I am working on now.
Austin 1800 MKI 1966. It is used as a second car.
Wolseley 18/85 1967. This is my most recent acquisition. It was in a very good condition, but needed a new engine. I therefore used the opportunity to renovate the engine bay. I installed a MKII engine, which I fitted with twin carburettors from an "S" and an "S"-exhaust. The gearbox is from a wedge Princess, which has a higher gear ratio and rod gear change. The car now looks as new and drives like a dream.

As the temperature in Denmark in winter is about 0 C a lot of salt is used on the road the keep snow and ice melted. This is hard for the cars, which tend to rust quickly. A proper rust protection will do wonders. This is proved by my cars, as the Morris and the Wolseley are virtually without weldings, which is contrary to the Austin that has not been adequately rust protected from new.

Apart for these cars I have a 1967 MGB (the 1800 engine again) and a 1975 Princess 2200 HLS (the 2200 engine).

Reg



Pete



Braking New Ground

By Daryl Stephens

Some people may fall out of their theological tree over this article, but nun the less in my experience it is 100% true. It is based on a lot of experience with Mk 1s, Mk 11s and Tasman / Kimberley's So, here we go!

The Mk 1 1800 stops better than the [PBR brakes] Mk 11 1800 which stops stops better than the Tasman/ Kimberley range! To my uneducated mind, the reason is quite simple.

The Mk 1 has the power assisted rear brakes, where as the others do not. The Mk 11s and the Tasman/ Kimberley's still have the pressure limiting valve, but it is in the tandem master cylinder.

A little known fact about the Tasman Kimberly rear brakes has been uncovered by Robert Goodall. Without looking up the workshop manual, one would assume the Mk 11 1800 and Tasman' Kimberley's share the same rear brakes.

Wrong!

The Mk 11 1800 uses a rear wheel cylinder of 0.8125, where as the Tasman Kimberly's use a wheel cylinder of 0.75 By simply fitting the larger Mk 11 rear wheel cylinder to the Tasman/ Kimberley's, better stopping is achieved. The rear kicks up less, and the front is less likely to lock.

Mk 1 owners should not get excited about fitting the larger rear wheel cylinders [off the Mk 1 Ute], as the Ute is renowned for rear wheel lock up when empty.

The better stopping of the earlier vehicles is also caused by the more efficient Girling calipers. Here are some interesting figures

Mk 1 pad area 21 sq. in

Mk 11 pad area 23.92 sq in

X6 pad area 25 sq in

Austin 1800 S and Austin 2200 pad area 27.6 sq in

In the authors opinion, the Girling calipers are far more reliable than the PBR's. The PBR's tend to have sticking pistons which means the pads do not fully leave the disc, and are therefore very hot before any braking is done. A couple of applications and they are useless! The easy test is to feel the wheel trim. If it is hot on one side, and the other is not, do as I have done on 3 mk 11s – throw the PBR's out and install Girlings

The procedure is simple. All 4 bolt holes line up. The only drama is bending the metal brake pipe. It bends without imploding! The better way is to obtain Mk 1 calipers with the pipe still attached

I recommend using Ferodo disc pads. The pad number is DB 525, but DB 625 will fit if the holes are bored out.

Now for the interesting bit!!

I recently experienced a phenomenon known as hot spots on the Mk 1 discs. In basic terms, it meant that even with recently machined discs, stopping was one big vibration. So bad that the adjustable front end collapsed, but that's another story.

Therefore the discs had to be replaced. From the above figures on the 1800 S, and from others in the Club who have preformed the up grade, it had to be the way to go. The genuine S brakes can be imported from a very helpful Tony Wood in the UK [0011 441 253 352 730] but the postage on the heavy discs and calipers is not trifling.

However, Kimberly discs can be machined to fit, and the caliper in also found on the Rover P6B i.e. the Rover 2000 with the Buick V8. They are also on a Jag and an Aston Martin and perhaps a Triumph

Around here, wreckers ask about \$50 for a pair of discs and ditto for a pair of calipers

Starting with the Kimberley disc, the diameter must be reduced to 246 mm. The face must also be re machined; no matter how good it is because the new calipers bring the pad much closer to the axis Ear mark \$60 for this procedure.

One does not put new wine into old wine skins. Or to put in another way, one is wise to re kit the 30 year old calipers before re installation. The kits are \$30 each. When installing, the dust cover had me defeated until the penny dropped. I put the dust cover on the pistons, and then fitted the pistons.

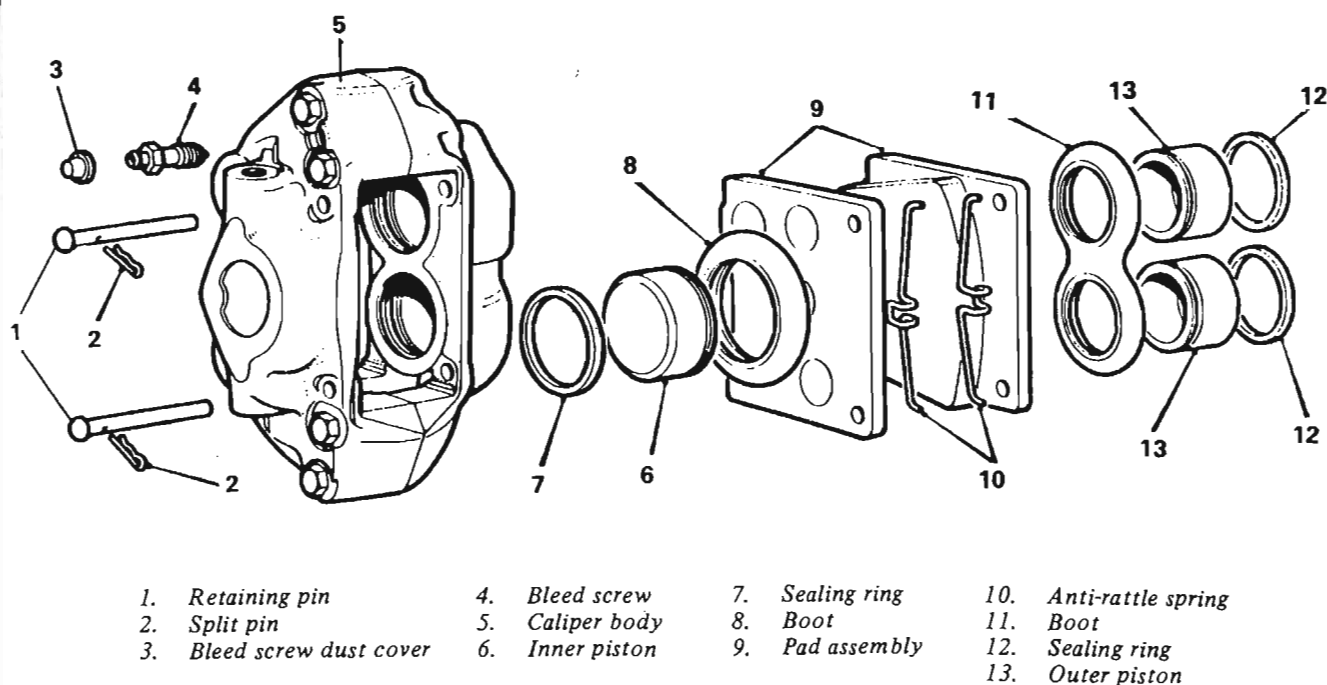


Fig. M:8 The front brake caliper components on 1800 'S' and 2200 models

Down to business

With the front wheel off, the brakes can be attacked. First, the flexible brake line is disconnected from the the caliper. Rather than have an assistant sit under the car with his/ her thumb over the dripping pipe, it is easier just to block the end. Failure to do this just means that the whole system will need bleeding at the finish

Next, the old caliper is removed. If it is PBR, chuck it in the bin !

Now the 5 bolts holding the disc to the drive plate can be removed. Then remove the big hub nut. Using a hub puller, the driving flange is removed, followed by the disc.

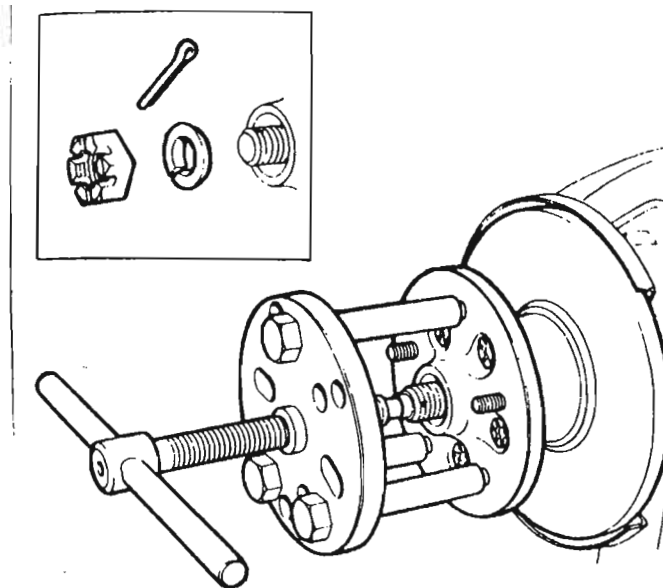


Fig. M:1 Using a puller to remove the hub assembly when replacing disc

The back plate can either be cut down or completely removed. It is standard on the 1800's but did not appear on the X6 range. Apparently, if there is a dust cover over the caliper pistons, the back plate becomes superfluous.

Re assembly is a reversal of the earlier process - not forgetting Loctite 242 on the driven plate.

The Ferodo disc pads for this conversion is DB 522XL

Nota Bena. My Mk 1 does not use the standard wheels and I forgot to check a standard 13 "wheel for clearance before writing this article. If anybody wants me to check, let's know.

The final result? Significantly improved stopping

Club annual fees of \$32 become due 30/6. Please remit to Landcrab Club 22 Davison Street, Mitcham 3132.

In a recent survey conducted in Sydney, 80% of 5132 people polled said they would never leave the beautiful Harbour City.

Besides, most also admitted that leaving would violate their parole!

EMTB 150G

Earlier this year Peter Locks bought MTB 150G the Landcrab used by Bob Eaves on the London – Sydney and the World Cup Rally. Peter intends to use the car in Historic rallies – here is the story so far.

The amazing adventures of Lurch the Landcrab

We purchased MTB 150G way back in May 2002 with the idea of a change of direction in rallying.

We had rallied a standard Healey 3000 which was latter replaced by a Stage rally 3000. The Healey really is a most rewarding car and very exciting when all is going well but unfortunately it is a most horrendously expensive vehicle if the car or the driver are not right on the ball.

Lurch had completed the London to Sydney rally back in 1968 when the world was still in black and white, and attempted the World Cup in 1970 was unfortunately involved in an accident and was returned home and left and ignored for a few years. Straightened by Martin Jubb and put back to work for a while, then again left.

When we bought it, it was complete but tired. Our feelings were that BMC and its previous owners had done the work we only had to do a bit of restoration and we would be charging around the countryside setting new standards for others to match. The first event was the Hughes rally, we had done little more than check it over and sort the brakes. 40 minuets in and running very much on time the constant velocity joint broke. - Green flag to the rescue!!!.

I replaced the UJ on both sides and following many emails and a few phone calls to Ken Green and Tony Wood replaced most other moving parts on the car.

The second event was the Ross Traders. We had great fun. The car was not the embarrassment I thought it might be on the special tests. This was not really due to breathtaking performance but some of the tests were rough and one of the Landcrabs saving graces is what you cant go around you can usually go over. And so we did. We were only 2 or 3 seconds off the fastest car on a couple of tests.

So now it was time to take it more seriously. New wheels were order as the Magnesium ones can go brittle. Replacement Servo, Hydro units, seats, Harness's and a million and one things. Many new bits to give the engine "spirit".

Lurch was entered into the Marathon. Tower bridge to Prague.

Just about every thing but the engine was rebuilt or replaced. Retrotrip fitted, navigation lights and even a fridge.

Fully loaded with spares and tools, Fridge and delusions of success we set off to the scuteneering at Brooklands. This is on the Saturday. Sunday morning we are to leave

Tower Bridge at something like 9am, when 15 miles up the road the radiator goes pop. It was that can of rad sealant. Blocked the core solid. I have no spare rad. I don't know anyone with a spare rad. A friend with a van towed us home. There was nothing we could do for Lurch in the time remaining.

Off with the stickers and rally plates, straight onto the Healey and up to scrutineering with a couple of hours to spare.

Back home and service the Healey, put back on the hard top, find the spares and tools. No luxury like a fridge, infact you are lucky if you can get much more than 2 changes of underwear in a Healey.

So after a late night, we had an early morning start. The sun was shining and all was well with the world.

I shall not bore you with a blow by blow account of the rally but we had a good time. The first night in Ypres decided the order of the event and we unfortunately made a couple of mistakes that we never recovered from. Uther than that there was a wet night changing the dynamo. Several hill climbs or uphill sprints with many a hair pin, This is what the Healey was made for. Colin Bywater / Gordon Bywater / Michael Wheatley were on the event with their 1971 Wolseley 18/85 Landcrab which looked amazingly standard. It is not. That car was very fleet of foot, infact I think it put quite a few sports cars to shame. They did well and Won a Class Award.

So Lurch missed out. Maybe next year there will be two instead of one Landcrab out on the event. As they say the best laid schemes of mice and men

Peter Locks.



Landcrabs on the Internet.

More and more people are on the Internet, here are a few sites to be going on with, if you know of any more please let us know.

<http://www.landcrab.net>

Our site now updated with video clips and picture gallery, this should be your first port of call.

<http://www.homestead.com/austin1800/>

John Roaches Australian Landcrab site with a bulletin board and lots of useful hint and tips and

history of the antipodean Landcrab

<http://uk.briefcase.yahoo.com/ken1800uk>

Ken Green's rally picture archive. Over 100 pictures of rally Landcrabs and technical information

<http://www.planet.eon.net/~chichm/gromit/gromit.htm>

Marcel Chichak's site about his Landcrab "Grommet" lots of useful information on the main site.

<http://www.soft.net.uk/hackney/smopage.htm>

Small picture gallery of SMO 227G

<http://www.amsag.com.au/amsag/cross.htm>

The Southern Cross rally winning Landcrab driven by Andrew Cowan

<http://marathon68.homestead.com/>

The best site for the London Sydney Marathon – full of Landcrab pictures and information.

<http://www.alphalink.net.au/~sahra/austin.html>

Sahra's home page about her Landcrab

<http://www.scottsoldautorubber.com.au/austin1800.htm>

Scott's page for rubber spares - useful for our Australian members

<http://www.alphalink.net.au/~sahra/goodall.htm>

Robert Goodall's page – useful if you break down in Melbourne!

<http://pages.infinet.net/kagh/baustin.htm>

Guy Kavanagh's site from Canada with pictures of his son Philippe's 1800.

<http://www.users.dircon.co.uk/~sandy/wolseley>

The Wolseley notice board for all 18/85 pilots click on the starting handle!

<http://members.ozemail.com.au/~joybel>

Peter Jones 18/85 and site some nice pictures and links



8

New Members

Ferdinando Magnanelli 34 Harold Street 03 9850 7775 mk 11
Bulleen Vic 3105

Bridget Andrews 144 Creevey Drive 07 4974 9041 Ute
Captain Creek, Agnes Water QLD 4677

Bridget hopes to begin restoring her ute soon !

Jim Burfoot 250 SchoolHouse Road 03 9874 8444 Lookin
Woori Yallock Vic 3139

Jim is the owner of both Yarravale and Vermont hire

Bob Gilliland 3 Loves Avenue 02 9589 1205
Oyster Bay NSW 2225

Sales

April 1966 mk 1 White/ green 27,000 miles from new deceased estate John Black
03 9370 5969 offers Moonee Ponds Vic

1800 mk 11 car at Beaudesert Wayne Paige 07 4926 0271

Mk 1 no reg complete and runs well Anthony 02 6672 1383

Blinker stalk in VGC \$70 Also Front and rear mk 1 Red seats with no splits in the rear -
offers Remanufactured gear change done 25,000 miles offers Daryl Stephens 03
9873 3038

For Sale

1972 Austin Kimberley MkII auto sedan.

***Only covered 100 miles since engine and gearbox recon, but the body is rusted and there is
no rego or RWC, the owner is now unable to drive due to ill health \$500 ONO***

Rick Minter (07) 3801 2427

Regards
Peter A. J

G'Day Daryl, To answer your questions; The car is a 1964 MK1 model, manual, maroon in
colour with 64,000 miles, it is not registered. I have no idea of a what fair price would be. Say
to \$1000. I live in Newcastle phone 0249573514.

Regards John Mitchell.

The Wind Bags

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07 5574 8293

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03 9873 3038
stephensdaryl@hotmail.com

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SOCIAL CONVENORS

Brisbane see Peter Jones
Sydney Vacant
Melbourne Vacant

Opinions expressed within are not necessarily shared by the Editor or Officers of the Club While 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



SMO 227G now back in the UK & owned by Ken Green

MG Rover Group press release paper

RELEASE IMMEDIATE

May 1, 2003

MG ROVER GROUP LAUNCHES APPEAL FOR LONGBRIDGE MEMORIES

MG Rover Group is to launch an appeal for historical artefacts of significance, relevant to Longbridge, Austin, Rover or MG, to be loaned for display in the Longbridge Conference Centre. Contributors will be honoured in a register, held on display to credit owners for their generous support.

MG Rover Group is still a very young company, formed in May 2000, but it has the legacy of one of the motor industry's most charismatic and famous histories. Looking forward to next year, Rover celebrates its first centenary and the following year is the Longbridge site's centenary, which is why we're launching this appeal.

Tony Osborne, Chairman of the Federation of Austin Clubs, Registers and Associations, said: "With the wealth of historical significance held for Longbridge, we are very keen to receive the key historic milestones that capture the company's achievements."

Enquiries should be sent direct to Tony Osborne, Energy Operations Manager (and Chairman, Federation of Austin Clubs, Registers and Associations), MG Rover Group Ltd, PO Box 41, Longbridge, Birmingham, B31 2TB. Telephone: 0121 482 3402

For further information please contact:

Greg Allport, Head of Media Communications

Telephone: +44 (0)121 482 5894 / +44 (0)7740 740445, e-mail: greg.allport@mg-rover.com

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Issued by Group Public Affairs, Phoenix Venture Holdings: +44 (0)121 482 5935

Media website: www.media.mg-rover.com for all information and copyright free images

RELEASE IMMEDIATE

May 1, 2003

TOP TV DETECTIVE UNCOVERS LORD AUSTIN'S OFFICE HIDDEN FROM PUBLIC VIEW UNTIL NOW

Top TV detective, John Nettles, was at MG Rover Group, Longbridge to formally unveil a recreation of Lord Austin's original office with John Parkinson, Managing Director XPart Ltd and former Austin Apprentice. The office has been hidden from public view until now.

Lord Austin's office has been recreated, with its original contents and decor and incorporated into the company's Conference Centre. The office, occupied by Herbert Austin during his working life at Longbridge (1905-1941), was largely undisturbed for 60 years, but hidden from public view.

Having worked during the establishment of the Wolseley Motor Company in 1896, Austin left to set up his own company, seven miles southwest of Birmingham. Despite being in the countryside, it offered his new workforce road and rail access, a water supply from the River Rea and smog-free air, where the paint on his motorcars dried with a bright finish. The room holds great significance both for the motor industry and Birmingham.

Lord Austin's office will be available for public viewing next month and to ensure its period atmosphere is retained, a specially created room provides viewing through the exterior windows.

For further information please contact:
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MG Rover Group press release paper

RELEASE IMMEDIATE
May 1, 2003

Pre-recorded radio interview available
at www.media.mg-rover.com

IMPORTANT HISTORICAL ARTEFACTS FOUND DURING RELOCATION OF LORD AUSTIN'S OFFICE

During the move of Lord Austin's Office, from its former location in South Works to its new resting place in the Conference Centre at Longbridge, a collection of artefacts has been discovered.

The Wainscoting wood panelled room, furniture and fittings contain much historical significance. Hidden in a cabinet for several decades were a number of items, including an unused and as-new Austin diary from 1914, complete with original protective inter-leaver paper.

Another interesting discovery was a rare Austin Golden Jubilee 1905-1955 commemorative coin, commissioned to celebrate the 50th anniversary, preserved beautifully in its original case. The coin's frontage shows a figurehead of Herbert Austin and on the rear, images of the first Austin – an Endcliffe Tourer with a reflection of a 1955 Austin Cambridge.

A number of books were also found including a collection of original Austin advertisements (Jan–Dec 1910), featuring the strap lines 'less risk, less cost, more satisfaction' and 'The car that has set the fashion to the motoring world', plus a salaries book of all employees between Nov 1912 and Nov 1915. More artefacts include van, tractor and car ads, brochures and purchase contracts.

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MG Rover Group press release paper

RELEASE IMMEDIATE

May 1, 2003

LORD AUSTIN'S OFFICE, LONGBRIDGE

Herbert Austin founded the Austin Motor Company in the summer of 1905. On 4th November that year he discovered the former White & Pike printing works at Longbridge, situated beside the Bristol Road, the River Rea and the joint Midland and Great Western Railway line from Longbridge to Halesowen.

The Austin Motor Company moved into the Longbridge premises, which had been unoccupied for some four years. Herbert Austin moved his effects into one of the offices, which was to remain his personal office throughout the rest of his working life.

Austin's office was located at the front of the factory, on the first floor, overlooking the main factory entrance of the time (now known as 'K' Gate). Through the office window Austin would have looked down the Bristol Road towards the village of Rubery.

Austin used his office until his death in May 1941. Subsequently Leonard Lord (Lord Lambrey) and Bill Davis both used the office briefly.

In the 1950's, when the Austin Motor Company was part of the British Motor Corporation and Longbridge held the head office, there was money for development. Much of this investment can be seen in the form of the Conference Centre (previously know as the Exhibition Hall), Assembly A (Car Assembly Building 1), the Sales and Marketing building, the Product Development Centre (Designs block), South Engineering Block and International Headquarters.

In order to build the South Engineering Block, the old Showroom had to be demolished. Bill Davis, then a B.M.C. board member, asked Leonard Lord where he should work, as his office was to be relocated. He was told to move into 'The Old Man's' office, which he did for some months until his new office was built.

Bill was the last user of the office. It was on his instruction, when the front of No.1 shop including the Old Man's office, had to be demolished, in the late 1950's, that provision be made in the new South Engineering Block to relocate 'The Office'. It remained until the spring of 2003, when it was incorporated into the Conference Centre, as part of the archive centre.

Sited to the right-hand-side of the Conference facility, it is possible to switch the lights on from the outside and peer through the windows as if you were walking by. Access to the room remains through a door in the museum, which houses a small collection of cars associated with Longbridge.

Austin, MG and Rover cars are represented and include a 1935 Austin 16/6 still fitted with its Austin Hayes automatic transmission (at one time owned by Bob Wyatt the Austin Historian and writer, and kindly donated to the museum by GKN Technology) and a 1959 Austin Se7en (one of the original Mini's for those baffled by the date).

Once in the office, the period atmosphere is protected in time, indeed as 1930's photographs prove. The office is comfortable, but not lavish.

Inside the room through the left hand wall is a small door. This used to lead to the most important room in the factory - the Chairman's' throne room (toilet)! Along side this door is a framed drawing of a railway locomotive and carriage, with the words above: *'Most everything worthwhile is born of some dreamers dream'*. It was Austin's dream to make motorcars and that belief continues in the cars built here at Longbridge to this day.

The fireplace occupies the centre of this wall. The mantelpiece has a dip towards the right hand end. This was probably caused by Austin leaning on it over many years whilst talking to visitors to his office. In the centre of the mantelpiece is a picture of St. George slaying the dragon. On the shelf above is an Onyx ashtray, a souvenir from the World's first purpose built motor racing track at Brooklands. Austin's son in law, Colonel Arthur Waite, led the Austin Seven racing team against many other manufacturers' products, including MG (ironic because MGs are now built at Longbridge!).

Also of interest on the mantelpiece are two shells, produced by the Austin Motor Company during World War 1. Austin expanded his factory between 1914 and 1918 in order to help supply the military needs of the country during that conflict. In 1913 about 2,000 employees were producing 1,500 commercial and pleasure vehicles a year. In 1918 there were 20,000 employees and the factory had expanded. The North Works had been built the other side of the railway and the West Works on the other side of the Bristol Road.

The South Works, which included the original White and Pike factory, was extended back to the Birmingham-Gloucester railway line. Products leaving the factory during this period included vehicles, armoured cars, ambulances, trucks, generators, searchlights, fighter aircraft and munitions. The most voluminous product manufactured was the 18lb shell of which over 6,500,000 left for the Royal Ordnance factories to be filled with explosives before dispatch to the front.

As soon as the Armistice was signed all Government Contracts were cancelled. This left Austin with 20,000 employees and little work. The Austin 20 was put into production designed for the world market. This fine car suffered the imposition of taxation in the home market based on the bore of the engine whilst ignoring the stroke. This led to the introduction of long stroke engines unsuitable for the rest of the world and in 1921 Austin was forced to rush the 12 into production.

The sales of these two models did not raise sufficient cash flow to maintain the factory and the administrators were called in to help Austin turn the Company round. Sadly the day came when Austin had to decide if the factory gates should be closed for the last time, or if he should put his alternative plan to the workforce.

One story tells us that in order to make the decision, as any Chairman would, he took a coin from his pocket and tossed it. Heads to stay, tails to close. It landed heads up, so Austin went and spoke to the workforce himself. He explained that the Company finances were not healthy, but that the problems could be overcome. He required help from the workers though. If they were prepared to work for one month without pay, the Austin Motor Company could survive.

Austin appreciated that he could not ask this of the workers without giving something in return and he offered those making the sacrifice, a job for life as long as the Company was there. In the 1970's there were still some of these workers, past retirement age in their 70s, working their 'Job for Life'. That coin, a half crown (two shillings and six pence which is now twelve and a half pence to those who don't remember real money) is mounted in the wooden panelling behind Austin's desk.

Behind the desk, above the famous half crown, is a plaque commemorating Austin exhibiting his cars at a motor show in Turin in 1911. Just six years after opening his factory, Austin was exhibiting his cars across Europe.

Along side the fireplace is a photograph of a white haired gentleman and is signed by the subject 'From your friend, Henry Ford'. Ford would visit his factory at Trafford Park, Manchester, and stay with the Austins at Lickey Grange, no doubt spending time comparing notes and exchanging ideas.

Below Henry Ford's photograph, there is a period air conditioning unit made by Carrier in the United States. Most visitors to the office, when asked, suggest that it looks like a stereo or a radiogram. With the looks of a fine piece of cabinet making, it is in fact pressed steel painted to great effect.

Below the window opposite the door into the office, on a delightful cabinet, is a clay bust of the 'Old Man' in his latter years. This is the artwork for the bronze bust that has recently been returned to the Conference Centre to stand in the entrance foyer to the museum.

On the Old Man's desk are three inkwells. The one, presented to him by Rudge Whitworth, is made from the wheel nut for a wire wheel. In the red-topped ink well of the other pair is an old fifty pence piece placed there on a visit by Sir Michael Edwardes, when he was the Chairman of British Leyland in the 1970s.

Another bust of Austin is on top of a cabinet to the right of his desk. This bronze bust shows Austin in his younger years.

To the right of the door into the room is a bench where, it is believed, shop stewards sat on visits to the 'Old Man'. Above it is a beautiful barometer and thermometer on an intricately carved mounting. This was presented to Austin by his senior staffs for Christmas in 1933. They clearly thought much of him.

Within the room all the fixtures and fittings are original, from the light in the ceiling to the carpet on the floor. Going out through the doors into the Conference Centre returns visitors to the modern world, leaving behind the history encapsulated in the single room that was Lord Austin of Longbridge.

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Spares update

Patrick Farrell 03 9762 4457 not after 9 pm EST

Brand new steering racks 2 of \$200

Constant velocity joints completely remanufactured \$150 change over or \$200 with no change over

Kit for the tandem brake master cylinder \$ 31

Ball joints new \$ 54

Tie rod ends \$ 21

Engine mounts 1800 \$30

Tasman Kimberley available on special request

Adaptors to convert the Z23 oil filter to the Z9 \$ 10

{Scots Old Rubber Co have the windscreen rubbers and filler strips}



Northern Jag

22 Beatrice Avenue, Heidelberg Heights Vic
9459 9285

Have supplied a list of parts for sale. Prices were
not given, so buyer beware!

4 Workshop manuals
Mk 1 & 11 front & rear lens
3 mk 1 grills
3 mk 1 cylinder heads
1 Mk 1 manual gearbox, 1 Mk 11 manual gearbox
1 radiator, 4 rear brake drums
2 gear change assemblies, 2 steering racks
20 hydrolastic displacers
1 new pressure plate, 1 manual ring gear new
2 reconditioned torque converters, 6 Mk 1 oil filters
Mk 1 & 11 wiper and headlight switches 1 new Lucas generator
12 cats eyes for blinker stalks
1 Mk 11 LH front guard 1 LH Ute rear guard
1 Ute rear window 6 front drive shaft assemblies
2 Mk 1 front doors 1 bonnet
Auto gear chains servos

I CAUTIONED my children – Andrew, eight, and Sharon, ten – that if they wanted to play outside, they must stay off their bikes while I went to the nearby airport to give a flying lesson. On my way out, I left the phone on the veranda.

While my student and I were circling the airport, we flew over my house and I noticed Andrew cruising around on his bike. I radioed the tower controller and said, "John, would you call my house, please, and tell Andrew to get off his bike and

go to his room?"

When Andrew answered the phone, John passed on the message.

Later, I arrived home to find Andrew sitting on his bed, a worried look on his face. "Mum, I'm sorry," he said. "I was playing on my bike, but God saw me and made me go to my room."



LANDCRAB

CLUB OF AUSTRALASIA INC.



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

Welcome to newsletter number 111 for August and September, 2003



Club fees of \$32 became due 30/6. Please remit to The Landcrab Club, 22 Davison Street, Mitcham 3132 Vic

The Bags of wind !

PRESIDENT

Vacant Ability to read and write
Helpful but not necessary
Applicants invited

DATA REGISTRAR

Peter Jones
4 Yarandin Court
Worongary QLD 4211
07 5574 8293
peter-ajau@yahoo.co.uk

PUBLIC OFFICER

Ability to send to Government
A form every year is necessary
Also the ability to lick a stamp
Applicants invited

SPARES CO ORDINATOR TREASURER LIBRARIAN

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Mum's the word — she said so

AN Eye reader has reminded us of the lessons mum taught us all during childhood.

MUM taught me . . .

● To appreciate a job well done:
"If you're going to kill each other, do it outside — I just finished cleaning!"

● Religion: "You better pray that will come out of the carpet."

● Time travel: "If you don't straighten up, I'm going to knock you into the middle of next week!"

● Logic: "Because I said so, that's why."

● Foresight: "Make sure you wear clean underwear, in case you're hit by a bus."

● Irony: "Keep laughing and I'll give you something to cry about."



● Osmosis: "Shut your mouth and eat your dinner!"

● Contortionists: "Will you look at the dirt on the back of your neck!"

● Stamina: "You'll sit there until all that spinach is finished."

● Weather: "It looks as if a tornado went through your room."

● Science problems: "If I yelled because I saw a meteor coming towards you, would you listen then?"

● Hypocrisy: "If I've told you once, I've told you a million times — don't exaggerate!"

● Life skills: "I brought you into this world, and I can take you out."

● Behaviour modification: "Stop acting like your father!"

● Envy: "There are millions of less fortunate children in this world who don't have wonderful parents like you do!"

New Arrivals

Greg Marlew

12 Woolmore Cross
Atwell WA 6164

mk 1 & 11

Dear Daryl

I would like to rejoin the Landcrab Club and enclose a money order for \$32. I still use my 1966 Mark I as my daily driver, although I have needed to replace one of the front displacers. I got two and a bootful of other spares from a very nice man for free!

I purchased an unlicensed 1969 Mark II automatic for \$100 recently, with the intention of using it as far as possible as a donor car. When I got it home, the more I examined it, the more convinced I was that it was too good to break. It requires very little work to be relicensed.

My other 'classics' are a 1961 Humber Super Snipe which is on club plates; I'm secretary of the Humber Car Club of W.A. – I hope that will not be held against me!! Also I have a 1985 Jaguar Sovereign which has been pressed into daily service while the 1800 was waiting for its suspension repair.

John Harding

6 Acacia Place
Ballina NSW 2478

Mk 11

02 6686 8482

Ric Scott

35 Fraser Steet
Airport West Vic 3042

Mk 11 Ute

03 9324 5502

Ric was a foundation member of the Austin Car Club of Victoria, which merged into the Landcrab Club. Welcome back, Ric !

Eric Davison

3 Clifford Place
Coonellabah NSW 2480

Mk 11 Ute

02 6624 4537

Barney

Barney is a two tone green 1969 Austin 1800 automatic. He was purchased on 29 January 1998 for my daughter Paulette. The speedo showed 57336 and the car was in particularly good condition both as to the exterior and the interior although it was obvious from the paint variation that there had been minor damage to the left side front door. When inspecting the car I arrived 20 minutes early and parked down the street. Shortly afterwards out from the house adjacent to where the Austin was parked came a little man with a container of water. up went the bonnet of the Austin and the water went into somewhere. I waited for 20 minutes then drove up the street to arrive at the agreed time. When I was checking over the car I noticed a steady drip from the water pump and the end of the exhaust manifold was broken off. When I asked about these the little man claimed that he knew nothing about either. So much for his integrity. I brought the car home replaced the water pump and exhaust manifold, did the brakes and ball joints and obtained my roadworthy.

Our first Austin was named Homer, the next was Marg and in keeping this Austin 1800 became Barney (or Barnasaurus) as Paulette's boyfriend who drove a modern plastic Japanese rocket named him.

Prior too this Paulette had a Toyota Celica. However she didn't see the need for maintenance. When the car was here I did oil changes and kept it in oil and water, globes and other replacement parts including clutch, seats instruments and more. She didn't tell me about the clutch giving problems until she could not get the car into gear. Many times when I checked the oil there was not enough to register on the dipstick. Sometimes she would ask me to check the oil because the engine was shuddering. The Celica died a painful death with no compression on cylinder 3, varying poor compressions on the others and so many other mechanical problems that it was not economically viable to effect repairs..

Once Barney was home I used several months of my spare time to carry out various enhancements including:-

(1) Expand the wiring loom to incorporate additional features including two speed windscreen wipers, electric windscreen washer, two speed heater, heated rear windscreen, electric fuel pump, Austin Kimberley pre engaged starter motor, relays for starter, low beam headlights, high beam headlights, Lucas alternator, reversing lights, anti theft devices, aerial, hazard lights and interior lights on both sides operated by all doors.

(2) Install a two speed windscreen wiper motor, modified wiper switch and twin washer jets utilizing parts from a Kimberley.

(3) Relocate the horns to below the centre of the grill utilizing a mounting bracket from a Kimberley.

(4) Have the steering rack rebuilt.

(5) Install a towbar.

(6) Install an internal light on the passengers side and light switches to all doors.

(7) Install a two speed heater and two speed heater switch utilizing parts from a Kimberley.

(8) Install a hazard switch and warning light utilizing parts from a Kimberley

(9) Install Stanley quartz halogen head lights

(10) Install a windscreen washer switch next to the wiper switch utilizing parts from a Kimberley.

(11) Install a heated rear window and switch.

(12) Install MGB reversing lights

(13) Remove the small rear hydro elastic displacer units, cradles and trailing arms and replace them with large front displacer units fitted into Kimberley cradles and utilizing Kimberley trailing arms which have roller bearings instead of rubber bushes.

(14) Install an electric aerial and switch

(15) Install hidden switches as anti theft devices

(16) Install the oil filter adaptor to enable a Ryco Z9 oil filter to be used

(17) Install a speedo face showing both mph and kmph which was available on some early MK1's

The car was used on a daily basis and I carried out the servicing and maintenance when the car was at our place.

Early in 2000 Paulette, who had just obtained her pilots licence, arranged for Barney to be re registered as PJD 747. The letters PJD are her initials and 747 is the Boeing airliner she hoped to fly. At about the same time she was offered a job as a pilot in Burketown which is in North Queensland some 400 km north of Mount Isa and 26 km inland from the Gulf of Carpentaria. Paulette went by bus to Mt Isa and plane to Burketown and Barney stayed home. However it soon became apparent that Barney was required in Burketown.

There had been a minor problem with the automatic transmission and I was advised to have a full rebuild at an estimated cost of \$ 2,500. Instead I removed the power unit and replaced the automatic transmission with a manual gearbox incorporating a roller bearing thrust instead of a carbon thrust, a custom made heavy duty clutch and pressure plate. The change from an automatic to manual transmission necessitated other items such as a clutch pedal, clutch master and slave cylinders, gear lever with a reversing light switch on the change speed control box and removal of the gear selector and mechanism from the dashboard. Other items which I fitted at the same time were a tinted laminated windscreen, Girling front calipers and new pads from a mark 1 (which I think are better than the PBR's on the Mk 2) and seat belt stalks from a Leyland P 76.

I packed the car with everything Paulette had asked for and everything her mother thought she needed. This was a full load. On the back seat was her TV in its box, her computer screen, hard drive, keyboard, speakers, mouse etc all in their boxes. Books, clothes, a mosquito net, a twenty litre container of water and other possessions took up all of the rear floor space to above seat level and part of area behind the top of the rear seat. With an additional spare wheel, my toolbox and other items the boot was very full. In the front seat area I had a twenty five litre drum for petrol, my brief case with everything I needed for the week plus asthma medication a ventolin nebulizer, food for three days, six bottles of water, maps, fire extinguisher, mobile phone and of course a roll of toilet paper.. Thus the front passenger side was also full.

At last I was ready to leave, it was a warm sunny day with lots of blue sky and not much wind. I pulled out of our driveway (Plenty about 15 km north east of Melbourne) at 11.00am on Sunday 7 May 2000 and with adhering to all speed limits and cruising at a steady 100 kmph it was my aim to be in Burketown sometime on Wednesday.

The first stop was only 30 minutes up the road at Whittlesea where I topped up the fuel tank and filled the petrol drum with 61.69 litres for \$51.14. Barney and I continued up through Upper Plenty, onto the Hume highway at Wandong, branched onto the Goulburn Valley Highway just past Seymour, followed it northwards through Nagambie, Shepparton, Strathmerton then over the Murray River (state border) into New South Wales.

We travelled north east along The Newell Highway through Tocumwal, Jerilderie and Morundah arriving at Narrandera with an almost empty tank and a long way to go to reach West Wyalong which was my target for the day. Just over the river a Mobil service station on the left side of the road greeted us at 4.16pm. Barney consumed \$36.86 in petrol and I consumed a Cherryripe. I did not realize at the time that in New South Wales and Queensland the petrol receipts show date, time, location and dollar amount but not the number of litres of petrol. Off again through towns so small you watched for speed signs but that was all. We were still some way from West Wyalong and the daylight was just starting to fade. With headlights on and in darkness we arrived at West Wyalong. Everything seemed to be closed however part way through the town a BP road house was still open. It took \$46.00 to fill the tank and the drum. It was 5.48pm as we pulled into to a motel displaying a vacancy sign and booked in for the night. We had travelled 554 km for the day. As I carried some of my luggage upstairs to my room a man who had booked in earlier came out, walked around Barney about 6 times, commented very favourably on its good condition, said that he hadn't seen an Austin 1800 for years and he used to own one.

I went to sleep as soon as my head touched the pillow and slept like a log. Awoke at 3.30 am, showered, packed and was back on the road at 4.00am for a long drive. We were flash photographed in the dark by one of the NSW overhead cameras for monitoring truck movements. Arrived at Forbes and topped up the tank with \$22.90 of petrol at 6.07am. I had decided to fill as often as possible as we would soon be into areas where towns and fuel stops would be few and far between, no RACV to help out and no mobile

phone coverage. Continued north, stopped at Parkes for a Mc Donalds breakfast (had to wait for the staff to set up and cook it). I checked my maps to see where I had to turn off the Newell Highway and pick up the Mitchell Highway so that I could by pass Dubbo and save about 50km. Back on the road we passed through Alectown, Peak Hill and Tomingley. Stopped for another map check and found that I had overshot the turnoff by about 5 km. Back tracked and got onto the road that connects Tomingley to Narromine. Fortunately Fosters BP in Narromine was open so at 8.16am the tank was again topped up for only \$12.90.

Off again and 130 km later we came to Nyngan which had a particular interest to me. For many years I had bred pedigreed dairy goats and in checking pedigrees many of the best Saanen milking lines came from the dispersal sale of the NSW government owned Nyngan Stud farm at Condoblin in 1960. From old photographs I expected to see great expanses of dusty grass less paddocks however to my surprise everything was green and lush with grass over half a metre in height. Nyngan comprised of a few buildings and a railway overpass. We were now into the first of the long stretches with the town of Bourke some 282 km ahead. Arrived in Bourke at 11.21 am and spent \$31.60 to again fill Barney's thirsty tank. I just kept on consuming the sandwiches, cake, biscuits, fruit and bottled water Sonia had packed for me. On leaving Bourke I was still amazed at the growth in the paddocks with grass and weeds about a metre high, very little stock in the paddocks and a flock of 23 wild emus near the road. Some time after leaving Bourke I passed a large sign saying "Welcome to Bogans" with an arrow pointing off to the left. I have heard of people being referred to as Bogans but I did not really know what it meant. Now I do – it is someone from the next stop beyond the back of Bourke.

At the New South Wales/ Queensland border the road changed dramatically. It became a narrow strip of bitumen not wide enough for two cars to pass, instead of bridges it went down one side of the gully across the bottom and up the other side and it was necessary to drive through the water. The gravel shoulders on the road were very soft and in places there fresh truck tyre depressions at least 200mm deep and extending for 50 or more metres. Well I was now in the right state but still had half of the continent to cross before reaching Burketown. As I crossed the first of many cattle grids across the road the thought going through my mind was that I had not seen another vehicle on the road since leaving Narromine and if anything went wrong with the car I was in real trouble. We reached Cunnamulla, 118 km north of the border at 2.40pm and topped Barney up with \$21.62 worth of fuel at the IFS Cunnamulla Service Station. This Service Station did not have concrete driveways, just red scoria with puddles of water from the recent rains. My destination for the day was Charleville, another 199km. As it was still early in the afternoon I would try for the next place beyond Charleville which was Augathella another 84 km. Later in the after noon and further up the Mitchell Highway there was a dreadful smell wafting in the drivers window. Several hundred metres along the road was a very large blown bull with legs pointing skywards presumably cleaned up by the bullbar of a semi trailer during the night. I also passed small herds of cattle grazing, they were a reddish/tan colour and big. I certainly did not stop for a photo as there were no fences.

The sun was low in the west as I reached Charleville and in my haste I missed the turn off to Augathella and found myself heading towards Morven. After about 5 km with the sun behind me instead of on my left I realized my mistake and went back the 5 km to again to rejoin the Mitchell Highway to Augathella. The road had lush green grass growing along both sides and this gave way to trees. Signs warned drivers to watch out for kangaroos and kangaroo carcasses along the sides of the road reinforced the message. I saw about six instances of where a small dark kangaroo bounded out from the trees onto the grass edges but they occurred well ahead of me so there was no danger. At last with light gone it was goodbye to the Mitchell Highway and onto the Landsborough highway but I could not find Augathella. It turned out that the highway had bypassed the town and access was via a turn off. It comprised a small cluster of houses, a caravan park with cabins and a BP roadhouse. After a great road house hot meal I turned in for a well deserved sleep. We had travelled 1411 km for the day and 1965 so far for the trip. I told the park caravan owner that I was going to leave at 4.00AM but he advised me not to leave until after daylight because of cattle and other wild life on the roads at night.

I enjoyed a bacon and egg breakfast at the Augathella road house, topped Barney up with \$26.36 of petrol and got back onto the highway at first light 6.36 am. About 2 km later I came across a wedge tail eagle eating a squashed kangaroo right in the middle of the road. I slowed down as I drove past and the eagle still, on the dead kangaroo was only a metre from the open driver's window of the car. It was the biggest

eagle I have ever seen. While standing on the dead kangaroo its eye was level with my eye level while I was sitting in the car. I saw a number of dead cattle and kangaroos both on and beside the road before reaching Blackall. We were now 220 km closer to our destination. I stopped at the BP Service station in Blackall and waited 5 minutes for service. There were all chatting and nobody made any effort to come out to the bowser so I continued onto Barcaldine which is where the highway from the south intersects with the highway extending from Rockhampton in the east to Mt Isa in the west. Having already covered about 300 km Barney gulped in \$30.72 of fuel and at 9.57am we set off for Longreach which is the home of QANTAS. I would like to have stopped to look through the Aviation Museum but time did not permit so we continued onto Winton where at 1.07pm Barney was topped up again for \$17.01. While I was filling the tank a man came over, had a good look at Barney and commented that he hadn't seen an Austin 1800 in this part of the world for many years.

With the tank and drum both full we commenced the longest leg of the journey which was 343 km to Cloncurry. The road was pretty flat and apart from the stench of occasional dead bulls and the dry landscape infested with termite mounds some a metre high the drive was uneventful. I sat on my 100kmph limit only stopping to top the tank up from the drum. Fuel economy on this stretch seemed very good and we arrived in Cloncurry at 4.30pm. Somewhere along here and I don't quite remember where we passed Paul Hogans legendary walkaboutcreek hotel but did not stop for refreshments.

It was decision time as part of the road to Burketown was impassable about a week earlier. The choice was either turn north west to Burketown some 400 plus km and risk the road or continue west to Mt Isa another 118 km and contact my son Jason who also flew with Savanagh Aviation at Burketown for an update on the state of the road. I opted for the latter which turned out to be the right call..

Driving from Cloncurry to Mt Isa was an experience. The sun was on the western horizon and right on road level as I drove up the winding escarpment just out from Cloncurry. It was necessary to shade my eyes with one hand and drive with other and with a winding road and manual gear change this has difficulties. I could smell the sulphur fumes from the Mt Isa mine even though I was still 100km away. It seemed that my watch must have been faulty because the time it was showing meant that it should be almost dark but from the position of the sun there was at least half an hour of daylight still remaining. Once I thought about it I realized that I had driven almost 800km to the west and had moved with the sun so sunset would be later. Both sides of the escarpment comprise some of the oldest exposed rocks on earth and the formations and colours were stark and beautiful. After transferring the last of the petrol from the drum to the tank I reached Mt Isa just on dark. As I pulled up in front of "the pilots house" my son Jason was wheeling out the rubbish bin. We had travelled 826 km for the day and 2791 km for the trip. Quite by coincidence Paulette and two other pilots were also there. Paulette sorted my car load of possessions, some for Burketown were packed into the plane a Beechcraft Baron and those for me to take home were packed into the car. We all enjoyed an enjoyable meal at a Chinese restaurant I think named the Purple dragon.

Next morning Paulette flew Jason and I to Burketown. I could see why the explorers Bourke and Wills could not reach the Gulf of Carpentaria. For the first half of the trip we flew over steep inaccessible mountain ranges and for the second half of the trip we flew over flat dry terrain with several large rivers flowing to the gulf which in turn is protected by a wide inaccessible band of mangrove swamps. Burketown has a 1000 metre bitumen runway. One of the other planes in the parking area when we arrived was a flying doctor aircraft.

The town is quite small covering about two blocks. Brolgas roam the streets and housing is mainly a sheet for both walls and roof. Freshly caught barramundi for lunch spoiled my taste buds so barramundi from a fish shop now tastes like cardboard. We enjoyed dinner with Paul and Amanda who run Savanagh Aviation then back to the Burketown pilots house for the night. It was still dark when Jason flew me back to Mt Isa in time for the 8.00am bus to Brisbane. The sunrise seen at 9000 feet from a Beechcraft Baron through rarified air and with no pollution was the most spectacular I have ever seen. It looked like a burning orange ball rising from above the horizon. As we descended into Mt Isa we descended into darkness so I saw the sun rise again. Because of the road to Burketown being partly inaccessible Barney was to stay at "the pilots house" in Mt Isa for several months.

It was explained to me that the monsoon rains which drench northern Australia each year actually fell further south in 2000 and the run off to the west caused lake Eyre in central Australia to fill setting off a tourist boom in that area. This accounted for the lush growth I had seen through what is normally a dry area.

Jason got me to the bus depot with my belongings and Paulette's returns about 10 minutes before the bus was due to depart. Fortunately I had booked my ticket with Mc Caffertys in Melbourne before I left. The bus trip to Brisbane took almost 24 hours driving all day and all night. Fortunately I had the window seat behind the driver. With a pillow behind my head and against the window and seat I could sleep whenever I wanted to. Through out the night I could hear thump against the front of the bus and then thumps underneath from front to back as some unfortunate creature paid the penalty for being on the road at night. The bus arrived at the Brisbane terminal at 7.30am Friday after covering 1495 km from Mt Isa. Unfortunately the bus to Melbourne did not leave until 4.00pm. The only problem I encountered was the bag packed with Paulette's books and things which weighed 60kg. The bus company representative told me that I could not take on board any bag over 20kg even though they had carried it down from Mt Isa. After several discussions it was agreed that I could purchase two large disposable carry bags and repack the 60kg into three lots of 20kg so it could be taken on the bus. The bus left Brisbane at 4.00pm Friday and after another all night drive arrived at the Spencer Street, Melbourne transport terminal at 4.00pm Saturday 13 May 2000.

Barney's troubles were about to start once I was not there to look after him. After about a month Barney would not start so Jason asked me to send up a replacement starter motor. This did not fix the problem. Next I sent up a spare alternator and with a new battery Barney was ready to run. Mick, one of the pilots was to drive Barney up to Burketown. I received a phone call at work from Jason to say Barney had broken down just out of Burketown and was to be towed the last 50 km. As it turned out something had got stuck between the fan blades and the radiator puncturing it and losing all the water. Instead of towing Barney they filled the radiator then stopped and refilled each time it got hot. I cannot think of a better way to warp a cylinder head. Fortunately I had a spare reconditioned radiator in the garage so that was freighted to Jason Douglas care of Mt Isa post office. On one of his trips Jason picked up the radiator and took it back to Burketown. As Jason had worked on the cars with me on many occasions he had no trouble fitting the radiator into Barney. The next phone call I received said Barney was alive and running well but could I please send up the correct bolts to mount the top of the radiator to the mounting bracket as the others had been lost in the drive from Mt Isa to Burketown.

At the end of the year Paulette returned to Sydney in Barney. I was very pleased that I had the foresight to fit a laminated windscreen because it was hit by a stone and cracked on the trip. If it had been the old shatter type windscreen Paulette would have been stranded in central Queensland. For almost two years Barney was used for short runs between the flat and the Qantas car park. Each time I visited Sydney I would give Barney a wash and top up the oil, water, and brake and clutch fluid. Adjacent to the radiator cap on the body was an oily rust stain which I assumed was a carry over from the Burketown breakdown so I painstakingly cleaned it all off. To my dismay on my next trip I found that the stain was back again which meant that the head was warped and exhaust gas and oil was leaking into the cooling system. At the same time Paulette told me that she was travelling to work by train so she did not need Barney and I could take him back to Melbourne.

Just prior to Christmas 2002 I drove Barney back to Melbourne driving carefully, not exceeding 80 kmph and keeping the radiator full. The trip home was uneventful. I don't have a driving need for Barney at present but I don't want to part with him either. After replacing the warped cylinder head with a reconditioned unleaded head, and fitting a replacement tinted laminated windscreen I allowed Barney's registration to run out. His registration plates were placed on home retention so Barney can be recommissioned at any time. The final job I did on Barney was to modify his speedo using parts from a Rover speedo so that it incorporated a trip meter. He is now in hibernation under a water proof cover until such time as he is again awakened from his sleep.

Keith G. Douglas.
2 June 2003

UNDERSTANDING THE AFTERMARKET WORKSHOP MANUAL

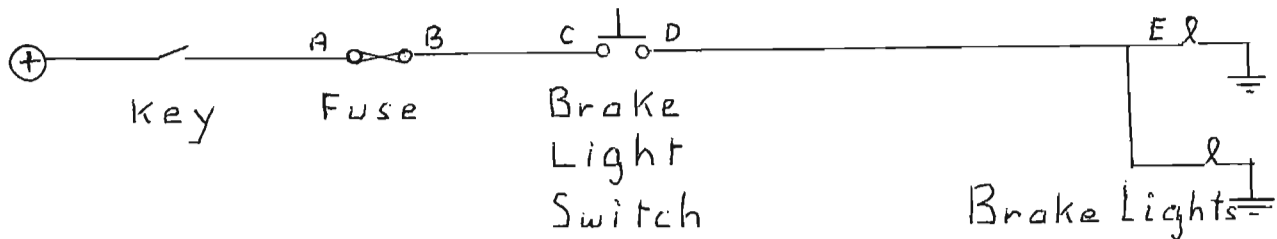
| Terminology | Meaning |
|---|--|
| Rotate anticlockwise. | Clamp with Mole-grips then beat repeatedly with hammer anticlockwise. |
| This is a snug fit. | Clamp with Mole-grips then beat repeatedly with hammer. |
| This is a tight fit. | Clamp with Mole-grips then beat repeatedly with hammer. |
| As described in Chapter 7. | You should have read all this before you started. That'll teach you. Now you are looking at scary photos of the inside of a gearbox. |
| Pry... | Hammer a screwdriver into... |
| Undo... | Go buy a tin of WD40 (giant economy size). |
| Retain tiny spring... | PINGGGG "Where did that go?" |
| Press and rotate to remove bulb... | OK - that's the glass bit off, now fetch some good pliers to dig out the bayonet part (and maybe fetch a plaster or two). |
| Lightly... | Start off lightly and build up till the veins on your forehead are throbbing. Then clamp with Mole-grips then beat repeatedly with hammer. |
| Weekly checks... | If it isn't broken don't fix it. |
| Routine maintenance... | If it isn't broken, it's about to be. Be warned. |
| One spanner rating. | An infant could do this... so how are you going to mess it up? |
| Two spanner rating. | Now you may think that you can do this because two is a low, teensy weensy number... but you also thought the wiring diagram was a map of the Tokyo underground (which in fact would have been more use to you). |
| Three spanner rating. | Make sure you won't need your car for a couple of days. |
| Four spanner rating. | You're not seriously considering this are you? |
| Five spanner rating. | OK - but don't ever carry your loved ones in it again. |
| If not, you can fabricate your own special tool like this... | Haha. |
| Compress... | Squeeze with all your might, jump up and down on it, throw it at the garage wall, then find some Mole-grips and a hammer. |
| Inspect... | Squint at really hard and pretend you know what you are looking at, then declare in a loud knowing voice to your wife "Yes, as I thought, it's going to need a new one." |
| Carefully... | You are about to suffer deep abrasions. |
| Retaining nut... | Yes, that's it, that big spherical blob of rust. |
| Get an assistant... | Prepare to humiliate yourself in front of someone you know. |
| Turning the engine will be easier with the spark plugs removed. | However, starting the engine afterwards will be much harder. Once that sinking pit of your stomach feeling has subsided, you can start to feel deeply ashamed as you gingerly refit the spark plugs. |
| Refitting is the reverse sequence to removal. | Yeah, right. But you skin your knuckles in different places. |
| Prise away plastic locating pegs... | Snap off. |
| Using a suitable drift... | Clamp with Mole-grips then beat repeatedly with hammer. |
| Everyday toolkit | RAC or AA Card & Mobile Phone. |
| Apply moderate heat... | Unless you have a blast furnace, don't bother. Alternatively, clamp with Mole-grips then beat repeatedly with hammer. |
| Index | List of all the things in the book, bar what you need to do. |

PROBLEMS WITH THE BRAKE LIGHTS

Herb Simpfordorfer

It was two days before my Mk 1 1800 was booked in for the annual check for registration (NSW system). I used last year's list and went through all items that needed to be ticked at the authorised inspection station. Headlights both high and low beam, parking lights, indicator lights (all six have to work properly), brakes, ball joints, exhaust system, seat belts, windscreen, and so on. Everything went well until I came to **Brake lights**. I have a piece of wood that I jam between the front of the seat and the brake pedal. What's this! No brake lights. So I jam the timber in a bit harder, check that the key is on. Still no brake lights!

I had a few other things on that day, so did not want to have the 1800 playing tricks on me. Perhaps both globes are blown. Very unlikely, but possible. Change one with known good one. Still no good. I reached for the multimeter. Without going to the book, I knew what the basic circuit would look like, and I assumed the circuit shown below:



I started with both sides of the fuses (Points A and B) with parking lights and key on (I always forget which fuse is for what): All were 12 volts. Therefore all fuses OK. Turn lights off. Now look for the switch that closes when the brake pedal is pressed. It is not easy to find if you have never looked for it before. I looked for something connected to the brake pedal, and found nothing. It had to be connected to the brake system somewhere, and I found it a bit later, connected to the end of the reducing valve down low to the south of the battery. It is closed by increase in brake fluid pressure when the brake pedal is pressed. Now I could check the voltage at C and at D. Both were 12 volts. This showed that the brake light switch was working properly. Now take the voltmeter to the lights at the back of the car. I chose to work with the right side brake light, assuming that if I got one going, the other one would follow suit. Take out globe, measure voltage at the terminal inside. 12 VOLTS!! Put back globe. Does not work!! Surely where there are 12 volts, the globe must work! But it did not.

The chance of the inspector skipping the brake light test was so remote as to be zero chance, so I had to get those lights going. I was on the point of running a separate wire from D to E, to bypass whatever the problem was, but that meant that the car had beaten me in a battle of wits. No, that would never do.

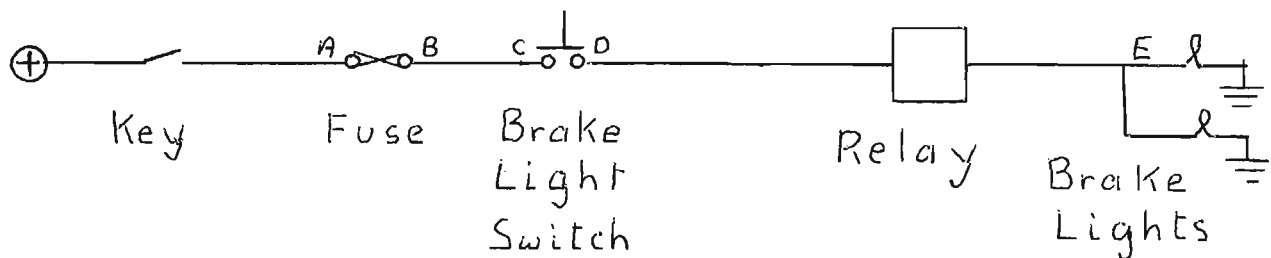
So I put aside the multimeter, and got out a test light, you know, one of those gadgets that look like a screw driver with a light at the top of the handle, and with a wire coming out of the top. The light comes on when the point is connected to a spot where there is enough power to operate the light in the gadget, providing the alligator clip at the end of the wire is connected to earth.

Start again at the fuse, as before. The light came on at A, B, C and D, but not at E. So the penny started to drop. What I needed to know was the voltage at E while the globe was connected. To find the voltage in the strands of an insulated wire, I use a Stanley knife, make a loop of the wire, and gently cut through the plastic on the outside of the loop until the blade grates a bit. The blade has then reached the strands inside. A wire with alligator clips at each end is then used to electrically connect the blade to the multimeter lead or test light point. I used the multimeter again. There were 12 volts at that spot when globe was not inserted, and 0 volts when globe was inserted!!

What could possibly cause this to happen? After all, all there is between D and E is a wire. The penny dropped a bit further. I had to think of Ohm's Law: $V = IR$ to keep the penny dropping further. There had to be something between D and E that had a high resistance when the globe was in place. Think, think.

There IS an object between D and E, and it is a **Day/Night relay**. It is also called **Day and night relay**, or **Direction indicator and stop light relay**, or some combination of these names, depending on which manual you are reading. I read about it years ago, and even had a look to see if it was really there. Many 1800 owners may never have seen it, and it rarely causes problems. It can certainly function perfectly for 37 years, maybe it could work perfectly for twice that time without any maintenance. It is on the right side of the car, in the cavity beside the boot. It can just be seen when the clip at the rear of the vertical lining of the boot is unclipped thus allowing a look into the cavity beside the boot. Some very late Mk 2s may have a piece of metal covering the opening. The relay is blue and has ten wires going to it. Its purpose is to cause the turning indicator lights at the back of the car, and the brake lights, to have less intensity in the night time, so as not to cause the driver in the car behind unnecessary discomfort because of the brightness of the lights at the back of the 1800!!

My assumed circuit now has to be corrected to include this relay.



So the penny now dropped all the way. I unscrewed the two screws which hold the relay in its place, pulled it out to have a look at it, and found where the wire from D went, and where the wire from E came from.

I just disconnected these two from the relay, and connected them together, using a small piece of flat metal. Hey presto. The brake lights worked perfectly. While I was at it, I bypassed the relay for all three circuits involved, and took the stupid thing out. My motto had become: Let the driver behind me suffer when I use my indicators or brakes at night.

Two days later, the car passed the rego check with flying colours.

But what could have caused this to happen? Something inside the relay had close to zero resistance when a tiny current went through, (a voltmeter needs only the tiniest of currents to measure voltage) but had a very high resistance when there was current of about 4 amps. Before throwing the relay away, I thought it may be interesting to find out what the problem was. Inside the cover, there are three sets of contact points (for right indicator, left indicator and brake lights), which are closed until a current comes to the relay windings when the light switch is on. The contacts then open, and the current bypasses the contact points and passes through resistors. As I inspected these points, one tiny contact fell out onto the floor. So, for that set of points, only a tiny current could pass unhindered through a tiny bit of metal that remained to hold that contact in place. Inside the relay there are in fact four resistors, made of flat resistance material. Here is the circuit of the relay, published possibly for the first time in Australia, and exclusive to Landcrab Magazine, as I have not found this circuit diagram in any of my manuals. The closest I have found is a good verbal description in the Australian produced Leyland 1800 manual.

In hindsight, everything is so easy. I tow a trailer every day for my work, and the trailer has two globes on the brake light circuit, and this caused a doubling of the current through the 0.6 Ohm resistor every time the brakes were on at night. And sometimes the brake stays depressed for many seconds. So the resistance metal overheated and melted. The contact collapsed fortuitously for maybe the same reason. The relay is designed to safely carry a certain current (3.5 Amps) in the brake light circuit, and I sent regularly sent through double this current. In the case of the indicators, the current also doubles, but the doubled current is intermittent, and therefore not as deadly to the resistors as in the brake circuit.

Why may this never happen to you? Because you may never tow anything, or maybe your trailer wiring is correctly connected to a spot before the relay, probably terminals 1, 2 and 3. So you would never have a current overload through the relay. Surely the relay, made in the Lucas factory in dear old England, would then last for the term of your natural life.

But if your brake lights do not work one day, you should now know where to start looking.

History lessons

By Daryl Stephens

It is hard to imagine, but events of 3000 years ago had an influence on the design of our vehicles.

The twin sons of a guy called Isaac – it seems to be before surnames had been invented – were named Jacob, later called Israel, and Esau. When Isaac was about to die, one twin flogged the birthright of the other. This of course created a bit of ill feeling!

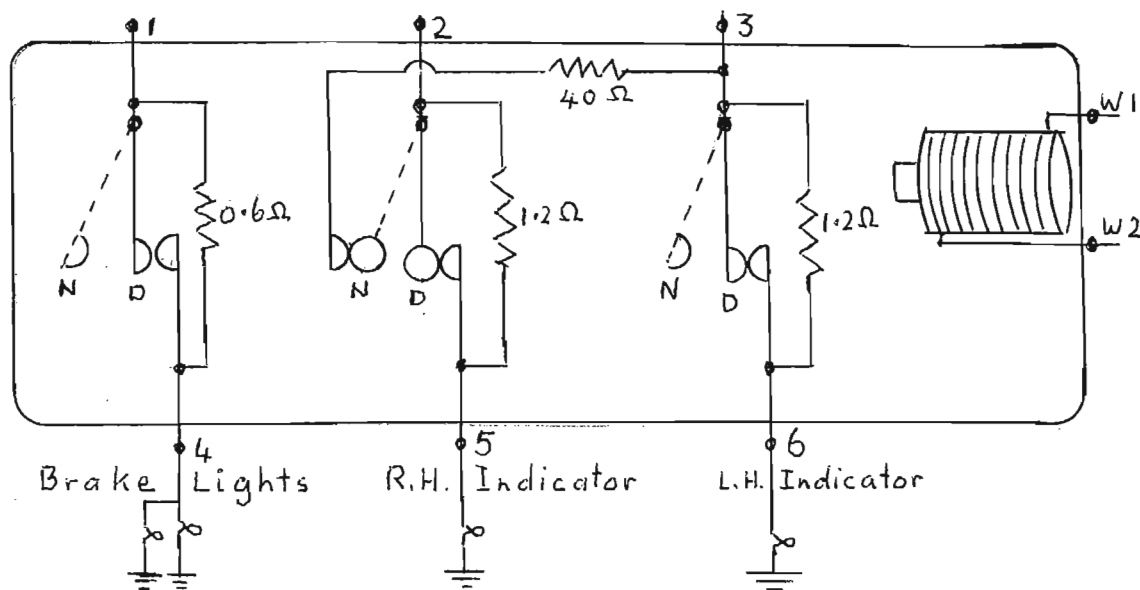
History shows that Israel became the father of the Jews, and Esau the father of the Arabs. Thus the animosity of the two races goes back along way.

Fast forward to November, 1948. The United Nations gave the Jews back their promised land. The Arabs responded within hours by starting a war with Israel.

Now comes the interesting bit! In 1956 there was a free for all in the Middle East. It was called the Suez Crises and predicably, petrol prices sky rocketed. Car manufactures responded by developing as complete range of bubble cars which were very frugal on fuel. As luck would have it, a car designer called Alec Issigoniss had just been lured back to the British Motor Corporation.

The 1800 was already under development as a replacement for the A55 and / or A60 which with the 6 cylinder B series became the Freeway. Work on that stopped, and the Mini was developed. Then, after the 1100, work re commenced on the 1800.

All because of a family blue about 3000 years ago !



Circuit Diagram of the Day/Night Relay

In the diagram, D and N indicate the position of the contacts in daytime and at night respectively. The resistors in each circuit reduce the voltage to the relevant globes to 10 volts with light switch on, as current flow for each of the indicators is 1.7 Amps and for the brake circuit 3.5 Amps. W1 and W2 are the terminals used to bring voltage to the electromagnet windings when the light switch is on. The 40 Ohm resistor is connected in parallel to the indicator's 1.2 Ohm resistor to ensure that the frequency of the blinker at night does not change from its daytime frequency. In fact, the parallel resistance is 40 Ohms + 1.2 Ohms + 7 Ohms, the second and third being part of the circuit of the blinker which is not being used. (The filament of the 21 W indicator globe is about 7 Ohms). Tricky!

From this circuit, it can easily be seen that the brake lights can work with lights off and not work with lights on. And vice versa. It all depends on where a fault develops. In my case, the resistor metal had melted through overheating, **and** one contact point was on the point of falling off. So I had brake lights neither in the day nor at night! Maybe I did not have brake lights at night time for many months, or even years, (as the problem of severed resistor shows up only if light switch is on), and rego checks of the brake light are normally done with lights off. Thus, to check for the correct operation of the relay, the brake light check must be done with lights on and also with lights off. Logically, this would lead to an additional item on the list for the rego inspector:

Brake lights with side lights on and off (Austin 1800 sedans only)

which may need to be amended if any other ultra-sympathetic car manufacturer has ever used one of these gadgets. An interesting point is that the Aussie designers of the 1800 ute chose not to use the relay, which clearly indicates its importance in their view.

I looked in all my manuals next day, and in one I found this information:

*NOTE: A night and day relay is fitted to the rear light circuit to cut down the brightness of the rear lights at night. It comes into operation when the parking lights are turned on. If a trailer lighting system is connected to the car circuitry, make the connection **before** the night and day relay which is mounted in the right hand side rear fender. From Scientific Publications' Workshop Manual Series No 66. (The bold is mine). The Leyland Australia 1800 Workshop Manual has similar wording, and a little more information. Other manuals just ignore the relay, except for putting it in the circuit diagrams.*

Needless to say, I had connected my wires **AFTER** the relay.



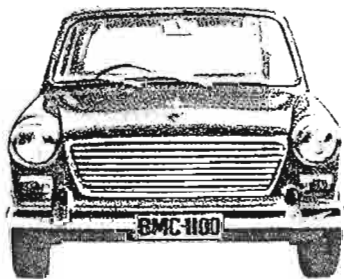
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Darwin or Bust

By Daryl Stephens

And it came to pass that Ross and I had struggled for nearly 2 hours to erect a pair of A frame tents, while our respective wives, Janice and Pam watched in amusement. Parkes, of The Dish fame, was no place to be learning the basics of camping. Fortunately an old codger, probably all of 35 took mercy and simply stated the obvious – if one pegs the floor down first, the poles stay in place and Bobs your Aunties husband

But back to the beginning. The year was 1975 – BC as in before kids. The four of us decided to leave Melbourne in July, go up through central NSW, through Mount Isa and on to Darwin [about 4000 k's] then down to Alice Springs Adelaide & home in a comfortable 4 weeks annual leave. Just organizing holidays together was a major drama. To put it more simply, up the Newell and turn left at Nerrandra!

Ross and Pam were in a fairly new Renault 12 Wagon and Janice and I were in the recently acquired Mk 11 Kimberley. Just prior to the trip, a Mk 1 Kimberley was 'disposed' of. This entire story is from memory, but I vaguely recall a slippery road, a cyclone wire fence and a creek, and an insurance cheque. No loss really, as the very early Kimberley – twin side draft S.U carbies which were always flooding and all - was not the car its predecessor – a twin carb Mk 1 1800 was. {I vaguely remember something here about a truck and 140 k's and fabulous safety engineering also quite a few bruises!} Mrs. Editors note. When I was Miss editor, the silly dork put the 1800 into the side of turning truck – he admitted 140 which probable meant 160- which made a mess of the 1800; all because he was late for a date with me. The fact that he was not killed proves that Guardian Angels can fly fast!

The Kimberley on the front page of last newsletter was the Darwin machine. Outback travel 30 years ago was a real adventure. The Kimberley was prepared by fitting the Roo bar on the front, with the obligatory water canvas water bottles hanging on the front. Trouble was, the bags covered air inlets and caused minor over - heating most of the way! It caused the engine to run at the fan switch on point all the time.[The fan cried enough at Mount Isa, Darwin and Alice Springs and was replaced each time] I also fitted the 1800 sump guard and made a petrol tank guard. We decided against a trailer and removed the back seat for extra carrying capacity

Day 2 and Ross and Pam did a windscreen in the Renault. The expression "back of Burke" never meant much to us till we were stranded there waiting for a windscreen!

We proceeded north. The road from Winton to Cloncurry – 200 k's from memory – took all day as it was the worst I have ever experienced. At one stage, our fuel consumption seemed excessive, so I threw up the bonnet for a squiz. A plug lead had bounced off and I simply could not tell [As an aside, an 1800 prototype Ute was pounded around Cloncurry in convoy with a Holden Ute. The instructions were do not come back until a vehicle was destroyed. Apparently, the 1800 dash fell to pieces – so did the Holden Ute] the Renault was simply not designed for this type of punishment. The body twisted marginally which rendered useless the already suspect dust sealing. Ross and Pam's sleeping bags were full of dust and were transferred to the dust free Kimberley boot. Undeterred, we pressed on to Mount Isa.

Janice and Pam were lucky enough to be given an underground tour of the mine. Huge trucks being driven around about a K underground! The town stopped and the mine started without a break in the middle.

We pressed on to Darwin. A traveling pattern had been established whereby Ross and Pam would leave before us in the mornings – we would pass them at lunch time and meet at a prearranged town that night. Should they fail to show, we would go searching. This was brought about because the Renault became unbearably noisy over 80 ks.

Older members of the Club will no doubt remember that cyclone Tracy flattened Darwin on Christmas Eve, 1974, and 6 months later it was still a shambles.

Signs to beware of Crocodiles when swimming at the beach seemed very strange. Even stranger – one could see whole estates that had been blown away, with perhaps one house left standing. We also spent some happy times at Berry Springs, which is a thermal spring some ½ hour south of Darwin. It was also stinking hot! Mid 30's each day with very high humidity. Very different from any other Australian city I have been to.

Next stop, Katherine Gorge. Five couples ambled more or less together into a Tourist Information shop at Katherine. The shop keeper announced to all a sundry that the camping ground at the Gorge was probably full by now, and that sites were allocated on a first come, first served basis. As we bolted for the cars, Ross and I eyeballed each other. His look said, "If the Kimberley is as fast as you claim, prove it!"

A road race was about to begin. The Renault and a VW Kombi were not competitive, leaving us in the Kimberley, a Holden Kingwood and a Valiant. Trouble was, the Valiant owner was complaining to anybody who would listen about the car's thirst. Yes, it was the V8 and I was worried! Naturally, I had to do a U turn, whereas the other two did not. I do not recommend it but the front wheels can be spun between first and second. The accelerator is left buried in the carpet and the clutch given a short kick while the gear lever is walloped from first to second as fast as possible. Tires screamed in protest as the little six gave its all. By the screeching end of third, we had the Kingwood [come to think of it, the screeching may have come from the passenger side front seat] which was no help as the Valiant was disappearing into the heat haze.

Then we saw some beautiful dust from the car ahead. The bitumen had finished, corrugations abounded. The Valiant was bouncing all over the place. They bounced left and we powered past. Shortly after, we arrived at Katherine Gorge in a most spectacular manner. There was some sort of a speed hump and a sharp right hand turn to slow traffic, before the camping ground. It was kind of hard to turn right when we were still air born from the speed hump. I lost it completely and we went side ways the complete length of the EMPTY CAMP GROUND. The Park Ranger came storming over and evicted us before the dust had settled! Then he said something we have never understood. "O, you are Victorians. That explains it. Camp where ever you like!"

Did all the usual touristy things. Swimming was said to be safe because the only crocs [apart from those in Parliament] were the fresh water ones, which are harmless. Ross and I, the girls having more sense, decided to swim the Katherine river, probably about 200 metres. As we came ashore on the other side, there was a croc sun baking. As we bolted back to the river with every intention of breaking the world record for the Katherine River swim, Ross stated the obvious. "If the guide was wrong about the fresh water crocs being harmless, we loose a leg, and he says sorry!"

A couple of days later, we were in Alice Springs. The first thing we had to do was fit anti freeze to the cooling systems. It was freezing in the tents. The days would reach about 25. The caravan park we stayed at had provision to do mechanical repairs so we went over both cars, basically tightening all loose bolts, changing the oil etc.

Then came the high point of the trip – the famous Henley on Todd. This is where various boats race up and down the dry river bed of the Todd river. Except the boats have no bottoms and the occupants legs hang out the bottom and they run like mad. Curiously, bull dozers had to dam up the river as it was flowing – there had been a lot of rain – and this would have upset proceedings! We laughed that much we still had sore sides the next day.

Took in all the Gorges, Stanley Chasm, the flying doctor base and bought lots of dates from the date farm. A popular misconception is that Ayres Rock is just out of the Alice. It is about 450 k's away, and in 1975 it was on a gravel road. Also on the way are the Henbury meteorite craters, which are simply awe inspiring. Because the gravel road had been recently graded, 80 k's seemed quite safe. Till we dropped into a bull dust hole. Don't exactly know what happened, but we must have dropped in and bounced out! Then we were going down the road with the Hydrolastic going crash at the upper limit of travel and crash at the lower limit of travel. Seemed to take forever for stability to be restored. Nothing busted but both water bags flew off and the temperature gauge went back to where it normally sits. Fortunately, Ross and Pam saw our dilemma and avoided it.

We pitched our tents virtually at the foot of the Rock. Janice has a fear of heights but was determined to climb it. I carried her down from Chicken Point which is about 20 metres up the Rock. [Any comments about my weight and I will delete the entire story!] For a young person in good shape, the climb is easy. There are chains to assist and the correct path is painted white.

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I have never been one to follow rules and I wondered off the path on the summit. Without warning, a thunderstorm came in. On the tourist section, the Rock is firm, but off the beaten track, it is like a shingle roof and I was just slipping downward. Had the rain not stopped I would not be here now. {Mrs. Editors note. No loss, I would have married somebody who had looks brains and money - all of which are conspicuous by their absence in your case!} The sky seems a far deeper blue out there, the night sky like a black carpet, and stars everywhere.

The Olgas, which are about 20 ks from Ayres rock, are fascinating and we would have like more time to explore them. We were planning a round trip from the Alice to Ayres Rock, over to Kings Cannon and back to The Alice, but the Kings canyon road was 300ks of corrugations and we felt the Renault was not up to it.

We therefore took the gravel road back to the main Adelaide - Alice Springs highway and turned left i.e. south. The road was good bitumen till we left the Territory. Then it was a dirt track. Heavy rain was falling and the road was covered in small lakes. At one stage, we sank down to drive shafts and would still be there if a Road Train had not pulled us out. Sometimes in the snow fields, one will see cars with snow piled on the roof. That happened to us, but it was mud!

It seems ridiculous now with the road all weather fast bitumen but we had a few bothers before arriving at Cooper Pedy. At one stage, about ½ a dozen road Trains had stopped- completely blocking the track- and were hoeing into the grog. They had been there for a couple of days and were a law unto themselves ignoring advice given by other stranded motorists, Ross and I wandered up to their camp fire. When a couple of shots rang out, we lost all dignity and bolted. Anyway about midnight, they left.

Next day, we arrived at Christmas Creek. It was in flood. We were facing a dilemma. We had to cross the creek because we were all due back at work the following Monday - 3 days away or add 5000 ks to trip by going back to Alice Springs, over to Mt Isa and back that way. All because a creek was in flood!

About 20 cars were stopped while we all cogitated about the problem. While we were there, we watched a Tour bus tow a Mini without a windscreen across. The water was that deep the driver of the mini nearly drowned. An hour or so later, another bus towed an EH Holden across. This time the car floated but the rope broke and the car went down stream. We eventually rescued the Holden and left that owner and the Mini owner to attempt starting their vehicles. If either car ever went again, I would be surprised.

Shortly after, a Toranna arrived and the owner was well over point 05. Ross, who has a silver tongue suggested that we do a number on him. So we slithered over to his heap. Ooed and aahd over the engine and generally massaged his ego. Then came the punch line. "This little creek wouldn't stop a great car like this, would it? Sucker!

Unbelievably, he made it! We had already attached a rope from the Toranna to next car. With the Toranna on Terra Firma, he would tow the next car on so on. About 20 vehicles crossed Christmas creek that afternoon and all without mishap. Somebody was dishing out big plastic bags to put over the engines which was a good idea. When we crossed, Janice covered her eyes when water came over the bonnet. It seemed protocol to wait until everyone was across before moving on.

We all then had the same problem – stuck clutches. According to a retired mechanic, who set himself up as the mechanical expert, the driven plates were stick fast to the fly wheels. Breaking it free was just a matter of rocking the vehicle back and forth while it was in gear. That worked for every vehicle except the Kimberley. The old goat, when referring to the Kimberley said, "I don't know anything about these poofy front wheel drive jiggers, and don't want to!" Developing the idea further, I engaged first gear and then started the engine. Up to 20 or so ks and slammed on the brakes. A loud bang from under the battery and we had a clutch.

Note from Mrs. Editor. I will finish the article as daughter Naomi has just killed Daryl. She had a cup of coffee sitting on the floor and he put his big toe in it!

On to the underground town of Cooper Pedy. The residents live in normal homes, but they are dug out of the rock. The only real difference between their homes and ours are the windows. One fellow told us he was enlarging his bedroom, with a pick and shovel of course, when he dug into his neighbours bedroom!

Saw the underground motel and the catacomb Church. Then it was time to head off home after a magnificent holiday. Made Port Augusta that night and Melbourne the next and wrote the Kimberley off a couple of weeks later when rushing to a tennis lesson!

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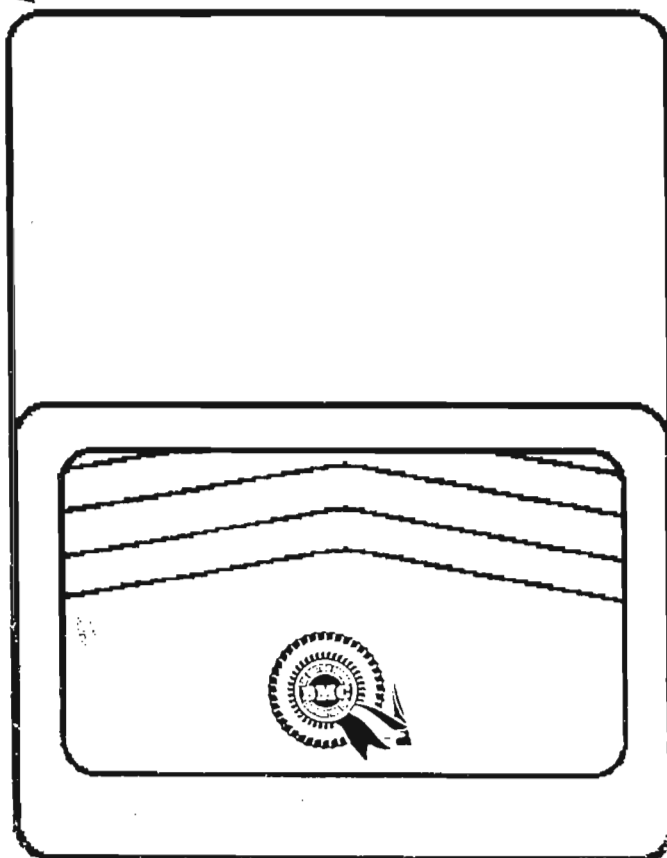
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Peter founded the Wolseley Car Club here in Victoria some 20 years ago. For those who have never heard of Barwon Heads, it was known as Pearl Bay in Sea Change

THE STORY OF "WELLINGTON"

This is the story of a 1969 Wolseley 18/85 FWD.

Why was he called "Wellington"? Well, his name had to start with "W", and he had a big boot!

He was advertised in the April 1999 issue of The Hornet, the Wolseley Car Club Newsletter, as a Grand Old Lady. (Since then he's had a sex change!) The advertisement was accompanied by photographs, which showed him in the best possible light, as being a very straight, unblemished car. The only problem was that he was 2,500 miles away in Perth, Western Australia.

After a couple of emails and a telephone call, a price was negotiated and a car-transporter firm was hired to collect the car in Perth and deliver it to Barwon Heads. A week later, the car arrived and was driven off the transporter. We had a new toy!

As it was still registered (in WA), I took the opportunity to drive it to a friend's place to collect a spare windscreen and rear window, and some rubbers in good condition, originally from an Austin 1800. On my return home, I noticed that the engine seemed to be a bit low. I investigated, and found that three of the four engine mounts were severely deformed, because the rubber had parted company with the metal. I decided then, that an in-depth inspection of the whole car was warranted. Firstly, I discovered that all the door locks didn't work properly, so I had to dismantle all of them and fix them.

The electrical system was in a confused state! Someone had turned the reversing light around to face forward, to be used as a number plate light! The bright globe had melted the plastic lens – it was not meant to be on for any length of time. The proper number plate lights were disconnected. The day/night relay was also disconnected. The lenses on the parking lights and tail lights were slightly damaged. Correcting the wiring faults was simple, but where do you get lenses and other fittings? I advertised on the Wolseley Noticeboard and was surprised to get a reply from Norway with the offer of a reversing light fitting and a right hand front parking light lens. Later, I was even more pleased to get a message via Wolseley World, with an offer of tail light lenses

Inspection revealed that the headlining needed replacing, the dash timber needed revarnishing, the back of the rear seats needed repair and the dash crash pad needed repadding. The front carpet also needed renewing. Inspection by the local garage showed that various rubber boots should be replaced, as well as disc brake pads and a new set of tyres was needed. I fitted the four engine mounts, and then took the car in for the garage to fit all the other parts. All this work made sure that the car was mechanically roadworthy.

Having got the car home again, the first thing to be done was to remove the headlining. This was stained all round the edges. The staining was caused by the adhesive, which had been used on assembly. New material was obtained locally, and a neighbour sewed the seams and the hanger loops, using the old lining as a guide. Fitting the new lining was tricky, but not impossible. Getting the tension right was the fiddly part. Once glued to the metal, front and back, allowance has to be made for the trim to be fitted. This increases the tension yet again. However, the finished result looks good.

While the headlining was being fabricated, a start was made on the dashboard timber panels. Getting them out, even with the help of a workshop manual, wasn't easy. The crash pad had four more screws than the diagram showed, if you could find them! Eventually, all the parts were removed, and the crash pad was sent away for repadding. The first job with the walnut veneer was to strip off the old varnish, which had hardened and cracked with age and sunlight. Several coats of Polystripper removed most of the varnish, and judicious rubbing with fine sandpaper completed the job. A coat of sanding primer was applied and rubbed back, to give a base upon which to add the polyurethane lacquer. Several coats of spray-can lacquer were applied and rubbed back with finer and finer wet'n'dry paper. The final polish was achieved using a cutting car polish. This resulted in an adequate gloss, not quite as shiny as the original. On reflection (pun) I should have brushed a thicker coating of lacquer before rubbing back, but I'm never going to do it again!

The back of the rear seat was removed and taken to an upholsterer, who inserted a new matching panel of black vinyl, for a modest sum. The result is most pleasing. The crash pad came back from another firm with a large bill for what appeared to be a modest task. On complaining, a portion of the amount was deducted!

At this stage, the decision was made to fit a new laminated windscreen. The old windscreen and rear window were removed. As the workshop manual stated, "this (fitting) is a task best left to professionals". A windscreen was ordered, and the fitter installed it and the rear window, with a new chrome-locking strip. The improvement in the car's appearance was dramatic.

It was decided to re-carpet the boot, and to this end a length of carpet was purchased at bargain price, and fitted using the old linings as patterns. The remnant was used as a temporary carpet in the front, until a new carpet is acquired.

The only task left to be done was to touch up the few rust spots in the doors and around the front under the bumper. I took the petrol filler cover to the local hardware store, who mixed up a batch of matching paint. Then I set about repairing the holes in the doors. Then I removed the front bumper, touched up the paintwork, made a pair of badge brackets and re-assembled the bumper (properly). I was given an as new rear bumper from an Austin, which improved the appearance of the car.

A final cut and polish made Wellington shine, almost like the car in the sales brochure some kind Wolseley-phile sent me. It has all been worthwhile.

During all this work, it became apparent that many things done to this car in its life had been done badly or incorrectly. This is always the case with an older car. Most things have to be dismantled to find out what is wrong. Supposedly, a reliable mechanic had looked after this car!

Peter Richardson

Postscript: The executors of will of the original owner of Wellington have found some spare parts, which would have saved me some expense and inconvenience. They offered them to me, but they want more money! The spares are lenses for the lights. If anyone sees these advertised, please let me know.

Peter Richardson
joybel@ozemail.com.au

G'day Keith,

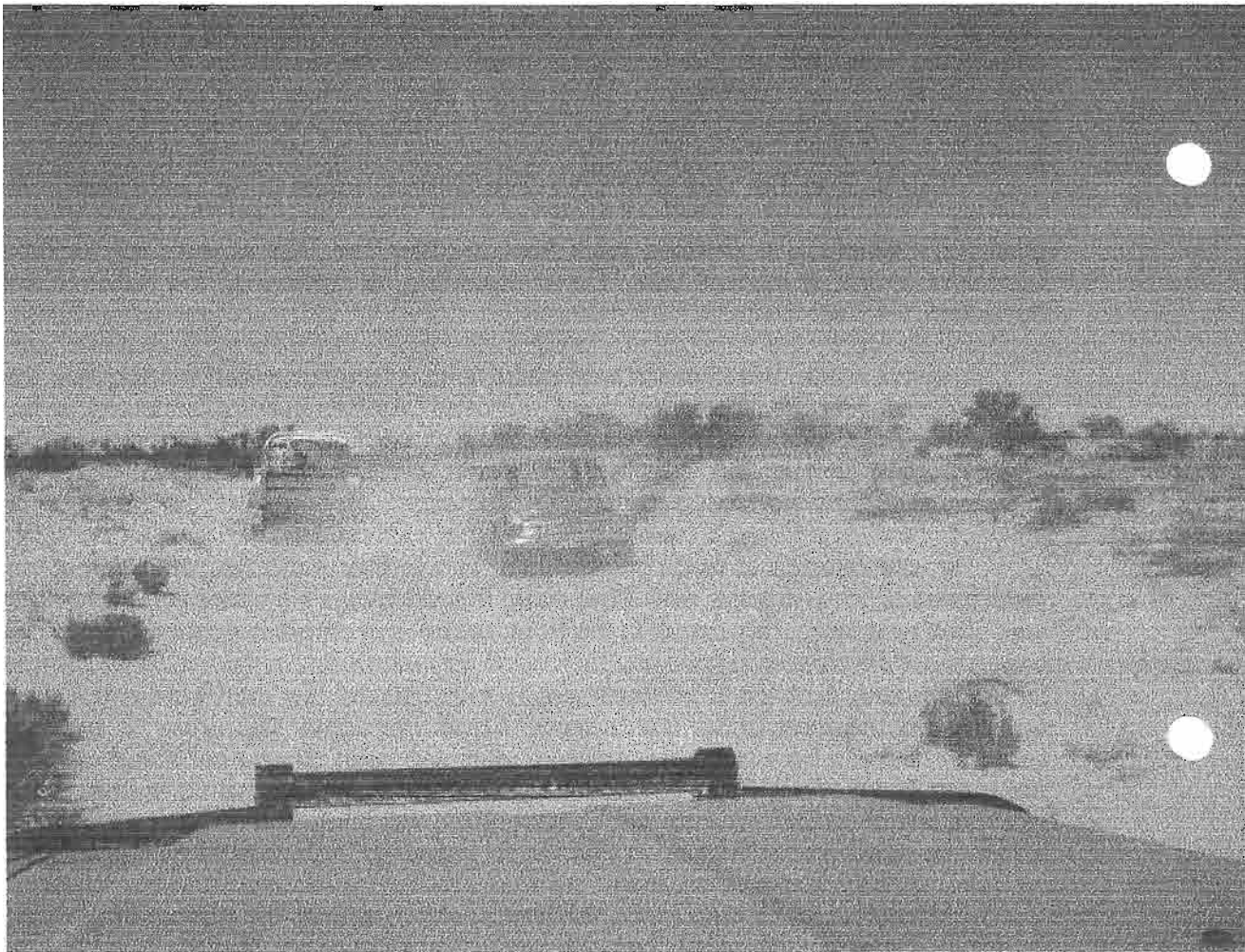
Just catching up on jobs now that I've come back from Birdsville. I'm just in the process of downloading my photo's, and had to get this one to you ASAP.

It was taken on an Emergency Use Only, 4 wheel drive track in the middle of the Strezleki Desert. Saw the dust coming and thought, 'strange to see traffic northbound after the races'. Closer inspection had me checking to see if it was you!!!!!!

Hope you get a chuckle.

Someone's after Barney's record!

Rich



By a strange quirk of fate, Jason Douglas, son of member Keith Douglas snapped this mk 1.

It is thought to be member Herb Simfendorfer

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| Geoff | 4 Marshall | 19 Anne Street | Blackburn | Vic | 3130 | | (03) 9877 142 | Mk 1 Ute |
| Greg | 4 Martlew | 12 Woolmore Cross | Atwell | W.A. | 6164 | | | 1 & 11 |
| David | 4 Matthews | Garden Cottage Wards Lane | Wadhurst | East Sussex | | UK | | 1800 Ute |
| Stephen | 4 Mc Phail | Dun Iolair Tugalong Road | Canyonleigh | NSW | 2577 | Australia | (02) 9645 219 | Mk 11 1800 |
| Ian | 4 McIntyre | 18 Yondell Av | Springwood | VIC | 2227 | Australia | (02) 4751 433 | Mk 1 1800 |
| Robert | 4 Medlen | 2 Grassdale Rise | Alberfoyle Park | SA | 5159 | Australia | (08) 9370 779 | 1800 Ute |
| Neil | 5 Melville | C/O Post office | Cowaramup | WA | 6284 | Australia | (08) 9755 533 | Mk 1 1800 ute |
| Ferdinando | 4 Mignanelli | 34 Harold Street | Bulleen | Vic | 3105 | | (03) 9850 777 | Mk 11 |
| Bill | 4 Mitchell | Box 126 | Beaufort | VIC | 3373 | Australia | (03) 5349 272 | 1800 Ute |
| Robert | 4 O'Malley | 37 Cladeswood Av | Penrith | NSW | 2750 | Australia | (02) 4736 321 | 1800 Ute |
| Eric | 4 O'Meley | 1 Kylie St | Urunga | NSW | 2455 | Australia | (02) 6655 375 | Kimberly |
| Terry | 4 Osborne | 201 Cambridge Steet | West Launceston | Tas | 7250 | | (03) 6344 566 | Mk 11 |
| Terry | 4 Parer | Box 402 | Towong | QLD | 4066 | Australia | (076) 25 3371 | Mk 1 1800 |
| Bradley | 4 Parker | 5 Gilsenan Street | Paynesville | Vic | 3880 | | (03) 5156 617 | Mk 11 1800 |
| Ken | 4 Patience | 149 Brees Rd | Keilor East | VIC | 3033 | Australia | (03) 9337 466 | Mk 11 1800 Ut |
| Hans | 4 Pederson | 3 Thornton Crs | Mitcham | VIC | 3132 | Australia | (03) 9874 180 | Mk 11 1800 |
| Ian | 4 Powell | 7 Acacia St | Elsternwick | VIC | 3183 | Australia | (03) 9523 709 | Mk 11 1800 |
| Adrian | 4 Priaulx | 61 Symonds Lane | Bittern | VIC | 3918 | Australia | (03) 5983 935 | Lots |
| Bill | 4 Randell | 65 Relesiah Dr | Ningi | QLD | 4511 | Australia | (07) 5497 582 | LOTS |

| First Name | Last Name | Address | City | State | Posta Code | Country | Home Phone | Cars |
|------------|----------------|---------------------------|-------------------|---------|------------|-----------|----------------|----------------|
| Peter | 5 Richardson | 8 Pelican Court | Barwon Heads | | 3227 | | | Wo. 18/85 |
| Ian | 5 Ripley | 334 Farm Street | North Rockhampto | QLD | 4701 | | (07) 4928 528 | Mk 11 ute |
| John | 4 Roach | 28 Harford Way | Girrawheen | W.A. | 6064 | | | MK 1 1800 |
| Ric | 5 Scott | 35 Fraser Street | Airport west | | 3042 | | (03) 9324 550 | mk 11 ute |
| Bruce | 4 Sheidow | 3/5 Parkview Road | Fairlight | NSW | 2094 | | | MK 1 |
| Herb | 4 Simfendorfer | 21 Stitt St | Walla Walla | NSW | 2659 | Australia | (02) 6029 222 | Mk 1 1800 |
| Franklin | 4 Smallcombe | 30 Illawarra Dr, Kin Kora | Gladstone | QLD | 4680 | Australia | | UTE |
| Richard | 4 Snedden | 36 Claremont Av | Malvern | VIC | 3144 | Australia | (03) 9509 011 | 3 x Wlosley 6s |
| Daryl | 4 Stephens | 22 Davison St | Mitcham | VIC | 3132 | Australia | (03) 9873 303 | Mk 1 1800 |
| Bill | 4 Stevenson | 20 Virgina Street | Blacktown | NSW | 2148 | | (041) 9 43 694 | Rally car |
| Basil | 4 Strelinikov | 256 Walsh St | Mareeba | QLD | 4880 | Australia | (070) 82 1535 | Mk 1 1800' |
| Bruce | 4 Summerell | Verona Rd, Quaama | Via Bega | NSW | 2550 | Australia | (02) 6492 957 | Mk 11 1800 |
| Peter | 4 Tadman | Box 283 | Nundah | QLD | 4012 | Australai | (07) 3266 453 | Mk 11 1800 |
| Jim | 4 Taylor | Box 232 The Mall P.O. | Heidelberg | VIC | 3081 | Australia | (03) 9457 780 | 1800 Ute |
| Chris | 4 Veffiroost | 7 / 58 Jersey St | Mortdale | NSW | 2223 | Australia | (02) 9799 920 | Kimberly |
| John | 4 Watson | 10 Eastcote Lane | Welling | KENT | | UK | | |
| Rob | 4 Williams | 33 Portside Place | Bucasia | QLD | 4750 | | (07) 4941 995 | 2 utes |
| Ian | 4 Wilshire | 37 Old Borough Dv | Onkaparanga Hills | SA | 5163 | Australia | (08) 8325 010 | Mk 11 1800 |
| Jonathon | 5 Winwood | 158Prince Charles Avenue | Kurnell | NSW | 2231 | | (02) 9668 840 | Mk 1 1800 |
| Tony | 4 Wood | 31 All Hallows Rd | Blackpool | England | | | | |

SUNDRY COMMENTS ABOUT THE 1800

Herb Simpfendorfer

Austins Over Australia 2003 Information for you guys who missed out this time. AOA this year was at Ballarat over the Easter weekend. It was a wonderful event, even though not every car was an 1800. In fact there were about 250 Austin vehicles there, including seventeen 1800s. This is well up from the eleven at the previous AOA in Queenbeyan in 2001. On the Sunday, we were all parked in a big park in rows at Lake Wendouree, with the oldest in the front row, and the youngest in the back row. So the 1800s were in the back row with a few Kimberleys. There were no P76s or Marinas. Guess which models were the most numerous? Yes, the A40s and A30s, lots and lots of them. Another memorable event over the weekend was our invasion of the town of Clunes on the Saturday, when the main street was closed and then filled up with our vehicles.

There were enough 1800s to make it an event where much information could be shared. I met people I had met at other rallies, and met Nairn Hindhaugh for the first time, and certainly hope not for the last time. Nairn is from Coorparoo in Queensland and has the distinction of having been in the employ of BMC years ago to promote their Austin 1800 range of vehicles. He knows more than most about the 1800, of course.

Nairn saw me in my black 1800 Mk1, known affectionately as *Natalie*, and told me that black was never on the 1800 colour chart in Australia. This colour was "special order only". So how did I get hold of one? Yes, it was painted black in the factory, and on the identification plate in the engine bay, after COLOUR is written 1/BLACK/3, so that makes it genuine. Nairn told me that a batch of black ones was made for the Victorian Government for VIP use, so I could have one of those. Mine came from Berridale, south of Canberra. Its history was unknown, and it was close to a wreck. But now it looks quite nice again.

Booster Unit for the Clutch. One guy at AOA showed me how he put in a booster unit for the clutch. Now there's a good idea for those with a soft tread! I think he used a brake booster unit from a Mini, and fitted it where the battery normally sits. However he still had to have a battery, so moved it into the boot. He needed to use a heavy insulated cable from the battery to the engine bay, of course. He said the new setup caused him no problems at all, and was really appreciated by his wife, who likes the light clutch.

Fuel and the Carburettor.

My standard question to every other 1800 owner was, "What fuel do you use?". A few have changed to hardened valve seats, but most have not, and they use ULP in conjunction with an additive or have a catalytic unit in the fuel line. I did not find anyone using LRP. One owner uses the Doring Fuel Cat, which is manufactured in Qld, and said it is really good. Another fellow told me about his experience with the SU mixture needle when using unleaded petrol. We all know that it is tapered so that the mixture can be richer or leaner depending on conditions. It was specifically designed for hi-octane petrol of course. This fellow went to a carbie place and was told that the needle originally installed has the wrong profile for ULP. So it went into the bin, and a new one was fitted, which took a few minutes. This new one supplies a richer mixture at certain vacuum levels. Maybe that explains why it helps sometimes to pull out the choke a bit when I have a full trailer, am going uphill into a head wind, as a little choke enriches the mixture.

Hans Pederson from Mitcham in Victoria had a site, and was selling an additive called Classic Green which is green in colour. It comes in 250 ml containers, which is enough for 250 litres of petrol. For those interested, it is blended in Australia and distributed by Forced Air Technologies P/L T/A PRO FUELS, 13/215 Betula Ave, Mill Park, Vic. Email: www.forcedairtech.com.au. He said it was very good, but is not yet readily available. Hans should know a bit about 1800 engines as he works on them a lot. I bought some of this additive, and am using it, but do not know if it is better than Moreys or Flashlube, because the engine goes well no matter what I use.

I asked Hans for a quick and easy test to see which fuel or fuel and additive was best, but he could not give me one. Years ago, when using Super fuel, we could look at the colour of the spark plugs or interior of the exhaust pipe, but that does not work for Unleaded petrol.

I use Colortune, vacuum readings, gut feeling and the good old ear to assist in tuning the carbie, but all of these are done at idle speed. The assumption is that if she goes well on idle, then it will go well at higher speeds and on load, but this may not necessarily be the case. When I use Premium ULP or its equivalent, this seems to make a considerable difference to performance, but I haven't worked out which brand of petrol is best..

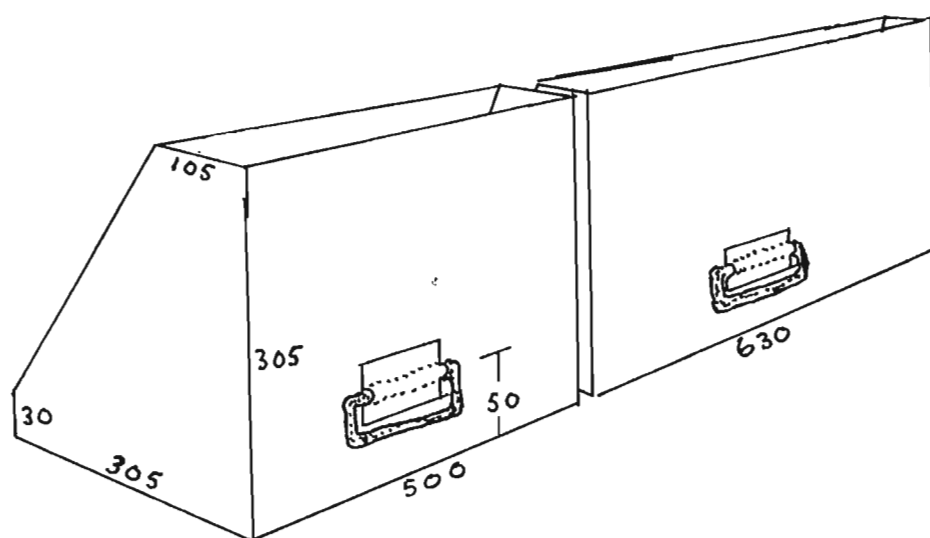
AOA Just coming back briefly to the AOA, I missed out on the evening events as I am not a socialite, but others said that they were very enjoyable. The next AOA will be held in Queensland in 2005, and I'll be there.

Another black one So apparently black Austin 1800s are quite rare, but I happen to know where there is another one - in my shed being fixed up as I write. Its colour is also 1/BLACK/3, and is also Mk1, but an earlier car than the other, as its dash trim is off white, not wood grain. It was used as a paddock basher south of Melbourne prior to my bringing it to a safe haven. It carried horrific scars which come from making sudden stops when meeting immovable objects, even a buckled tie rod, something which I had not seen before, and three kinked pipes which come from not having a sump guard on, and thus allowing the engine to rotate when it hits a stump or similar object in the paddock, but I will remove all these defects one by one, and it too will be on the road again next year. I am aiming to have two black Mk I 1800s with red interior, for parade duties on Australia Day and similar events. With both of these flying an Aussie flag mounted at the centre front of the bonnet, this should look quite good.

Mudguards For my second black car, I had to replace the driver's side mudguard. Not wanting to wreck any of my Mk 1 cars, I found a good Mk 2 mudguard which would presumably be nearly the same except for the grille and indicator /parking light areas. So I drilled out all the spot welds (there are dozens of them) took it off, and cleaned it up. To my great delight, on close inspection, the Mk 2 mudguard is a Mk 1 mudguard with an extra bit added to fit in with the changed grille shape and size. The hole for the indicator/parking light is different. With that extra bit removed with an angle grinder, I had very close to a Mk 1 unit. I just had to elongate the parking light hole and weld in a small piece of metal alongside the grille. The flasher repeater light is at a different height, but I can live with that, and I doubt if anyone would pick it up because you only see one of these at a time. That all worked out real good. So, if you ever need a good Mk 1 mudguard, and cannot find one, use a Mk 2 unit like I did.

Boot Bins Another idea I have seen in a car is bins in the boot. The 1800 boot is said to be 17 cubic feet in size, which is much bigger than boots in many other cars. The bin idea can utilise this space very effectively IF the owner wants to have some items in the car all the time, but rarely wants to access them. The cleverly designed bins take up only the front twelve inches of the boot, so are hardly noticed. However, they can be used to store a very big lot of gear. When going on a trip, I have tried to fill them with all kinds of things that are emergency use only, but I have yet to fill them. .

The bins are of unequal size, and are pulled out by using handles. Of course there has to be a clear space behind the bin to allow it to be pulled out. The bins slide on smooth hard wooden slides attached under the bins. People wary of damaging the boot mat would put in a piece of very thick plastic over the mat. The bins are made of thin gauge metal, yet are very strong because of their shape. The top edges are rolled around a thin rod. Solder is used on all joints, but pop rivets and silicone glue would do a good job too.



The bins

Another idea for storing a considerable amount of gear in an accessible but not normally used space is to use the cavities on either side of the boot. The right side cavity is much more useful than the one on the left as the latter houses the petrol filler pipe. And, if you have thrown away your day/night relay, the right side cavity would be completely empty except for a few electrical wires towards the top. To get into the cavities for most cars, undo the clip at the rear of the vertical lining, but I have seen the entrance holes covered with pieces of metal, using self tapping screws to keep them in place.

When carrying a lot in the boot, the rear of the car should be converted to using the bigger front displacer units, (as in the 1800 ute, and the Kimberley/Tasman), which I have done some time ago with much success,

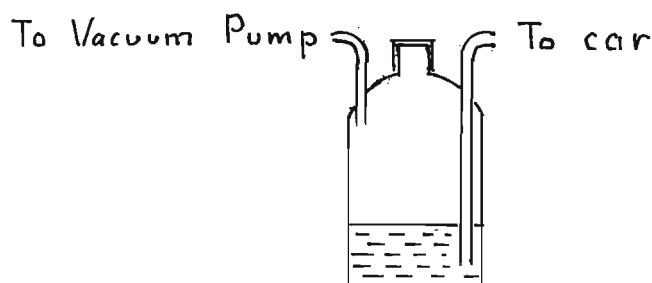
No Brake Fluid to Hand. Here is an interesting scenario. I like thinking about situations like this because I take my green 1800 to some remote places (e.g. the Birdsville Track in a few weeks from now!). Imagine you put your foot on the clutch, and it feels different. After stopping, a quick look confirms your suspicion that there is no fluid in the master cylinder. Assume a slow leak which is keeping your carpet and underfelt moist and smelly - not nice. You forgot to bring some spare brake fluid. What to do next? Now, it is possible to drive for many km in the bush without using either the clutch or foot brake. It is fairly easy to change gears, and if you know what to do, stop and start again. But it is quite a lot easier with a clutch, so the question is what to do next. I was going to Ballarat and at Bendigo on the way down found the clutch master cylinder out of fluid, so found a perfectly clean small plastic lid, and transferred some fluid from the brake master cylinder to the clutch master cylinder. That got me all the way home, some 500 km. But what if you really needed some fluid, and there was no brake fluid for sale for hundreds of km? I asked others at Ballarat what they would use.

One guy said he would use the cleanest water he could find. He would have to be pretty quick to drain the system and get rid of all water when he got home to stop corrosion. Nobody in their right mind would use engine oil, although it would work for a while, until all rubber parts disintegrated. I would use methylated spirits and hope for the best. I always have some in the car on long trips, as I use a small but very efficient metho cooker. Metho would not cause any corrosion and evaporation should not be a problem.

Blown Rear Displacer Unit I've also worked out a good solution to a blown rear suspension displacer unit, assuming you have on board a suspension pump, a spare rear engine mount and something that will do for hydrolastic fluid. Radiator coolant would do nicely until you got home. Water could be used as a last resort. This actually happened to me at Halls Creek in W.A.. I was carrying a spare front bag, but not a rear one, as I had never blown one. I tried the rubber blocks

idea, but they would not stay in place. So I kinked the rear hose and held it kinked with a vice grip pliers. Then I pumped up the system which was now only the front unit. A spare rear engine mount was then modified by cutting off the bolts. This then became a giant sized bump stop for the back wheel, and kept the back of the car at almost exactly the normal height. I tied it on with some twine, and plastered Max Bond adhesive all over the place. It is necessary to lower the cradle to insert this substitute bump stop, but that is not a big job. That emergency repair lasted the rest of the trip - 7000 km.

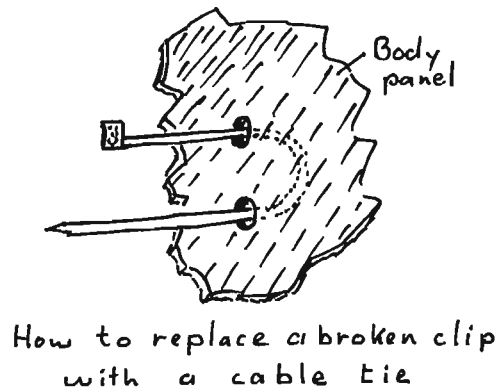
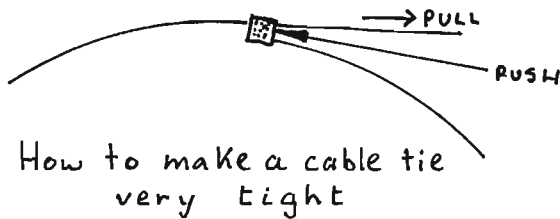
Evacuating the Hydrolastic System Some of us are not astute enough to have acquired a factory made hydrolastic pump which does both evacuating and pumping up. A pump is easily made by using a clutch master cylinder as described in detail in a previous edition of this magazine. But what about evacuating the system first? This is important so that the absolute minimum of air is in the hydrolastic system. Some people use a bike pump with washer reversed. I've also heard of doing the pump up/depressurising cycle a number of times, which, it is claimed, gets the air out. Another person parks the car on a steep hill, with nose high up, while doing the pumping up.. Here is an idea that works for me. I use the container of a 5L Hills garden spray unit, which was lying around in the shed doing nothing. This becomes the tank. It helps if the tank is transparent or opaque, so that you can see what is happening inside. Pieces of metal fuel line are then used to make the system shown in the diagram below. Liberal use of Max Bond adhesive effectively fills up any gaps. After a day, this product goes hard. Some clear plastic tubing (thicker wall is better) is also needed to complete the system.



A home made hydrolastic fluid evacuation system.

To use the system, connect the **short tube** to the inlet side of your air compressor. This turns the compressor into a vacuum pump. You would have to take off a filter first and use some adaptors to get it all connected. Leave the outlet side of the compressor open to the air. Put some hydrolastic fluid into the tank, so that it goes above the lower end of the long tube. Connect the top end of the long tube to the hydrolastic system connector in the engine bay, using a special connector which keeps the valve open and which clips firmly onto the connector. Start the compressor. This sucks air out of the tank, and in turn sucks fluid and air out of the hydrolastic system, (the fluid does not go into the compressor!) and just watch in awe as the fluid and air comes out of the car's system through the clear plastic tubing and bubbles through the fluid in the tank. Let it run for a few minutes until evacuation is complete. Less than one litre of fluid comes out. If the plastic tubing or the tank deform, that shows the system is really working well. It is very important at this stage not to let air into the car system. Turn off the compressor. Slowly disconnect the tube to the compressor, letting in a little air at a time. Air will now go into the tank, because of the partial vacuum in there. Fluid only will then be sucked from the tank into the car system. After a minute, the system will reach a stage of equilibrium and the evacuation system can be taken away. The pumping up system can then be connected, and pumping up can proceed in the usual way.

Cable ties were yet to be invented when the 1800 manuals were written, so could not be suggested in repair work. They come in many sizes and are not expensive. They are very useful and save lots of time when tying up cables. I also use them instead of wire when sealing off ends of boots in the drive trains. It has been shown elsewhere that cable ties are strong enough to be used as hand cuffs, so they are certainly strong enough for boot sealing use. This method is much faster and easier than using the suggested wire, and probably has less potential to damage the boots. But the cable tie must be made **very tight**. This is best done with a screw driver and a vice grip pliers, pushing with one and pulling with the other, as shown in the diagram.



The last step is to cut off the tail with a good pair of side cutters ensuring that the whole of the tail is cut off.

Also, if one of those metal clips welded to the body in the car breaks off, a cable tie can be used instead, after drilling two holes in the body with the holes just a little bigger than the distance across the tie to be used. A handy hint is that if one cable tie is not long enough, they can be joined to gain the desired length. They can also be reused if the tail has not been cut off by poking a very small flat piece of metal (a thin wire flattened on one end does nicely) under the tail to push aside the clip that does not normally let the tail go back. A further suggestion is that once you get one of these cable tie releasers to work, keep one on your person at all times, just in case you get tied up by a robber with cable ties. You can then easily unbind yourself and phone the policeman.

Digging into History. Because I have quite a few 1800s to look at, I sometimes wonder, somewhat cynically, if any two individual vehicles had the same features, as there seems to be a multitude of variations. For example, I had a good look at a Mk 2 vehicle the other day. It was definitely a Mk 2 because of the front grille, YAHS 5 Car No 3735 on the ID plate, vertical rear lights, and so on. Yet it has a single system foot brake hydraulic setup complete with reducer valve, whereas Mk 2 are supposed to have the tandem system according to a YAHS 5 owner's handbook I have. I cannot imagine anyone changing a tandem system to a single system, so assume it was single from its factory days. I have seen enough anomalies like this to lead me to wonder about what went on in the BMC factory in Zetland.

This car also has an under-the-dash hand brake, which is normally associated with the Mk 2, but a careful study of the BMC Bulletins (available from Landcrab Club, and worth their weight in gold) explains that the later type handbrake was introduced some time after the introduction of the Mk 2.

I have heard that some think of some vehicles being Mk 1 ½, and have assumed that these cars have mostly Mk 1 features, in particular the grille and horizontal tail lights, but with some improvements which were later incorporated into the Mk 2 model, but it seems to me that it would be more logical to talk about Mk 1 1/8, Mk 1 ¼, Mk 1 3/8 and so on! And this would continue on to the Mk 2 1/8, and so on. Certainly all this is not of much importance as the car still gets there, but it is in the area of trivia.

I would like to know what some knowledgeable person knows about the significance of the number that follows on from the YAHS on the ID plate. In the Parts List Book, we can learn that the number (which can be 1 through to 6) is known as the series number. I have never seen a car that is YAHS1 or YAHS3. It seems that vehicles in each series started at a number which may have been 500. Changeover to Mk 2 seems to coincide with the start of YAHS 5. It is a fact that the Mk 1

was introduced in October 1965. I have evidence that a YAHS2 was bought in Sydney in November of that same year, so if there was a YAHS1 in Australia, it did not last long. The only evidence I have for there possibly being a YAHS1 is from the Austin 1800 Parts List which gives YAHS1 in an example of a typical ID plate. The Mk 2 was introduced in October 68, and discontinued in November 1970. From my observations, for saloons only, YAHS2 went to at least Car Number 28,300, YAHS4 to at least 3959, YAHS5 to at least 16,277 and YAHS6 to at least 9594. It could be that all YAHS2 and YAHS5 are manual, and all YAHS4 and YAHS6 are auto. It is interesting that the Service Bulletins rarely use the YAHS code for their instructions to dealers. Take for example the Bulletin dated 10.12.69, dealing with Service and Production Improvements. In the section headed AUSTIN 1800 MK.II MANUAL SEDAN PENDANT ACCELERATOR PEDAL, it reads; The organ type accelerator pedal was replaced by the pendant type accelerator pedal at Car No:- 4092.

From the information given above, this would have to be for YAHS5 and YAHS6. Logically, the dealer would have only the current series cars in his showroom, so N. Prescott who was the BMC Service Manager and author of the Bulletins would not normally need to write YAHS in the Bulletins.

A rare use of YAHS by the Service Division is in Bulletin dated 8.8.68, which gives General Data. In the section headed Power Brake Servo - Saloon, is written:

(Rolling diaphragm sealed units introduced - YAHS2 26078 YAHS4 1435)
and similarly under WIPER MOTOR and STARTER SOLENOID. N.B. Nowhere is YAHS3 given a mention.

Question: If an engine number is prefixed by AMW, which probably stands for Austin Morris Wolseley, does this mean that this engine came all the way from England? I have found this prefix only on early cars, hence my query.

A man appeared before the Pearly Gates and was asked by St Peter if he had done anything of particular merit. ...

"Well, I can think of one thing," the man offered

"I came upon a gang of bikies who were threatening a young woman."

"I directed them to leave her alone and they didn't do so. I punched one in the head and knocked some bikes over. I grabbed one by his nose ring and asked did he understand."

St Peter was impressed by such gallantry and said: "When did this happen?"

"A couple of minutes ago," came the reply.

MANUAL GEAR RATIO'S

By Daryl Stephens, from workshop manuals of Patrick Farrell who now has them back !

| | 1st | 2 nd | 3 rd | 4 th | Rev |
|-------------------------|-------|-----------------|-----------------|-----------------|-------|
| Mk 1 65/68 | 3.292 | 2.217 | 1.384 | 1 | 3.075 |
| Mk 11 68/70 | " | 2.059 | " | " | " |
| X6 70/73 | " | " | " | " | " |
| UK Princess 75/78 | " | " | " | " | " |
| Ambassador 78/82? UK | 3.545 | 2.217 | 1.439 | 1 | 3.312 |

Also, from 66, the Pom,s replaced the 4.1 diff which we had through the entire range with a taller 3.8. The later Princess and Ambassador models used the 3.7. Also, the Princess continued with the 8" clutch plate, but this was up graded to 8 1/2" on the Ambassador, and the carbon thrust was superseded.

If anybody has the three percent or so lower 3rd gear of the Ambassador lying around, then you are my new best friend

Curiously, the 3 speed Borg Warner automatics were left unchanged in both ratios and final drive from the Mk 1 1800 in 68, through the Tasman Kimberley range till the end of the Ambassador in the mid 80's

From the same manuals, here is a collection of camshaft timing used over the years.

| | Inlet Opens | exhaust closes opens | | cold tappet clearance closes | |
|---|----------------|-------------------------|----|---------------------------------|-------|
| Mk1 Till end of Electric Fuel pump | 5 | 45 | 51 | 21 | 0.018 |
| Mk 1 [Rest] | t/dc | 50 | 35 | 15 | 0.015 |
| Mk 11 | 5 | 45 | 40 | 10 | 0.015 |
| 1800 S | 16 | 56 | 51 | 21 | 0.015 |
| Princess [Early] | as for Mk 11 | | | | 0.020 |
| Princes [Rest] | 9 | 41 | 44 | 6 | 0.013 |

The B series engine was developed into the OHC 0 series with the arrival of the Ambassador. It seems that the O series replaced both the B series and the E 6. It was designed to bolt onto the existing transmission. As a further development, it became available with DOHC and 4 valves per cylinder. {Mrs. Editors note; don't even think about it!}

For Tasman/ Kimberley owners, I could not find out anything as the Princess manual only had the B series in it. Would have really liked a P76 book to see what camshaft was fitted to the 2600 E6

Last Chance

One of our English members, Ken Green has organised a deal with Terry Kingsley author of "In the Red", to supply the books for \$30 each. This covers Terry's time as a RAF Red Arrows pilot, and his exploits in a works 1800 on the 1968 London - Sydney marathon.

Ken can be found at Kengreen@landcrab2.Freeserve.Co.UK

SMO 233G

SMO 233G was a Morris 1800, It was the first of the SMO series built for the London Sydney Marathon built up from a bare shell during 1968 in the Competition Dept at BLMC Abingdon.

It was made to be used as a survey car on the 1968 London to Sydney Marathon Rally.

Whilst it shared many of the rally car modifications it was not a full blown Marathon car it lacked the famous Roo bar for example, normal bumpers were fitted instead and there were detail differences to the suspension shock absorber mountings and fuel tank.

The battery was mounted in the boot and there was only one fuel filler instead of two on the rally cars.

The car left England with Brian Culcheth and Henry Liddon as crew. It followed the Marathon route and part of the task was to check the notes made using the 1800 RMO 723F by Paul Easter, Henry Liddon and Tony Nash. This car had a number of mechanical breakage's and finished the survey to Bombay on the back of a lorry. Abingdon hoped that this car being closer to the Marathon specification would have a more trouble free run.



SMO 233G during the survey trip.

When the car arrived in Delhi it was garaged into a secure compound, then Culcheth and Liddon took a flight home with the precious survey notes.

SMO 233G stayed in Delhi until collected by Evan Green on his way to England. He smothered the car in BMC Australia stickers and the Australian flag was given pride of place on the bonnet – as it was on the Rally car. He then travelled the Rally Route in reverse from Delhi, including the infamous Khyber and Lataban Passes, to Turin where the car was left at the Motel Agip, which was to be the site of a control on the event.

Several of the photographs taken by Evan Green of SMO 233G have been said to be of the rally car because they show rally number 31 on the door, however if in the picture the 1800 has bumpers and no Roo bar it is of the survey car. The Rally numbers may have been put on by Evan Green or later by BMC Australia doctoring the pictures as part of pre - rally publicity.



SMO 223G as it is today

SMO 233G stayed at the Motel until the day of the Rally when Stuart Jackson - a member of the Abingdon parts department - was driven out to Turin by Bill Price who was sweeping the marathon route. SMO 233G was then driven back to England by him its part of the event over. SMO 223G survives and is still in England and is due to be out on the rally circuit this year.

My thanks to Bill Price Ex Abingdon boss who supplied most of the information and to Mike Knox for the up to date picture

©Ken Green August 2003

For Sale, 3 Austin 1800 Mkl utes,

1st fully restored, manual transmission, over \$20000 spent on the car, rego NSW, seeing is believing, \$12500

2nd chassis number Ute-687 only 91000 miles on speedo, ready for rego, believed to be one of the last Mkl to leave the production line, \$3250.

3rd chassis number Ute-503 third Austin 1800 Ute made, needs full restoration \$1500.

Plus another Ute (\$700) needs work, and some parts and works manual and parts book

All cars and parts are in Wollongong NSW. Contact Mike Davey 0412 369 552 or Email to me mike@spacepac.com.au for pictures of any bits, the first three cars can be seen on the web site www.spacepac.com.au/cars.htm

Wanted

Copies of Australian new car price list from 1950 to 1975 or later, as well as copies of Australian magazine road tests for BMC/BL cars sold in Australia.

Contact Peter A. Jones (07) 5574 8293, 0413 379 410
or email peter_ajau@yahoo.co.uk

For Sale

Two SU carburettors to suit Morris Mini 850, one SU carburettor suit Austin 1800 MkII, one SU carburettor suit Austin Tasman Mkl, and one SU carburettor suit Morris Minor Series II complete with manifolds.

\$50 each, contact Peter A. Jones (07) 5574 8293, 0413 379 410
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For Sale

Alternator suit Austin Tasman, plus two grilles.

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For Sale

Hub caps suit both Mkl and MkII Austin 1800, plus bumpers suit Mkl, set of road wheels suit Austin 1800 Mkl (13 inch)

Alternator suit Austin Tasman, plus two grilles.

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or email peter_ajau@yahoo.co.uk

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Hi Daryl

Good Homes Required

1969 & 70 1800 Utes 1 registered plenty of spares \$2500 the lot Bruno in QLD
0416 348 035

1970 Mk 11 reconditioned motor, good transmission \$250 Brian Smith Gold
Coast 07 5574 6784

Mk 1 90% restored. Has received a bare metal repay [white] – just needs door
trims \$1,800 Dallas Bassett 03 9772 4998

1800 Auto mk 1 Good condition New tyres \$1,800 W.A. 6278 3990

Ute \$1500 W.A. 9331 4502

Mk 11 1800 1970 deceased estate 70,000 miles not run in 3 years still registered
offers Altona Vic 0404 147 995

Mk 1 50,000 miles no reg, plus 1 parts car Gunnendah NSW 6742 4240

Mk 1 Ute been stored for 18 years sill and doors filled with sump oil Extensive
heavy rust on body \$500 NSW 9522 6094 0418 674 059 Engine seems OK

1969 1800 automatic 55,000 miles excellent condition soft green, with beige interior
Mark on 03 9579 7149 \$1800 with RWC





LANDCRAB

CLUB OF AUSTRALASIA INC.



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

Welcome to newsletter number 113 for December, 2003, and January 2004



SOD OFF!

I DON'T CARE WHAT YOUR
NAME IS...I WAS HERE FIRST!

Are we having fun, yet?

So funny, I forgot to laugh!

Where are the matches?

Why me?

By the late Daryl Stephens

This is the story of Murphy's Law in action! Daughter Naomi's Mk 11 auto was flaring noticeably between changes. Did all the usual things, to no avail. She is a full time tertiary student, which means that we tax payers are supporting her while she has a wonderful time. Anyway, it was decided simply to drop in another auto box while she was on term brake.

A Mann from the club, who will be mortified when he reads this, gave me a complete auto power unit. When cleaning it, I needed to turn the crankshaft pulley over. It wouldn't budge! With a 3 metre pole on the nut of the pulley I heaved. The nut flew off, and I crash landed in an open container of oil. Not happy! With the head off, I could see that water had snuck in when nobody was looking and rusted up the innards.

Plan B

I have a 30,000 mile Mk I engine sitting on an Austin Ambassador auto box, which is very similar, but better, than the 1800 box. The major visual difference is that the 1800 has a bottom stabilizer bracket, the Ambassador does not. Previous experience had shown that the stabilizer bar simply had to be there. Carter restorations kindly welded the necessary bit on.

The engine was from Naomi's first 1800, which demolished a lamp post and itself. That went into her second 1800 with the brand new Ambassador box. That car went into an embankment at 120 k's, and it took me 16 hours to get the power unit from the wreck.

{When the engine of her current 1800 dropped a big end – it was stationary for around 10 years or so, I had simply dropped in the power unit from her third 1800 which was demolished when parked in the middle of the road oops I mean parked parallel to and just touching the kerb in front of here.}

By a stroke of luck, I discovered that the accident impact had slightly bent the distributor shaft. With the motto, do once, do it right, I reasoned that the camshaft may have a bend in it, so I already knew that the Ambassador box changed gears at higher revs, so I decided when changing cams, to have Wade Camshafts make one very similar to the 1800 S.

The cam was fitted by Link Automotive. Trouble was that the accident had not only bent both end plates, they were cracked as well. Next item was the electronic distributor, available through the club. Just near here is Scorcher Ignitions who are probably the best in Australia in their field. The dizzy went in there for the advance curve to be graphed. They needed the cam timing, compression ratio and fuel grade which was to be premium unleaded.

This Mk 1 block had a compression of 8.6. Son Adam had just written off his Mk 11 manual which had a worked, unleaded head on it. After indenting the block for the exhaust valves, the Mk 11 head was installed on the MK 1 block. Since the Mk 11 combustion chamber is smaller than the Mk 1 and the inserts for the unleaded reduce the volume even more, I guessed at a c/r of 9.0.

I could not bolt the auto box back onto the block, and feeling quite embarrassed took the lot to Club member Robert Goodall for him to assemble. He discovered that the accident had dislodged the torque converter from its bearing, not allowing room the drive plate to fit correctly. By now, the concern was that there could be more damage, which is why this enterprise was plan B instead of plan A.

Now everything was ready to roll. The term brake began and I had 3 weeks to complete the change over. Easy! Over the weekend, the old power unit came out, and the new one, in. It takes longer if one removes the radiator, but it does solve a few problems. I also swapped the Mk 11 manifold onto the Mk 1, using a second hand gasket. More of that, later!

Finished the job, feeling very pleased with myself, and poured in water. This promptly poured out the water pump! Fitted a good second hand one, and with the plugs out, cranked the motor over. Or I would have if the battery had not collapsed. Mr. RACV fitted a new battery and I cranked the motor over until the oil warning light went out. It went out and oil went everywhere because accident damage had cracked the filter housing.

If anybody is still reading this, it is about to get worse!

Next problem – connecting the gear cable to the auto box. It had been connected once before but I could not see how. The easy way was taken. We hired a tandem trailer and back to Link, who are only 5 k's away. It was also agreed before they touched it that they did not do auto's. They discovered the attachment for the cable was broken internally – more accident damage – and the car then went 30 k's over to Robert Goodalls. He had to have the replacement for the broken part specially made.

To test the auto, the engine obviously had to be going. I then copped a serve because I am a very amateur mechanic as the following proves –

- Good second hand water pump was oozing
- Air was leaking into the inlet manifold via the second hand manifold gasket

- Timing was out 180°
- Fuel line was tied in a knot
- Exhaust was leaking

Apart from that, I had done a good job!

A combination of the following have made it the quickest 1800 auto around

- Higher compression
- Mild cam
- Higher gear change points
- Mild head job i.e. Air passages smoothed and inlet/ exhaust ports matched to the respective manifolds
- Electronic ignition

Got it home and put in a reconditioned Club water pump. Then the alternator died

About this time, I discovered that Naomi spelt backwards is I moan!

Problem solved and they lived happily ever after. Or at least the next 5000ks [she gets around!] have been free from any dramas whatsoever

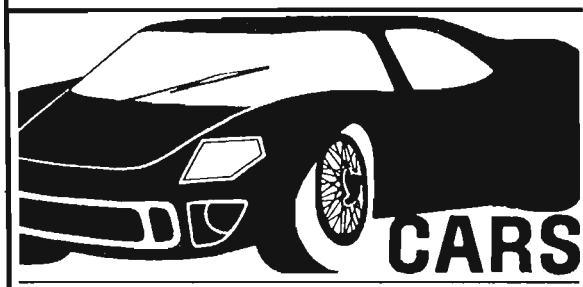


Daryl Stephens, as photographed visiting UK member Mike Jordon



Ditto for Patrick Farrell in the Mk 11 he has owned from new

Cars we've driven lately, rather than tested.



THIS STORY BEGINS in the front seat of an HQ Holden Kingswood which was in convoy with a VH Valiant and XW Falcon returning to Sydney after our recent Big Three comparison (see *WHEELS*, October). Generally, our staff was impressed by the solidarity of the new models, but was still disappointed with the comfort, usable space and to some extent the handling.

In the front seat of the Holden, two of them were discussing this — and watching an Austin Kimberley overtake a car up ahead. This produced one of those reactions where two minds click and the spontaneous statement: "you know, we should have another look at a Kimberley. Be interesting to see how it compares after driving this lot."

We did. We loaded four people into a maroon Kimberley automatic with the new reclining buckets for a weekend trip to the nearer NSW mountains. The Kimberley's relatively plain but timeless styling was in stark contrast to the trendiness of the Holden and Valiant. But its all-round vision was a pleasant

improvement over the other cars (although the Holden is good here), and its room and airy feeling was obvious from the moment the doors were shut.

While it lacked the big cube punch of Chrysler's 265, Ford's 250 and even Holden's less potent 202, it surprised our drivers with its brisk performance. It was much better and smoother than their memories suggested.

It took a little while to get used to the flat-raked steering wheel which is in marked contrast to the upright jobs of the Big Three sedans. And the steering was annoyingly heavy at park speeds, with strong FWD torque reaction meaning strong self-centring.

But on the road, heading into the hills, the Kimberley displayed a lot of virtues the other local sedans just can't match. It cruised happily in the 80-90 mph range with flat, precise handling that meant maximum comfort for the passengers.

This went hand-in-hand with seating and interior space that is far and away the best among local family sedans — Statesman and Fairlane included. Very thin doors give wide shoulder room, and the soft well-shaped rear seat means comfort for three.

Winding fast through the bends showed the car to have adequate performance, and at times we saw more than 110 flashing on the speedo on short straights. This corrected back to a genuine 105 mph. The handling here was precise, with bumps unable to budge the Kimberley off line, although we could get the hydrolastic suspension reacting sharply if they came too close together.

With no road or wind noise to speak of, complimenting the comfort and ride, the Kimberley has a genuine limousine feel.

What we didn't like about it was its dead-feeling steering and too-heavy throttle pedal which gives it a stodgy feeling that's quite undeserved. And when a fan belt broke on the way home it took us an hour to fit a new one. —MN,

THE WIND BAGS

PRESIDENT

Vacant Ability to read and write
Helpful but not necessary
Applicants invited

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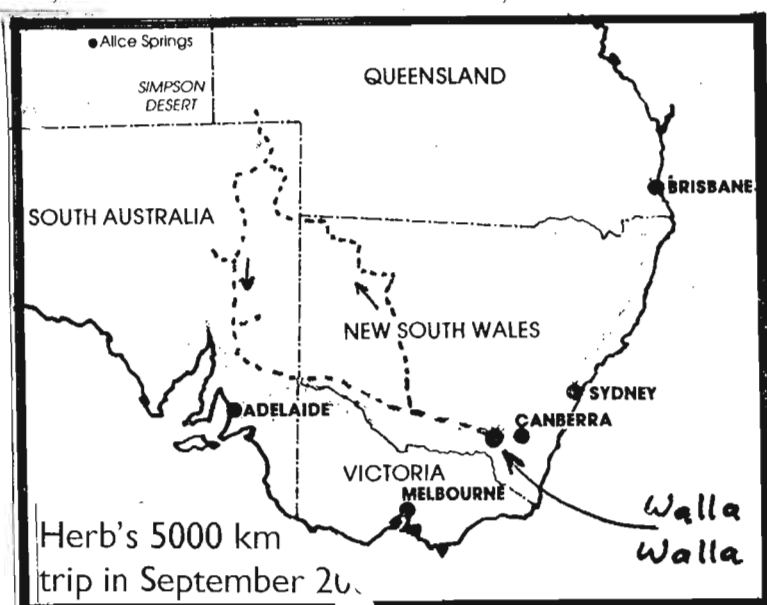
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Adventures on unsealed roads in an Austin 1800.

By Club Member Herb Simpfendorfer

I have just returned from a solo 10 day trip into the outback, on which I deliberately chose to drive on "unsealed" roads, commonly called dirt roads. I wanted to try out the Strzelecki Track and the Birdsville Track areas. The trip would be a test of my knowledge and abilities and also a test of the inherent strength of the Austin 1800 to withstand pretty severe battering. It would be a trip of about 5000 km, of which over 2000 km would be off the bitumen.

I could tell about the people I met, the sights I saw, the amount I spent on petrol each time I filled up, the mileage I travelled each day, and so on, but that could be boring. I'd rather tell you about my Austin car, the dirt roads and the breakdowns, which could be of more interest.



My 1966 green Austin 1800 did not get any special preparation for this trip. I use it every day to tow a trailer as part of my daily routine, and I have taken it around Australia twice in the past two years. I wondered if it would be an adventure and challenge to tackle the outback where roads are rather primitive. I thought of the "Corner Country" up around Birdsville. I did load up parts that I thought may come handy on a trip like this: winching equipment and anchor to get out of a sand bog, tyre changing equipment, a 20 L jerry can, spare tube and tube patches. I used none of these.

I also had on board all my usual spare parts for long trips, and a comprehensive set of tools and test gear. I did use some of these, as you will see below, but as usually happens, some of the parts that I needed were left at home.

I chose to go without NRMA, RACV or any other roadside protection, as I think they are unnecessary if you know a bit about the car you are driving, and carry a few tools and spare parts. Having roadside protection can certainly make you a bit lazy, as you think about getting help from others rather than getting out of trouble yourself by using your initiative and creative thinking. Waiting for help can take many hours, and having repairs done or waiting for parts can take days. I did have the engine stop a number of times, and also had three other significant problems, but could handle them all myself, even though I am not a mechanic, but do know a thing or two about the Austin 1800. My longest repair job took three hours, the others well under one hour. I could have done all repair work anywhere on the roadside, but chose in two cases to limp to the next town and do the work myself there. It also helps on a trip like this if you are by yourself, without the added strain of having others, especially small children, around.

The trip started from Walla Walla near Albury. My first memorable adventure took place when I was on the second day of the trip. I had reached dirt roads north of Ivanhoe, after leaving the Sturt Highway at Hay, and was over 1700 km into the trip. The car was bouncing along nicely on gibber stones west of Tibooburra on the track to Cameron Corner, bringing a constant drumming noise to the interior. I was thinking how unexciting a trip this was turning out to be with nothing to do except drive and look at the passing scenery. The car engine had been purring along smoothly, with all eight monitoring instruments reading normal, and there was no hint of any problems ahead.

Driving an 1800 on unsealed roads requires a much different technique compared to driving on bitumen, where your attention can wander without much possibility of danger. A bitumen road is almost always predictably smooth and free of blemishes. You can check the radio controls, change the CD, adjust the CD controls have a drink from a container, and do all kinds of other things if there is no traffic around, even have a conversation on a mobile phone. But this all changes on an unsealed road, where there is absolutely no guarantee of a smooth road. There could easily be a deep gutter across the road just ahead, too close for you to stop in time. There are millions of jagged rocks ready to slice into the walls of your tyres. There are rocks on the road higher than your ground clearance. When these things come along, you then take the best evasive action to minimise damage to the vehicle. A split second of hesitation or a wrong decision can mean the difference between no damage and massive damage. So you have to drive 100% alert all the time. No CD playing, no radio, no looking around for the water container. Instead, eyes on the road all the time, with hands and feet ready for instant response to a hazard. Drivers in 4WD vehicles tend to think their vehicles are invincible, as their vehicles are built to withstand more harsh treatment than is my Austin 1800, but even then, tyre damage is a common event for these vehicles on outback roads. So much so, that, in the outback, a common sign on service stations is YES WE DO REPAIR PUNCTURES. For my Austin, I did not have tyre problems of any kind, even though I am completely baffled how my flimsy tyres could go over hundreds of kilometers of jagged rocks without suffering damage.

As it turned out, a bigger hazard for me than the road surface were 4WDs coming towards me at high speed on roads that were just two wheel tracks. When we met at the top of a sand dune, there was no time to stop, so one or both of us had to get out of the wheel ruts to avoid a collision. In one case, in the Strzelecki Desert, it was a very near thing. The other driver turned his wheels, but they stayed in the ruts, whereas my front wheel drive pulled my car up the slope out of harm's way. These cars were coming home after the Birdsville Races, and all seemed to be in a big hurry. The guy I just missed by inches was the first one I met, and I was very careful after that.

Unsealed roads vary from perfectly smooth surfaces which are much nicer than bitumen (as on the Strzelecki Track) to roads where you wonder how much longer your vehicle can withstand the constant pounding without suffering massive damage. Corrugations were by far the worst surface for my car, and I even turned back when I was on a minor track to the main part of Lake Eyre because I was worried. The whole car was shuddering so badly. It was just not worth going on. (I had already walked on Lake Eyre South, been bogged to my knees, and taken photos.) The next worst surface on an unsealed road is a concrete like surface into which are embedded millions of stones a few cm high. A lot of the Birdsville Track is like this. I think the history of this surface is that it is graded to a perfect surface, then wind, rain and traffic take away the small stuff, between the stones, which are then exposed. You try driving on different sections of the wide road, and sometime find a section (usually on the wrong side of the road) that is a bit easier on the car. The next worst surface at first seems to be by far the worst. It has loose rocks, many with sharp edges, from 1 cm up to about 10 cm across, and quite thick on the roadway. This is commonly called gibber. The car slides around a bit and the tyres do a bit of bouncing around, but little damage occurs. Every now and then one stone is dislodged vertically, and there is a big thump as it hits some part of the underbody of the car.

What about a sandy surface? Dead easy. If the surface ahead is sandy, rejoice, because that is easy for the car, if taken slowly. The car wallows around a bit, but a steady foot on the accelerator is the best way to go. What about big rocks or raised surface between the wheel ruts? My 1800, using 14" wheels, fitted with large suspension bags on the back, with correct pressures in the tyres and suspension system, and fully loaded, has a ground clearance of about 6 inches, so can travel without scraping over surprisingly high obstacles. Heavy rain had fallen in the Birdsville area about four weeks before I got there. On some sections which were boggy then, high dirt ridges were left in the middle of the track. As an experiment, I once deliberately went into these seemingly deep wheel ruts, and my car scraped where other vehicles had scraped before, so the Austin was not disgraced because of its ground clearance. On a bush road there is often a choice of tracks, so you can go straight ahead through a depression where water was on the road, or go to the left or to the right. There are no fences, so these detours can deviate quite a distance from the original track. A hundred or so metres further on, all these tracks come together again. Of course, the sump guard is absolutely essential on trips like this.

8

Breakdown 1. Anyway, I was between Tibooburra and Cameron Corner; when the engine stopped. All of a sudden, the old brain jerked out of neutral and went into high gear. This is a very lonely dirt track. I had seen two vehicles in the last 100 km, both 4WDs, as was every other moving vehicle I saw in the outback except one which was a ute. The chances of a passing vehicle being able to assist you mechanically in this situation is slim. The best you could expect is for them to take a message to the next town. So, as the car was slowing down after the engine lost power, I was already thinking what could have caused the stoppage.

Engine stopping without a few splutters is almost certainly ignition. (It could be something much more deadly like timing chain breakage, but that is very unusual, so you don't even think about it). So, before the car had stopped, I had worked out a plan. I would first see if all the wires which were part of the ignition system were still firmly attached at both ends. The constant vibration from the uneven surface can dislodge just about anything. If they all looked OK, I would use the test light to see what had failed. Following this plan, I diagnosed primary winding failure in the ignition coil in a few minutes. Now this is a most unusual failure, and I have never before had a coil fail in an 1800. So it took me a while to realise what it was. Then I came to meditate on what a coil failure meant. There is absolutely no possibility of limping home or anywhere else if that faulty coil is not replaced with a good one. Indeed, this is the only 1800 problem that I have had in 20 years that does not allow limping on.

Next step? Replace coil. Yes I did have a spare one in the boot, and it was amid considerable anxiety that I fitted it and turned the key to the start position. I had written GOOD on the coil some years before, and carried it around Australia twice without using it. Was it still GOOD? The engine started immediately, to my immense relief. But now I did not have a spare coil. What if this new one died a few km up the road? Statistically, this could happen. About 200 km in front of the bonnet was the small town of Innamincka, and I would sure be trying very hard to have a spare coil in the boot when leaving that town. I overnighted at Cameron Corner, then drove on next morning. For a whole day, the most important thing in my life was getting a spare coil. To cut a long story short, the car performed normally till I got to Innamincka.



The road looked interesting, so off we went. Ahead was 200 km of rough primitive track. An adventure not to be missed.

In a back street, I found a place that seemed to do mainly tyre sales and repairs. I asked for a second hand 12v coil, and the bloke found one. He said he had no idea what to charge me. I put \$20 on the counter, and was readily accepted. "That sounds about right," he said. I would have given him \$50, if he would have asked for it! I tested the coil with a multimeter before I took it to the car, and it was OK. Now that I had a spare coil in the boot, I felt much more confident about continuing on to Birdsville. Another option I had was to take a coil off a wreck on the side of the road, but every wreck I came to had been stripped of the coil and just about everything else. You have to be quick to get good parts off roadside wrecks! I had no more coil problems for the rest of the trip.

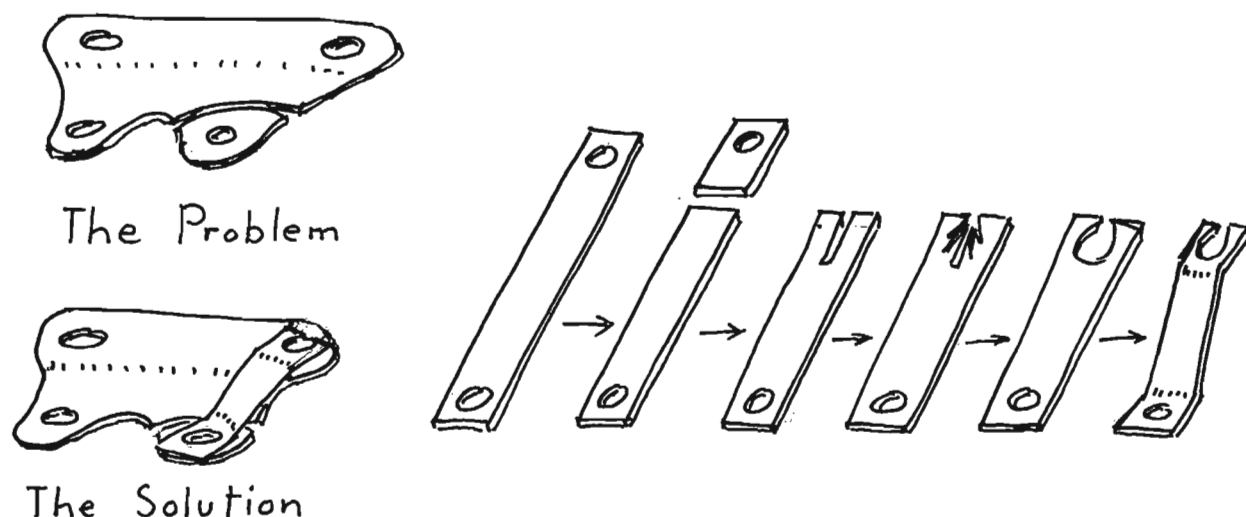
Breakdown 2 Another breakdown happened as I was coming back to Maree from Lake Eyre. I was on a rather bumpy dirt track, about 50 km from Maree when I came to a big washaway in a dip on a curve to the left. I had no hope of stopping, and the car bounced into the air. I was lucky it did not roll. A few metres on, I smelled glycol. The only question then was: Which of the suspension bags has busted? It was a very unpleasant day, very hot and very windy. I looked for a shady tree and found one a few km on, with just enough shade for the car. It was well off the road, but in this area where there are no fences at the sides of the road, I had no problems driving to this tree. A quick look under the car (looking for a wet spot) and I knew it was a front right side bag. These are much harder to replace than the ones at the back. I carried a spare, and had all necessary tools, a suspension pump and fluid on board, and started to tackle the long job of doing the replacement. However, the flies, the wind and heat were too much for me, so I decided to do a temporary repair and limp into Maree. I fitted a large bump stop (an engine mount) to the front where the bag blew up, and pumped up the back bag after blocking the tube that went to the front bag. It was pretty bumpy on the way back to town, but no more damage was done. At the pub, I asked for a suggestion about where I could do repairs to my car, and the publican (Robynne Taylor, a very nice lady) told me to go to an abandoned house nearby where there was a concrete slab. Just what I needed! So I fitted the spare bag, and pumped up the system. No joy. The spare bag leaked. Back to Plan B, using the large bump stop and blocking the tube to the front.

At the pub, I asked for a suggestion about where I could do repairs to my car, and the publican (Robynne Taylor, a very nice lady) told me to go to an abandoned house nearby where there was a concrete slab. Just what I needed! So I fitted the spare bag, and pumped up the system. No joy. The spare bag leaked. Back to Plan B, using the large bump stop and blocking the tube to the front. After a nice shower and sleep at the Maree Caravan Park (pretty primitive facilities, even by outback standards!), next morning I travelled south on a pretty rough road, looking eagerly for the start of the bitumen 80 km away. With 20 km to go, I saw the sign ROADWORK IN PROGRESS. Hopefully, this could mean there was a grader ahead. And so it was. Soon after, I passed the grader and water cart doing their bit to help my progress, and what a welcome sight that was. I was the first to travel on the road surface they made. That was the smoothest road imaginable. Both the car and I rejoiced. I now experienced first hand what I had been told so often about outback roads, "The road can be very good, or atrocious, as it all depends how long it has been since the grader has been on that section of road". Once on the sealed road at Lyndhurst, I knew I could go any distance using the bump stop, but I did know where I may be able to get hold of a bag, and for free. I had been at the Yunta rubbish dump a few years before to get a part I needed at the time, and saw two Austin 1800 cars there. They were stripped of all parts useful to vehicles in the district, but surely nobody would want a suspension bag! Maybe the bags are still there. To again cut a long story short, I had an uneventful trip to Yunta (on the road between Peterborough and Broken Hill), found two perfectly good bags there, extracted them, fitted one of them to my car, pumped up the system, and went merrily on my way.

Breakdown 3 My third notable breakdown was a broken hydraulic pipe which connects to the front right wheel caliper. This breakdown did not concern me much at all, because I still had a hand brake, and could go any distance especially where there was little traffic, if I would think ahead a bit and take care on steep downhills. The breakage occurred on the Strzelecki Track. I went hundreds of km to Birdsville, and while I was there went to the dump to see if there was anything there that I could use for a repair. I found a station wagon with W.A. plates that could go no further, and had been left at the dump only a short time before. I found some brake hose, and cut off a section. I connected the ends of my broken tube with this hose, after flaring the ends of the tube a bit with a tool I carried, and made it as tight as possible with hose clamps. Not good, but OK. Now I had foot brakes, but I was careful not to put a lot of pressure on the pedal in case the hose blew off. You can guess what happened next. At that bountiful Yunta dump, I found exactly the pipe I needed, and replaced the broken one. I carried hydraulic fluid too, of course, and bleeding equipment, so the rest was dead easy.

Other damage caused by the rough roads included wires coming adrift, nuts coming off bolts on one engine mount, the horn bracket breaking, and the top radiator bracket cracking in one corner. I put the horn in the boot. (Who needs a horn in the outback!) I had spares to replace everything except the radiator support bracket, and I'll tell you a bit more about my solution to that problem.

Breakdown 4 I was part way down the Birdsville Track, and was casually looking into the engine bay as I was having a cuppa. I knew there were still about 200 km of very rough road ahead. The upper radiator support bracket has four holes, two at the radiator end, and two to hold it fast to the thermostat housing. I noticed that the bracket was cracked, so now it was being held onto the housing by only one bolt. The danger here is that another crack develops on the same end, and the radiator is then free to move. The fan blades could then make a nice circular hole in the radiator core. I did have a spare radiator with me, but fitting a radiator is a fairly big job, and I thought it would be much better to try to do something about the bracket before major damage occurred. Making a whole bracket would be difficult. Welding was out of the question. Bridging the crack with a piece of flat metal seemed to be a good way to go. To do this, I needed a piece of flat steel with two holes in it a given distance apart, a hack saw, an anvil, a hammer, a vice, a drill and spanners. Well, in my parts box, I had a piece of metal of suitable thickness and width, with two holes of the right size, but the piece was too long and with the holes incorrectly spaced. That was a start. Now I needed a vice to hold this piece of metal while I cut it to length. It so happens that the Austin 1800 has a built in vice, providing a vice grip pliers is handy. The designers of the 1800 must have anticipated the invention of this handy tool. At the back of the boot is a horizontal lip of metal that can successfully be used as a solid base. A piece of metal can be clamped to it. It is also at a very useful height for working. I did this, and cut the metal to the right length with my hack saw. Now I needed to make a hole.



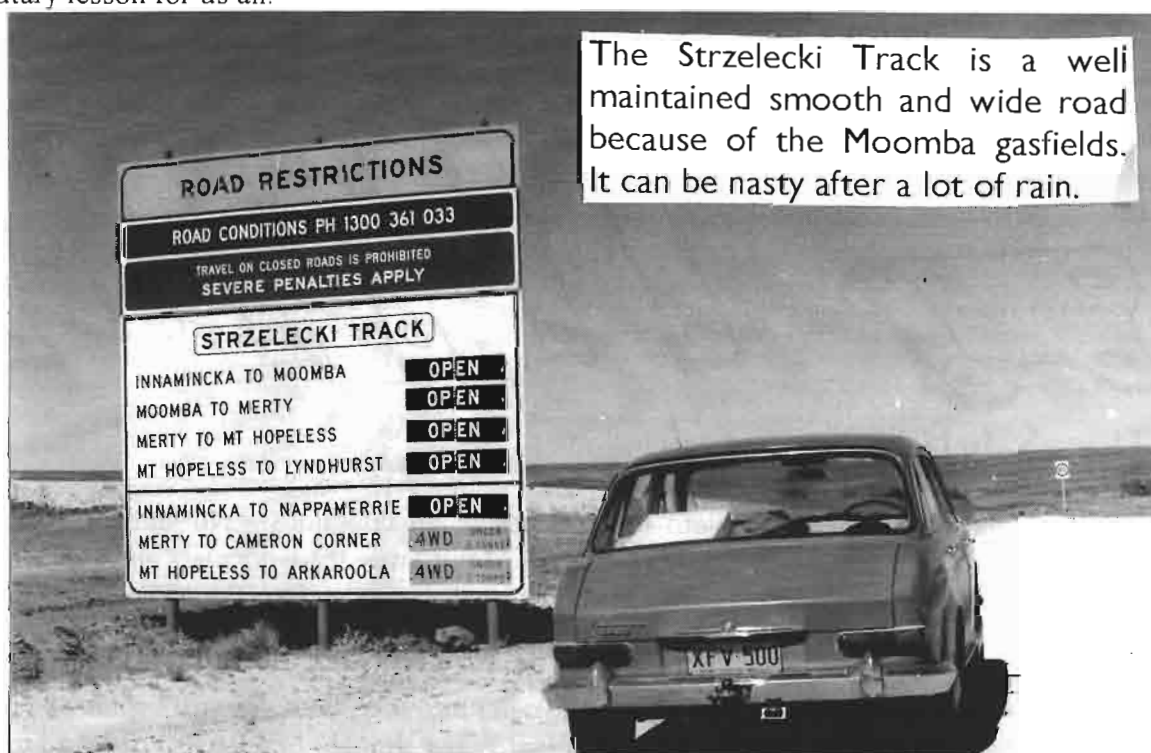
I then got out my binoculars and looked into the distance in all directions. No sign of life anywhere. Certainly no workshop with a drill which I now needed. So I put away the binoculars and kept on thinking. I was also meditating on the history of this particular bit of road, going back to the 1950s when Tom Kruse drove his trucks on the mail run between Maree and Birdsville, recorded so memorably in the documentary *Back of Beyond*. He certainly did not have RAA cover, and could solve just about any problem with a few tools and a great deal of lateral thinking. So now I tried to get into this "do it yourself" spirit of Tom Kruse. How would he have tackled it? I looked at the piece of metal, and thought of a way to make a hole without a drill, using only the tools I had with me. I put the metal in my "vice", and used the hack saw to cut a slit into the end of the metal, then made another shorter slit at an angle, and then another, always making sure that the slit at the very end of the metal was not enlarged. It did not take very long before I had a hole of the right size at the end of the metal. Yes, there was a slit right at the end of the metal, but this should not be a problem. I had a hammer, and now had to put two bends into the metal. I could have used various parts of the car as an anvil, but had a tow bar, which works nicely. A few minutes later, I had the reinforcement fitted to bridge the crack in the bracket, screwed down the nuts, and it looked good. It has been there ever since. Incidentally, this bracket is a weakness in the 1800, and I should have remembered, and carried a spare. I will next time! As an aside, I have since thought of two other solutions to this problem, one of them using fencing wire! Not as elegant, but it would have done the job. Another thought I had while doing this repair, was how many other parts of my car had cracked or broken, and were undetected. It was a bit of a worry at the time. However, nothing else broke or cracked after that, at least nothing I know of.

Coming out of the bush When coming closer to Peterborough in S.A out of the bush, I had the funny feeling of coming out of the outback and back to civilization, where things are different. Evan Gre describes it very nicely in his book Journeys With Gelignite Jack:

We drove nearer the coast and the country became green and busy. Trees, grass, rivers, houses and people. A line painted down the middle of the road. Yellow warning signs, speed restrictions, big trucks with exhaust smoke fouling the air. Towns, with new cars jammed into parking spaces, and shops, and worried people. The free and easy life of the outback had gone. Somewhere, at some point within the last few hours, we had entered another land.

He could have added fences, electricity poles, sedan cars, people wearing nice clothes. And as the prolific author of outback topics Jeff Carter brings out so clearly in his books, when on a bitumen road, much of the fun of driving disappears. The fun starts when the dirt starts. The fun stops when the dirt stops. Maybe that's why we will probably never have another Redex (or Mobil or Shell) Round Australia Race, as the road is now all sealed. So, in the spirit of Evan Green and Jeff Carter, the last 1200 km of my trip back to Walla Walla are hardly worth recording. No dirt, no adventures, no breakdowns, no fun.

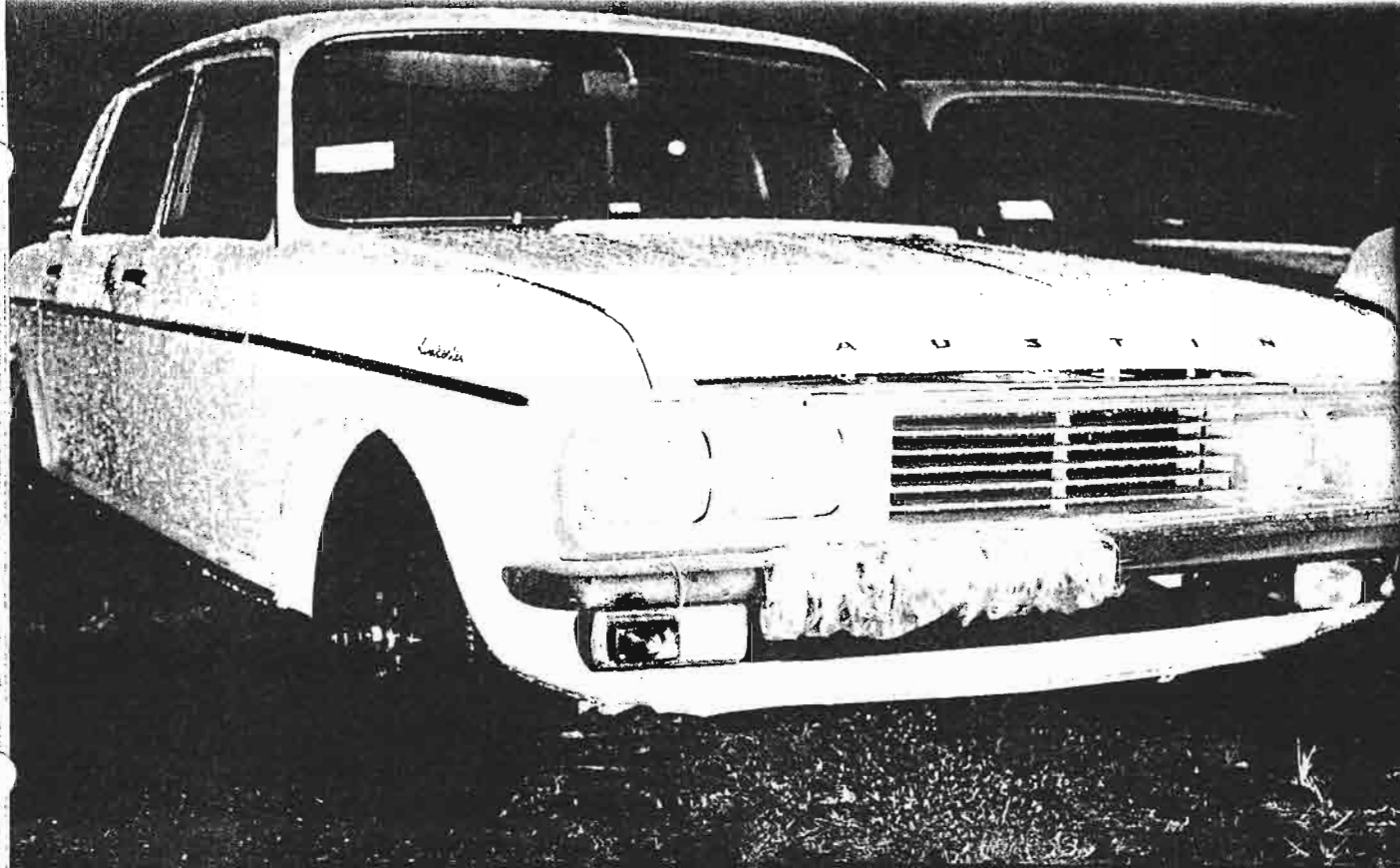
In summary, it is clear that all of my problems except one can be attributed to rough roads. The broken bracket, the cracked pipe, bolts and nuts falling off, wires coming adrift were all caused by the pounding on bad roads. But the coil problem could happen anywhere, on any kind of road. This could well be a salutary lesson for us all.



The outback gets in your blood, no doubt about it. My next trip? I'll probably go as far as I can go north on Cape York and have a look around up there. Same car, same spares, same preparations, same time of year. Problems on that trip? Can't tell you yet. Keep tuned.

PS Is it wise to carry a spare starter motor? Well, years ago, an auto electrician told me that the spring in the 1800 starter motor sometimes breaks, making it useless, so I carried a spare one for 33,000 km on my long trips. And never used it. But only yesterday, I was checking the tappets and the starter stopped working. There was a tinkling sound from the starter area when the key was turned. So I took it off and sure enough, the spring was busted. On with another starter, which takes about 10 minutes. Everything back to normal. The moral of this story is: Listen carefully when someone tells you what might go faulty c

the 1800. I'll certainly have a spare starter with me on my next long trip



TASMAN AND KIMBERLEY!

Here they are . . . Leyland's dead-serious attack on the regular sedan market . . . two new cars with an all-Australian overhead camshaft East-West six cylinder engine, body and interior refinements and mechanical innovations such as a thermo-electric fan. These full detail photos of cars newly rolled from the production line are backed with a complete technical breakdown by **ROB LUCK**.

MEET the new Austin Tasman and Kimberley — British Leyland's brand new Big Three challengers, due for release on November 17.

These exclusive photographs show every detail of the greatest car to come out of British Leyland Australia in five years. Completely localised by an Australian design team, the new Austins are good

looking, comfortable, hard-pushing, well-equipped six cylinder cars that will give B-L a real showroom force in the regular sedan market.

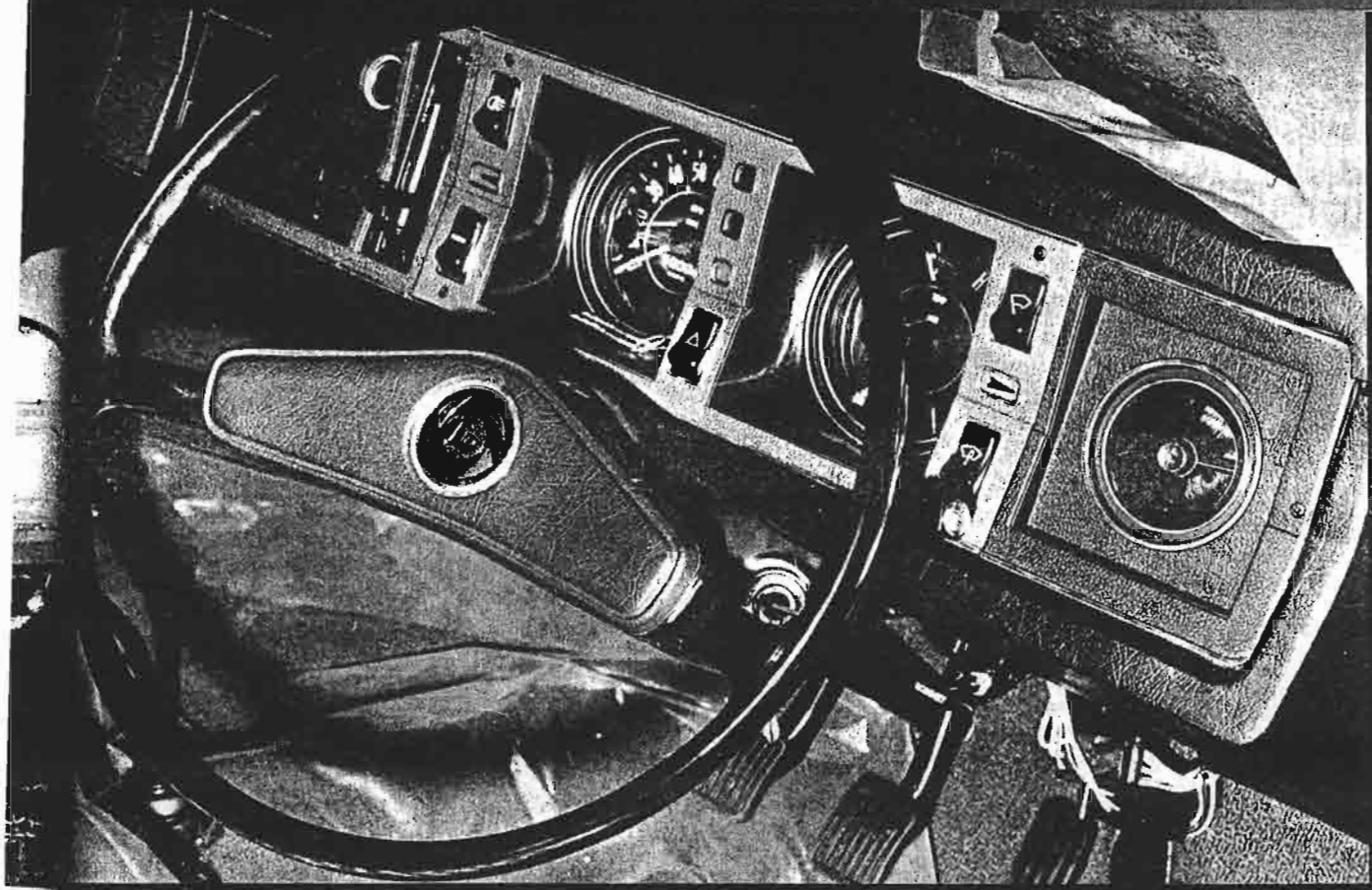
Focal point of the new model release is British Leyland's new six cylinder East-West engine—a world first for the Australian company. It is spliced between the guards of a completely face-lifted body with an all-new interior on the same

Face for the future — Leyland's luxury Kimberley heads off a strong new attack on the regular sedan market. Tasman has single lamps.

basic Austin 1800 Mk 2 suspension (hydrolastic, of course).

The models names — Tasman and Kimberley — were chosen for their Australian ring. The Tasman is the base model with 105 bhp single carburettor motor. It will sell for around \$2600 in manual form and \$2850 with the three-speed automatic.

The Kimberley is fitted out with twin-carb 115 bhp motor, has four headlights, exterior trim decorator strips and more luxurious interior trim (although it uses an identical dash layout). Bench seats are standard in the Tasman, buckets in the Kimberley, but either can be specified for both models. Four-



Dramatic dash — B-L 1970-71 style. Round instruments in square nacelles replace the old strip speedo. Cars also get better through-flow, proper glovebox, ignition/steering lock, hazard warning flashers.

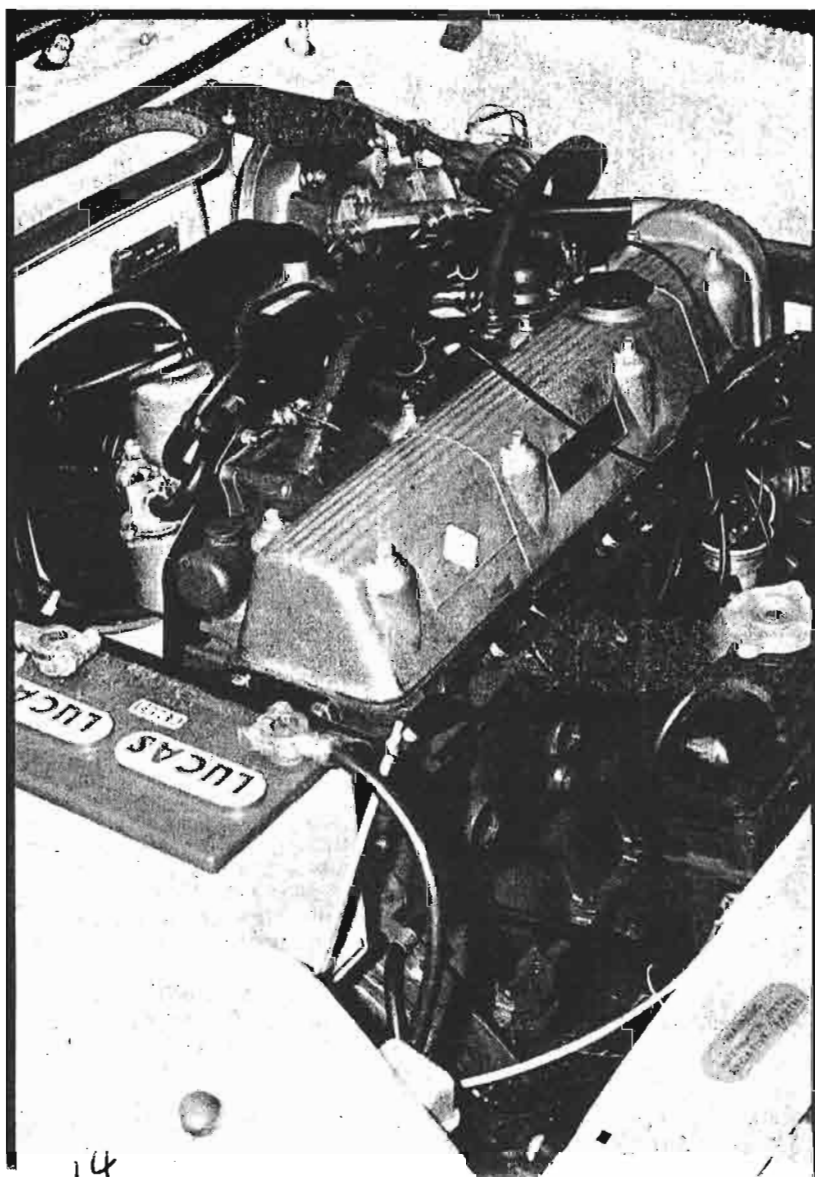
All-new Australian OHC derived from 1500 OHC with Austin 1800 gearbox. Location is East-West driving front wheels, and radiator is now moved up behind the grille with thermo-electric fan. This is twin-carb 115 bhp Kimberley. Note water-heated manifold.

speed manual and three-speed automatics are the only gear options. The Kimberley is priced at near \$3000 for the manual, \$3250 for the automatic.

The Tasman and Kimberley are built on an extended Austin 1800 wheelbase — up three inches to almost 110 in. (109.8 in.). Tracks front and rear are actually slightly down on the Austin 1800 (front is now 55½ in. — previously 56½ in. and rear is 54½ in. (55½ in.)). This is due chiefly to wheel width (5J) and a re-alignment of the offset of the wheel centres. Tyre size is now 165-14, and radial ply rubber is still standard equipment.

The overall message is increased interior room and even better rear seat legroom, plus a longer overall body (by 6 in.), better style, and better ride from the longer stride.

But the engine is the biggest news. Built simply by tacking an extra two cylinders on the end of the 1500's overhead camshaft block, the new Austin engine is up to a





modest 2227 cc and produces its maximum 115 bhp at 5500 rpm in the twin-carburetted versions. Torque of 126 lbs/ft is produced at 3500 rpm (up from 101 lbs/ft at 2200 rpm), which should give the car good flexibility and low-speed pulling power.

This new engine weighs 26 lb less than the Austin 1800 four cylinder mill it replaces, although it is still based on an undersquare design (bore 3 in., stroke 3.2 in.) and maintains the Austin 1800's low compression ratio — 8.6 to 1. Carburetion is SU HS6 1½ in.—the twins are vertical with a one-piece square air filter and the single is angled at 20 degrees. Both sit on an impressive fully water heated manifold.

The gearbox unit is integral as in all other East-West B-L designs, but the new Austins feature massive 19½ pint oil capacity for the combined crankcase/gearbox — up from 10-13 pints on the various Austin 1800 models.

The oil filter is now a disposable-can full-flow type and British Leyland may release the car with 6000 mile oil changes. Because of the engine width, the radiator is moved from its traditional B-L position in the side of the inner guard to a conventional spot right behind the grille.

Obviously cooling such a set-up by driving a fan off the crankshaft pulley (which is set at right angles to the radiator) would produce expensive problems, so British Leyland took another tack — fitting a thermo-electric fan that cuts in automatically when the temperature reaches 99 deg C and cuts out again when the temperature falls below 88 deg C. This makes the new Austin engine the most efficiently cooled power plant in our regular sedan market — owners should have no fear of the worst traffic jams or the hottest outback conditions.

The alternator is a new bigger power, nine diode type. Electricals are Lucas.

The gearbox and its internals are massive, but space within the steel sump/gearbox casing (alloy has

Big boot, high-lip, but heavy matting and lighting mark the new cars.

Bench seat is standard in Tasman, buckets for Kimberley. Floor shifter is manual in this shot but auto is optional. Interior room is upped with longer wheelbase.

Signs of the times: Tasman and Kimberley are the big B-L names for 1970-71. Note trim variations. Key-system is now double-sided simplified opening, with remote boot lock for parking stations.

been dropped) is also considerable. The gearbox is not based in any way on the 1500 from which the new 135 cu in. engine is derived. Internals are beefed-up four-speed Austin 1800 and gear selection is by flexible cable — modified from the Austin 1800 system for more positive control. The cables also feature special new seals at the engine-end to prevent engine oil leaking up the tubes — the major source of gear selection problems on early Austin 1800s. The clutch is a single dry plate diaphragm spring of 8½ in. diameter.

Ground clearance is also increased at sump height and no guard is fitted.

Brakes are power-assisted disc/drums of identical specification to the Austin 1800 — 9.3 in. disc/9 in. drums. The power booster unit is massive and pedal effort is almost non-existent.

Steering is also little changed. Because the new six cylinder engine/gearbox is 20 lb lighter than the four it replaces, steering effort is decreased slightly. There have been detail geometry re-alignments to boost this effect and nylon bushing is now used to insulate the driver from steering feedback and shock.

British Leyland's Australian design team has done a pretty impressive re-work of the cockpit. The dashboard is completely changed — strip speedo and parcels shelf have been replaced by a square-format full-width padded dash that features circular dials with cone lenses deep-sunk in square boxes right in front of the driver. A 110 mph speedo gives some clue to the new performance available — the second dial covers temperature and fuel gauges on the Tasman plus oil and alternator gauges on the Kimberley.

The through-flow ventilation system is immediately obvious — Cortina-type circular vents sit at the dashboard ends — air is extracted through the rear C-pillars.

The steering wheel is an Austin 1800-type large diameter two-spoke plastic job, thinly disguised under a padded centre boss with Leyland insignia. It hides a combination trafficator/headlight/horn stalk and ignition/steering lock on the column — standard on all models.

Switchgear is piano-key type and covers two-speed wipers, power washers, lights, fan and highway warning flashers. Warning lights provide visual check-outs of oil, alternator and ignition.

The centre panel has cigar lighter (provision on Tasman — standard on Kimberley) heater slides, ash-tray and radio blank-panel. A full

Profile shows new rear quarter treatment with aeroflow extractors. Note also flush door handles, petrol tank filler, wrap-around bars/lights. Car looks balanced from all angles.

heater-demister unit is standard, inclusive in the price of both cars.

All four doors have armrests, subdued decorations on the door trims, flexible plastic winder knobs and streamlined door handles. Push-button door locks are fitted.

The handbrake is on the floor at the driver's side between seat and door and the bonnet is still tamper-resistant due to an interior bonnet lock swung under the dash.

Finish and detail trim and equipment on the car appear to be excellent. Every compartment is automatically fully lit with bright useful lights. Lifting the heavy sound-proofed engine lid reveals a bright dome near the leading edge that illuminates the compartment brilliantly. It has a cut-out switch as well and the bonnet props up by the Austin 1800-type slide.

The boot is deep, long and roomy with heavy vinyl floor cover and spare under the mat. It locks with a separate key and British Leyland has finally dropped its confusing multiple-key system in favor of simple double-sided keys.

With similar overall body weight to the Austin 1800—body weight up but engine weight down producing an increase of only 80 lb to nearly 27 cwt—the new Austins are good performers. They will top the ton for the first time and standing quarter times are down to an excellent 17.8 for the Kimberley, 19.0 for the Tasman—seconds faster than the 1800. Through-the-range acceleration is vastly improved (0-60 drops from 15.8 secs to 12.8 secs) and torque in the intermediate sees the greatest development of all—the 20-40 mph figure drops from around 11.5 seconds in fourth gear to less than 10 seconds.

For British Leyland, the Tasman and Kimberley are the Great White Hopes. They mark a major break from British-dominated engineering and give the Australian company a better chance to compete with the established products of the Big Three that have seen so much local development. With a 98 percent local content they also represent a solid contribution to the Australian motor industry and the national economy. British Leyland is planning a spectacular national release.

Just how good the car is for Australian conditions can only be decided with full practical evaluation. We'll bring you an in-depth road test and evaluation as soon as a car is available. #



Technical Specifications AUSTIN TASMAN and KIMBERLEY

ENGINE:

| | |
|-------------------|---|
| Cylinders | Six, in-line East-West layout |
| Bore and stroke | 3.00 in. x 3.2 in. |
| Cubic capacity | 2227 cc (135 cu in.) |
| Compression ratio | 8.6 to 1 |
| Valves | SOHC |
| Carburetors | Single 1½ in. HS6 SU—Tasman; Twin 1½ in. HS6 SU—Kimberley |
| Fuel Pump | mechanical |
| Oil filter | full flow |
| Power at rpm | 105 bhp at 5500 rpm—Tasman; 115 bhp at 5500 rpm—Kimberley |
| Torque at rpm | 115 lbs/ft at 3500 rpm—Tasman; 126 lbs/ft at 3500 rpm—Kimberley |

TRANSMISSION:

| | |
|-----------------------------|--|
| Type | Four-speed manual or three-speed automatic |
| Clutch | s.d.p. diaphragm 8½ in. diameter |
| Gear lever location | floor |
| Mph per thousand rpm in top | 16.9 |

CHASSIS AND RUNNING GEAR:

| | |
|-------------------------|-------------------------------------|
| Construction | Unitary |
| Suspension front | hydraulastic unit |
| Suspension rear | hydraulastic unit |
| Steering type | rack and pinion |
| Turns 1 to 1 | 3.8 |
| Turning circle | 39 ft |
| Steering wheel diameter | 16 in. |
| Brakes type | 9.3 discs front; 9.0 in. drums rear |

DIMENSIONS:

| | | | |
|------------------------------|--------------------|--------|-------------|
| Wheelbase | 109.8 in. | Length | 14 ft 4 in. |
| Track front | 55.5 in. | Height | 4 ft 6 in. |
| Track rear | 54.5 in. | Width | 5 ft 7 in. |
| Fuel tank capacity | | | 11 gallons |
| Tyres: Size | 165 x 14 — 5J x 14 | wheels | |
| Ground clearance: Registered | | | 6½ in. |
| Weight | | | 27 cwt |

SCOTTISH SOUTHERN CROSS

It was a cliff-hanger victory for Cowan and a boost for British-Leyland, sore-luck for Super Roo but a proving ground for Colt. It was hard, rough, fast and very muddy but there were no protests and the Southern Cross is even more Australia's top rally.

ANDREW COWAN'S win in the 1969 Southern Cross Rally was the first victory for an International in the Rally's four-year history. It also left brilliant Ford driver Frank Kilfoyle bridesmaid for the third time in succession.

Despite the rally's new venue

(northern NSW and the Queensland Gold Coast hinterland) all sections were competitive with Cowan claiming it the greatest variation of conditions he had ever experienced in one rally and if it had been contested overseas only two or three would have finished.

For Kilfoyle, luck was out. On the last night he caught seven points on Cowan after a diff ratio change. But earlier on the second night of the rally a section where the control official prematurely went home because "work started", was deleted. Kilfoyle was one of the few drivers to find the control — Cowan didn't.

Running with an alarming oil consumption rate and failing oil pressure, Cowan just made it to the finish holding his car together with heavy back-up from the service crews.

Third and fourth places were filled by consistent, fast and devastating drives by Colin Bond (Colt 1500SS) and Barry Ferguson (Monaro 253). Ferguson manhandled the big Monaro through the field until he was given a green light by Harry Firth — the Dealers' Team manager — on the final night and pulled up to fourth. His hands were blistered and swollen when the big Holden swung its nose onto the Surfers Circuit tarmac.

Colin Bond dropped to 15th on the first night but pushed his way through to third after repairing radiator and brake troubles. Even on the last competitive section at the Surfers Circuit Bond remained quick and smooth despite the fatigue of four days.

It was the first year the International Southern Cross had not had a major sponsor and the first time it had been run outside the domain of the testing NSW-Vic Snowy



In the loose and muddy conditions, Ferguson's Monaro V8 was a real handful. Swollen and blistered hands rewarded him and the Holden Dealer's Team with fourth.

Driving "like there was no tomorrow" Bond (Colt 1500 SS) leads the field near Ocean Shores hill-climb in a spectacular display of three-wheel stability on dirt.





Mountains alp country. But the move north and less carrots did not deter the competitors. International participation came from Scotland with Cowan, a New Zealand crew, New Guinea crews and a New Caledonian crew. The works teams were in full might with Ford fielding three two-litre Lotus Cortinas, British Leyland with the first front-wheel-drive runs for Garard (previously Holden) and Cowan backed by experienced Evan Green. Mitsubishi were sporting their new works 1500SS Colt prototypes while Swedish Motors had the Keran Volvo, Holden the Harry Firth prepared Monaro GTS for Barry Ferguson and Chrysler a Pacer for Doug Chivas. The strong Waltons team led by the Merry Mad-Cap, Peter Janson had both Renault 16TSs and Gordinis.

Fresh from his popular Hardie Ferodo 500 win, Colin Bond had the bit between his teeth for a twin win as crews set out from a glamorous start at the Surfers Travelodge. The first stage ran down the coast to the Ocean Shores estate for a special hillclimb stage, through a tight timed section near Pottsville Beach and on to Murwillumbah for a meal break. The rally route then headed back to Tweed Heads before ending further south in Lismore.

With a spectacular drive Bond took an immediate lead in the new Colt 1500SS when he "cleaned" the Pottsville Beach section where all

others lost points. All leading drivers were pressing as "though there were no tomorrow" and on leaving
(Continued on page 73)

Learning a front-wheel-drive car in the wet. Andrew Cowan tastes the combination of an 1800 in sticky mud near Dalby on third night.

RESULTS

OUTRIGHT PLACINGS

1. British Leyland
2. Ford Motor Co.
3. Mitsubishi Aust
4. Holden Dealers Team
5. Waltons Rally Team
6. Swedish Motors
7. Marshalls Motors
8. Mitsubishi Aust
9. Mitsubishi Aust
10. G. Mecak

CLASS PLACINGS

CLASS A

1. Datsun Rally Team
2. Jack Mullins

CLASS B

1. Mitsubishi Aust
2. Stones Corner Motors

CLASS C

1. Mitsubishi Aust
2. Gary Mecak

CLASS D

1. O. Jackson
2. New Guinea Motors

CLASS E

1. Marshalls Motors
2. E. L. Bognuda

CLASS F

1. Dr A. J. S. Adams
2. L. Williams

CLASS H

1. Waltons Rally Team
2. I. Pinkerton

CLASS I

1. Ford Motor Co
2. Mitsubishi Aust

CLASS J

1. British Leyland
2. Swedish Motors

CLASS L

1. Holden Dealers Team

| | | Points |
|---------------------------|-----------------|--------|
| A. Cowan/D. Johnson | Austin 1800 | 63 |
| F. Kilfoyle/D. Rutherford | Lotus Cortina | 69 |
| C. Bond/B. Hope | Colt 1500SS | 119 |
| B. Ferguson/R. Bonhomme | Monaro GTS | 120 |
| B. Collier/L. Adcock | Renault Gordini | 159 |
| J. Keran/P. Meyer | Volvo 142 | 165 |
| D. McKay/J. Bryson | Mercedes 280SE | 196 |
| D. Stewart/N. Collier | Colt 1500SS | 198 |
| B. Lloyd/B. Field | Colt 1100F | 198 |
| G. Mecak/R. Kelly | Cortina GT | 230 |

| | | |
|-------------------------|-------------|------|
| B. Wilkinson/I. Ingliss | Datsun 1000 | 755 |
| J. Mullins/P. Brown | Daihatsu GT | 1273 |

| | | |
|--------------------|-----------|-----|
| B. Lloyd/A. Browne | Colt 1100 | 198 |
| H. Kabel/R. Dancer | Corolla | 244 |

| | | |
|---------------------|-------------|-----|
| D. Stewart/B. Field | Colt 1500SS | 151 |
| G. Mecak/R. Kelly | Cortina GT | 230 |

| | | |
|-----------------------|------------|-----|
| O. Jackson/J. Johnson | Volvo 122S | 259 |
| A. Montgomery/B. Rudd | Belllet GT | 382 |

| | | |
|-------------------------|----------------|-----|
| D. McKay/J. Bryson | Mercedes 280SE | 196 |
| E. Bognuda/H. Gillespie | Holden EH | 299 |

| | | |
|----------------------|------------|-----|
| A. Adams/D. Boteman | Monaro GTS | 373 |
| L. Williams/R. Lumby | Holden | 833 |

| | | |
|-------------------------|-----------------|-----|
| B. Collier/L. Adcock | Renault Gordini | 159 |
| I. Pinkerton/K. Faulkes | Renault R8 | |

| | | |
|---------------------------|-------------|-----|
| F. Kilfoyle/D. Rutherford | Cortina | 69 |
| C. Bond/B. Hope | Colt 1500SS | 119 |

| | | |
|---------------------|-------------|-----|
| A. Cowan/D. Johnson | Austin 1800 | 63 |
| J. Keran/P. Meyer | Volvo 142 | 165 |

| | | |
|-------------------------|------------|-----|
| B. Ferguson/R. Bonhomme | Monaro GTS | 120 |
|-------------------------|------------|-----|

Austin 1800 wins* Australia's roughest, toughest, longest, rally.



Outright winner: 1969 International Rally.

*Subject to official confirmation.

The gruelling Southern Cross Rally. For the experts in the motoring world it's Australia's toughest rally.

It's over 2400 long hard miles and it takes cars through Queensland and New South Wales over roads you could hardly call roads.

And it tests a car to its limits.

With famed rally driver Andrew Cowan at the wheel, the Austin 1800 flew home into first place and proved that GT stripes have nothing to do with rugged endurance and reliability.

It thrashed bigger cars that churn out lots more horsepower.

And eat up lots more petrol.

And cost lots more money.

As Andrew Cowan remarked after the rally: "It was fantastic how safe I found this car to be. When I did get into trouble I just pointed the front wheels where I wanted to go, and that's where we went. I was most



impressed with the suspension and ride, even though the roads were the worst I have ever driven on. It wasn't easy on the car. I never even considered it on the rough stretches. I just drove it as hard as I could all the time.

And what Andrew Cowan proved in the Southern Cross had been proved before.

Remember the famous London/Sydney Marathon? Austin 1800 took 2nd place outright, and more 1800s finished than any other make.

There's an Austin 1800 just like the ones we're talking about, waiting for you at your Austin Morris dealer.

A test drive costs you nothing and it could save you a lot.

Austin 1800 Mark II Let class travel.



**AUSTIN
MORRIS**

BRITISH LEYLAND MOTOR CORPORATION OF AUSTRALIA LIMITED
Austin Morris Division

New Members

Adrian Castle

Box 1590 Hobart

Mk 1

03 6243 7763

Tassie

In photo,s, Adrians neutral grey/ red mk 1 looks stunning

Good homes needed

Mk 11 man unreg green/ beige engine problems Heildelberg 0418523 779 n Alex

New front wheel bearing Richard Hoppers Crossing, Vic 03 9749 1814 offers

1970 mk 11 I owner 72,000 miles E.C. Man green/ beige Offers Bendigo Vic

03 5442 2793

Mk 11 one owner 200,000 miles BRG /Beige EC offers Bayswater Vic 03 97291218

Drive carefully

Cars are not the only things that can be recalled by their maker