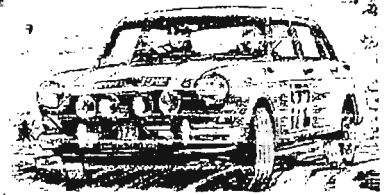


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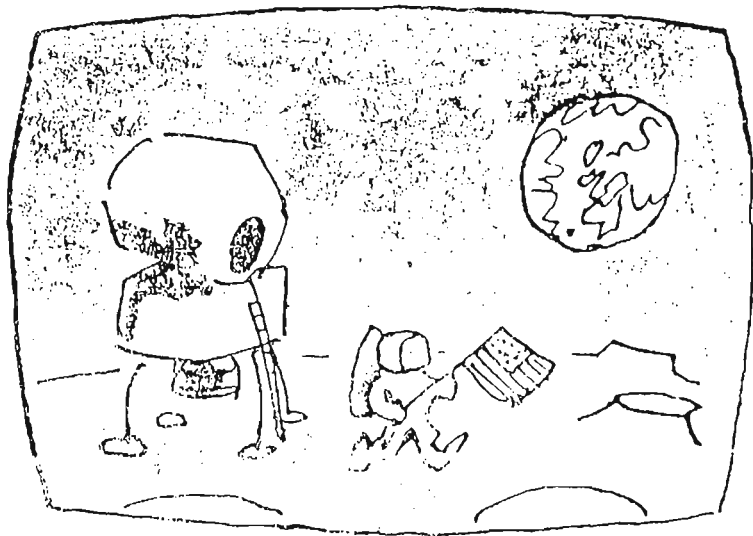
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## GREAT MOMENTS IN HISTORY

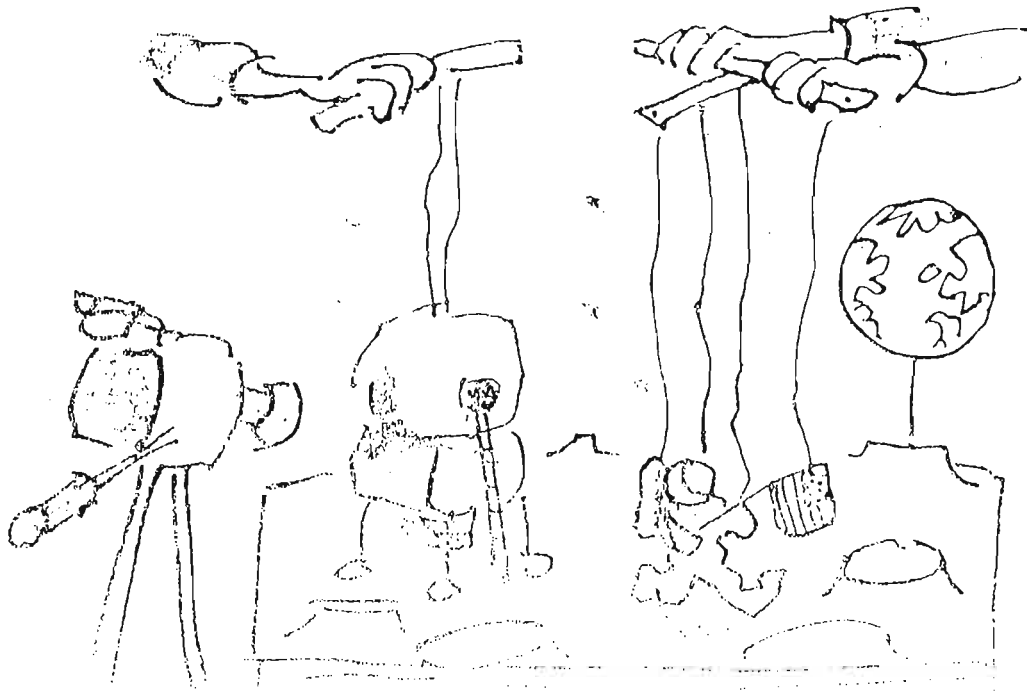
### The First Landing on the Moon

The picture we saw.....



CARTOON ORIGIN  
UNKNOWN

The picture we didn't see.....





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## **SALES**

Mk 11 Auto 60,000 one owner E.C. \$2,000 08 6339 1549 Sterling S.A.

Mk 1 1966 32,000 Stored in a garage for the last 20 years offers Len Ward Berwick Vic  
03 9707 1043

Tandem bike Patrick Farrell offers 03 9762 4457

Mk 1 gearbox Freebie Peter Collingwood 03 9704 1822

## **Editorial**

Rumors are terrible things. Naturally, one would never find such stories in a reputable magazine like this.

Except if it was believed to be true!

A Club member – I would not mention Robert Goodall by name for fear of litigation – had spent all day assembling Naomi Hall's Mk 1. Hard started with the block, assembled the gearbox, clutch etc., and installed in her car.

Well satisfied with the days work, he was shutting his workshop door.

When he tripped over the oil pump !



# THE AUSTRALIAN AUSTIN 1800 UTILITY 1968-1972

By Robert Penn Bradly

When one thinks Austin one tends to think England, not Australia as their source. The Austin Motor Company started business in 1905 and made a huge range of cars and commercial vehicles at affordable prices, catering for everyone from the super budget minded to the executive or corporation. The extremes ranged from the snazzy but ultra basic Austin 7 of the 1920s to the super luxurious limousines of the late 1940s through to the mid 1960s.

We all know that the Austin car was regarded in the earlier days like today's Commodore or Falcon as an utterly reliable use vehicle. The grand days of Austin were perhaps the 1950s before the Nuffield (Morris, Wolseley, etc) merger, which started badge engineering and model sharing, and little by little the image became tarnished. The real rot happened once the merger with Leyland occurred and the company started to be run by economic 'boffins' who did their best to only hire people who would not question them or have divergent ideas. The UK management hit rock bottom in the 1970s and with irresponsible union officials the once grand company's woes were fuelled in earnest. It seems as though all management people were hired from the bottom of the barrel and people with the burning desire to be car designers and creators were left without any leadership or a worthwhile work environment. To cap all this off the word 'sales' did not seem to be seen in the correct context and instead of having proper sales people they had marketing gurus who lived in the corporate enclave and lost proper contact with their dealers and did their best to distance themselves from 'heaven forbid' customers! Sales people are without doubt the key to all successful businesses as nothing happens until a sale is made.

For those readers wanting an insight into the Leyland Corporation and how bad the administration became, may I recommend a gripping read entitled 'Back From The Brink' by Sir Michael Edwardess. Not only does this book tell it all, it is extremely well written and believe it or not is even an exciting read. So interesting is this book that it has been used as a support text in some of the management courses in Australia and should be compulsory reading by every corporate executive and union organiser in Australia. Amidst all this corporate malaise

Page 32 Restored Cars #154, Sept-Oct '02



*A photograph of the first model Austin 1800 Mk I utility, used in a farm magazine of the day. Nairn Hindhaugh, who worked for BMC, is unloading the hay.*

one knight in shining armor, so to speak, did much to send the company in a new and sound direction with a group of three different sized and unique vehicles, this man of course was Alec Issigonis (later Sir Alec). These cars being the 850/Mini family. the 1100/1300/1500 Series and the 1800.

## THE MINI FAMILY

These new cars were available in many forms and engine sizes from 850cc to over 1300cc. Some of the more popular model names were the Mini, 850, 1100, 1275 LS and Mini Cooper. They were made under four brands, Morris and Austin (short models), Wolseley Homet and Riley Elf (longer models with a boot). The shorter Mini continued in production until the late 1990s in the UK as the Rover Mini (the Austin name was dropped there in 1988), Sprite, Mayfair, Cooper, Cabrio (convertible), all were 1.3 litre fuel injected (The Austin name was dropped in 1988). From its release in 1959-98 over five million were produced, quite a record! Many amongst the British motoring press voted the Mini as 'the greatest car of all time'.

## THE 1100/1300/1500 SERIES

This car was a bit larger than the famous Mini, in itself successful but it had a far shorter production run, 1963-72.

## THE 1800

This model was their full sized car offering and was also made under various names being Austin, Morris and Wolseley. It came in two series being entitled Mark 1 and Mark 2 and like its smaller siblings was on offer with both manual and automatic gearboxes. The production run was from 1964-72.

All the above models were made in

England whilst the plant in Australia (BMC, BLMC Leyland) in Zetland rationalised our local offerings to only the Mini, known originally as a Morris and later as the Leyland Mini; the 1100/1300/1500, known also only as a Morris; and the 1800, marketed only as an Austin.

## A BRIEF HISTORY

The creator of these cars was Sir Alec Issigonis who in effect rewrote the design criteria for small cars. The Mini took everyone by surprise in 1959 with its east west engine and front wheel drive layout, being an industry first, this layout has become a worldwide standard for smaller to mid sized cars today.

Following the success of the Mini in 1963 came the 1100/1300/1500 line of larger but still compact cars and following this again the 1800 was introduced in 1964, being the subject of this article.

In the Australian plant at Zetland on the fringe of Sydney's CBD the local executive decided that only some of the English smorgasbord of varieties of these basic models would be tooled up for local production, including the Austin 1800 sedan. The Austin 1800 came along as a replacement to the local Wolseley 24/80 Austin Freeway Series. The 1800 was odd looking in its day and somehow did not have the level of appeal such a clever vehicle deserved.

When the 1800 was introduced in England it was badged both as Austin and Morris (the latter of which was sold in New Zealand, Ed), having minor specification differences, with an upmarket Wolseley version following in 1967, called the 18/85.

The concept of the car being pure Alec Issigonis, and clever it was. The car had virtually a wheel in each corner with the engine being mounted east west and the gearbox assembly below the crankshaft. This





made it a very compact front wheel drive car with probably the best useable space ratio. Its mechanical componentry only using 20% of length and leaving 80% useable for the occupants and their luggage. Whilst the car was certainly a full sized vehicle it only measured 4.16 metres in length but was relatively wide at 1.68 metres.

The engine fitted was the 1798cc (nominal 1800cc) unit which was a development of their well proven 4 cylinder range (more later). The 1800 range of cars were quite brilliant conceptually and in their general engineering design but at the time of the UK release (1964) there were production problems, not only in the BMC factory but also with their suppliers like SU, Lucas and others. These basic teething problems certainly did much to harm the model and took a couple of years to fully sort out leaving quite a legacy of public damage to overcome. Little by little these problems were fixed and by 1967 the 1800 range cars were on a par with industry standards of the day which are of course well below today's world standards of quality control.

The other drawback in my opinion was that the 1800 range looked rather bland and whilst extremely efficient didn't create an aura of mystique that makes customers want to lighten their wallets by buying one.

As an industry observer I find it amazing just how much appearance is related to perceived quality and thence to public demand. Very few unattractive cars have ever made it successfully in the marketplace, not that I am saying the 1800 is unattractive, only that it lacks the aura of others in the dealers showroom. However, the public gradually realised that these cars offered some exceptional features including superbly efficient interior space, very large boot, modest petrol consumption, nimble and easy to park, very robust in construction and good motoring and cruising with outstanding road holding qualities.

It is a sad thing that once a car starts to have early teething problems they are often exaggerated to out of proportion levels and the model's reputation is to various degrees ruined for life, even when the problems have long ago been sorted out. A recent example being the EA Falcon which in long life has proven itself to be a very desirable comfortable car, yet it too had a less than desirable initial start in life.

The Australian Zetland plant went about to improve the UK offerings and perhaps the greatest improvement over the UK was changing over to the Australian PBR braking sets. PBR were producing a top world standard product and the braking sets fitted to the Australian Austin 1800 range were very effective and reliable. There were many other improvements as well. Brakes on the Australian 1800 vehicles were Girling for the

Austin 1800 Mark 1 sedan and PBR for the Austin 1800 Mark 2 sedan as well as the Mark 1 and Mark 2 utility models.

Perhaps the most important design feature of the 1800 was its superbly strong mono construction body/chassis assembly. They are extremely rigid and unless rusty were one of the best designs ever offered on the market. So good is the vehicle's structure that you can jack up any corner of the vehicle and you will find that the wheel on the opposite side has been raised equally and all doors open and close as before. There are very few cars that are this rigid and the 1800 is certainly the best of all known to me.

### WHY AN 1800 UTILITY?

A question that was no doubt asked by the Zetland plants parent in the UK. I have often wondered how they convinced the English of Australia's love affair with the style sided ute and produced rationale to satisfy the local Board as to its viability.

During July 1968 emerging without much fanfare came one of the best 'utes' in the business based on the Austin 1800 car. The reason I say one of the best in the business is their unbelievably huge load space relative to their size. The tray is designed to take a standard 4 foot wide (imperial as it was prior to metrication) sheet of ply or plaster lying down within the load space. The tray at a length of 2.75 metres and with minimal wheel arches it allowed a sheet up to 1.22 metres (4 feet) wide to travel flat. Further, the tailgate

was a very well engineered unit that also continued the flat carriage theme with almost no gap between the floor and the tailgate. One of the nicest of touches was the wooden applique trim at the top of the side panels and tailgate, minimising scratches or panel damage when loading or unloading.

### LOCAL DESIGNER

The designer of this ute was an Australian engineer, Barry Anderson, it was designed in their Sydney Zetland plant design office.

The creation of the utility shows just how good the Australian engineering was. The design was very close to right first time. One prototype was built at Zetland and was tested very extensively by Roger Foy in the Charleville area of Queensland where it was given an especially hard work over on the then mostly dirt roads. When the vehicle was returned to the Zetland factory it was evaluated in every possible way. The only faults found were minimal and were primarily centred around the mountings for the rear Hydrolastic suspension units, these being mounted differently to the car to enable tray top bodies to be fitted, and the unitary structure was expected to work even without its style sided panels adding to structural strength.

The design was then evaluated in the light of the tests and two more somewhat structurally different utilities were created, and these too were sent back to Charleville for evaluation and very extensive testing.



The Austin 1800 Mk II utility, a factory press release photograph, again with Nairn Hindhaugh unloading more hay.



When these returned to Zetland for their round of evaluation, the results were not quite as they hoped and in fact neither of the new prototypes were as good as prototype number one.

Now it was back to the drawing board with a fresh reappraisal of the first nearly right prototype. After work by Barry Anderson and his in-house draughtsman, Ian Lovegrove, a fourth prototype was built being in fact an upgrade of prototype one. Once again Roger Foy was sent to test this prototype in the wilds of Charleville in the hope all would be well. Prototype number 4 proved an almost fault free exercise, so the go ahead was given for tooling and construction. The style sided utility was the only version offered and whilst there was the odd tray top built outside, all the production utilities benefited by having the extra strength in the style sided panels, making them well above the minimum required structural strength.

The actual utility shared as much as possible with the sedan versions even to the wheelbase length of 2.695 metres (note, this dimension varied as the rear wheels were suspended in a swing axle system, and depending on load, the measurement varied a little).

These utilities were built with a high level of Australian content, thought to be at least 80%, but I hasten to add that the figure is unproven. The ex UK plant imported items, being part of the engine assembly plus the gearbox.

The plant at Zetland had a capacity of 50,000 units a year and ran only one multi model multi marque assembly line. The plant, whilst small by today's standards, was an excellent modern facility and was one of the first plants to introduce the now common procedure of 'Just in Time' supply and assembly. This system they called 'flexible manufacture' as the 'Just in Time' term was yet to be coined.

The assembly line and Leyland systems catered for construction of a big variety of models running from the popular Mini to the MGB roadster. Can you imagine the administration, timing and mathematics

required to make the system work in those pre computer times! I am told their systems were very successful.

These utilities were largely sold in rural Australia so capital city residents saw very few in city service.

From a timing perspective the creation of the utility is in itself interesting. The car was on sale in the UK about a year prior to its release in Australia in October 1965, yet the utility did not emerge until July 1968, being over two and a half years later than the sedan. It is further interesting to note that the Mark 2 sedan was released four months later than the utility and it appears that there must have been an overlap period when the ute was produced in Mark 1 form and on sale alongside the Mark 2 sedan which was released shortly afterwards in October 1968.

## UTES IN TWO VERSIONS

Utilities were produced in both Mark 1 and Mark 2 versions and were on offer with both manual/synchromesh and automatic gearboxes. The number being sold with automatic gearboxes is not available but is probably quite low. It is years since I have seen an automatic utility. Thankfully the Mark 1 utilities have the PBR braking set unlike the cars and no doubt there are other Mark 2 items on the Mark 1 utility models as well. The Mark 1 utilities are probably better described as a 'Mark 1½'.

## POOR MARKETING

The marketing of the utility models was even poorer than that of the sedans and relatively few utility buyers even knew of the 1800 ute, so consequently their sales performance can only be considered as poor with a total build of just 1,934 of all versions.

In spite of the quite outstanding load carrying space, the idea of an 1800cc, 4 cylinder engine was not what the market of the day wanted, having been brought up on a diet of Ford, Chrysler and Holden style sided utes with both 6 and 8 cylinder engines. These Australian utilities also generally had engines of almost double the Austin 1800's capacity and in some cases triple, so the Austin certainly didn't look flash in the horsepower race, whilst traffic light derbys were not an agenda opportunity against its other Australian rivals. Having said this the performance of the 1800 ute is surprising and equates reasonably well to the lower capacity Asian imports of today, especially if they are diesel powered. The 1800cc engine is a well proven quite peppy engine and does the 1800 ute proud. The engine was developed into the MGB engine and the 1800 ute was later fitted with a slightly changed MGB unit for the Mark 2 models. The main difference being changes in carburettors, porting, etc. Most, if not all 1800 utes were fitted as standard with a single SU carburettor whilst the MGB always had a pair of SU carburettors (later

American unleaded petrol models excepted). The twin carburettor version of the Austin/Morris 1800 in the UK was known as the 1800S, but this version was not a local offering. Quite a few 1800 sedans and utilities have however been retrofitted with the twin carburettor kit which certainly helps in acceleration, if not necessarily in lugging torque for a laden ute.

In an effort to maximise the work ability of the utility, differential ratios were changed as were the tyres, the following overall gearing ratios for the sedan and the utility are as below:

Sedan Mark 1	4.187:1	Manual gearbox
Utility Mark 1	4.75:1	Manual gearbox
Sedan Mark 2	4.187:1	Manual gearbox
Utility Mark 2	4.75:1	Manual gearbox
All cars and utilities	3.83:1	Automatic gearbox

However when viewing the above ratios it should be borne in mind that the Mark 1 sedans had 13 inch diameter wheels whilst the later Mark 2 sedans had 14 inch diameter wheels. Radial tyres were fitted to the sedans whilst the utilities still had high aspect ratio cross ply tyres. The early utilities also had 13 inch wheels whilst most of the Mark 2 utilities had the 14 inch wheels. The 13 inch wheels were imported from the UK whilst the 14 inch wheels were Australian production and were quite a lot more robust in service.

The BMC Zetland produced Austin 1800 workshop manual states the overall gearing to be the same for the Mark 1 as for the Mark 2, in all cases at 26.28km/h per 1000rpm for the sedans whilst the utilities were 25.12km/h, unless an automatic which were far higher geared being 30.24km/h in all cases. To drive a manual utility its gearing ratios seem far lower than the equivalent sedan. One can't but help wondering if the workshop manual predated production and was never updated in subsequent reprints. Several of Australia's manual utes have had the car differential fitted to raise highway touring speeds. The utility is very satisfactory at the 100/110km/h speeds of today and still has plenty of torque which minimises the necessity to change down a gear on all but steep inclines.

Contrary to popular uninformed opinion of the day both the sedan and utility models performed very well and can easily adequately flow with the traffic, especially in today's traffic. They are certainly neither a sluggish or poor performer, they just aren't traffic light racers.

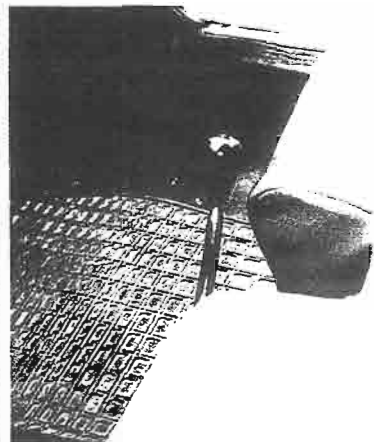
## FOR THE BUILDERS MARKET

Whilst the utility was clearly aimed at the builders market, few builders purchased them in spite of their special added virtues in carrying convenience and practicality, however, one builder in Canberra used a fleet

*The Austin 1800 pickup box has very little intrusion into the load area from the wheel arches.*

*Page 34 Restored Cars #154, Sept-Oct '02*





ABOVE. The short gearshift lever with the cut out in the bench seat to facilitate full movement.  
LEFT. The Mk 1 Austin 1800. The cover photo is the later Mk 2 model. Fog lamps are a later addition.

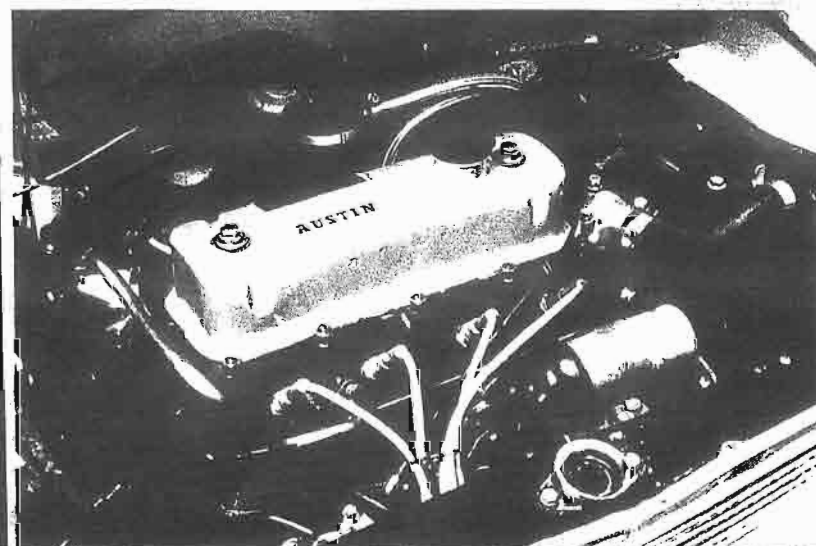
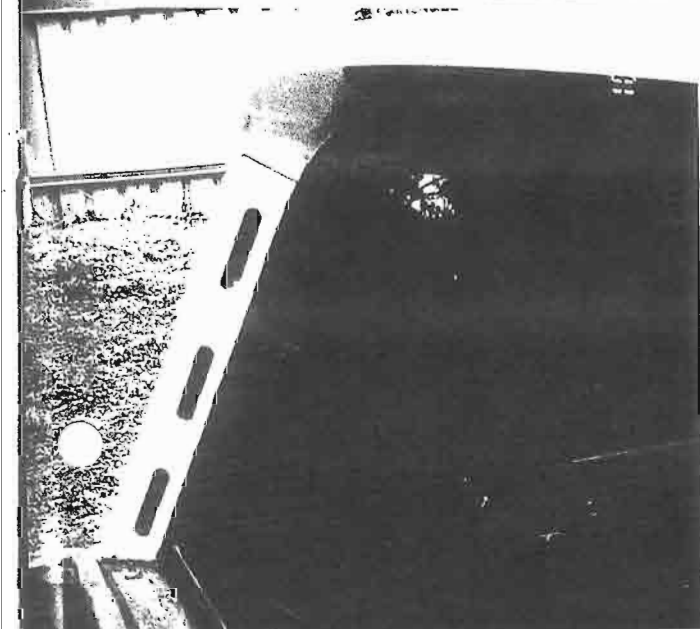


ABOVE. The Mk 1 1800 from the rear. The elastic tie rope is not original. The registration plate is hinged to be vertical when the tailgate is down.

LEFT. The interior, the sports steering wheel is an after market item.

BELOW. The 1800cc east west engine.

BELOW LEFT. The rear roof vent exit is part of the closed ventilation system.

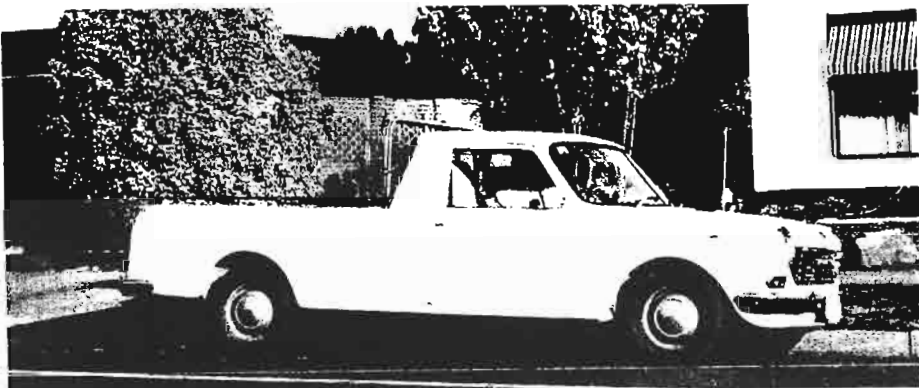




## THE AUSTRALIAN AUSTIN 1800 UTILITY 1968-1972

continued from page 34.

three for his business and used them for very many years. I have often seen one of his feet almost dragged to the ground with a huge load of timber or bricks plus an overhead semi roof rack packed to the hilt with long timber pieces. They just kept on working day in day out and have done so for some 30 years. If anyone ever got the maximum out of their fleet he and his staff certainly did so. In saying this please don't think they were abused, they were well maintained and the builder had a real love affair with them, just engage him in conversation and you soon realise the extremely high satisfaction level they gave him and his staff. Fortunately Morwood Motors of Canberra have always provided excellent parts and service back up, even after a change of ownership of more recent times. They continue to provide this excellent service to this day.



The Austin 1800 utility was the best proportioned of all the large Mk1 and MkII 1800 BMC front drive vehicles. With its conventional ute rear it did not have the awkward appearance of the sedan models.

### DIMENSIONS

Austin 1800 Mk 1 and 2 ute bed dimensions compared to Holden, Falcon and Valiant 1971-78 models. Length inside tailgate down Austin 2.7m, Falcon 2.6m, Holden N/A, Valiant N/A. Length inside tailgate up, Austin 2.1m, Falcon 2.13m, Holden 2.1m, Valiant 2.16m. Width between arches, Austin 1.2m, Falcon 1.16m, Holden 1.22m and Valiant 1.15m.

The other space benefit of the Austin is that the cab's rear window and roof pressing is not nearly as intrusive over the rear floor as most of its competitors, enabling a much more effective payload to be achieved, together with outstanding rear vision.

### ENGINE

4 cylinder overhead valve, 5 main bearing unit, capacity 1798cc (109.6cu in), compression ratio 8.2:1, bore 30.26mm, stroke 88.9mm, carburetion 1 x SU type HS6, 1 1/4 inch, paper air cleaner, full flow filtration, output 32bhp Mark 1, 87bhp Mark 2.

### GEARBOX AND CLUTCH (manual vehicles only)

1 speed all synchromesh gearbox mounted under engine block, sharing the same oil, central remote lever in car models and off set central lever for utility models (see photograph of seat on p35). Clutch is a Borg and Beck diaphragm type of 203.2mm diameter. The gear ratios were 1st 2.217:1 Mark 1 and Mark 2, 2nd 2.217:1 Mark 1

or 2.059:1 Mark 2, 3rd 1.384:1 Mark 1 and Mark 2, 4th 1.0:1 Mark 1 and Mark 2. These ratios were for both the sedan and utility models as sold in Australia. Vehicles ex UK often had different ratios to suit the local conditions in the UK.

### DIFFERENTIAL

Hypoid unit mounted alongside gearbox, ratios detailed earlier.

### FUEL TANK

Capacity utility 49.21 litres (9 1/2 litres greater than sedan).

### MASS

Manual gearbox 1141kg, automatic gearbox 1144kg (sedan is slightly heavier at 1156kg and 1162kg retrospectively).

### DIMENSIONS

Track (F) 1.4224 metres, track (R) 1.4097 metres, turning circle 11.278 metres, wheelbase 2.695 metres, length 4.166 metres, width 1.727 metres (all figures rounded).

### SUSPENSION

Full all four wheel Hydrolastic type fully independent system. Each wheel is supported via a type of rubber pressure cylinder encased in a metal shroud and filled with special fluid. Each cylinder can be topped up or re-pressurised as required by any specialist, the system was also used on many of the Mini models and others.

Note. The suspension in its day was viewed with great suspicion, it has proven itself to be very satisfactory and

today's heavy trucks now use this concept suspension. It took about 30 years for others to develop this outstanding system for truck use.

### FINISH AND FIT OUT EXTERIOR

The 1800 ute was slightly less elaborately embellished on the body, the chrome waist moulds were not fitted and many little touches were slightly less elaborate. The vehicle had a very durable paint finish and the complete body was immersed in a rust preventative solution which was rotated in a type of rotisserie like your stove oven. This ensured every nook and cranny was suitably protected. The system has proven itself to be very protective, whilst rust can occur, it was not a problem to most owners even 30 or so years later. The inside of the tray area was also painted in the normal body color. Interestingly the pressing of the scuttle panel immediately in front of the windscreen caters for both right and left hand drive wiper installations, yet there is no evidence of any LHD models being built. All panel work was pressed and assembled thoroughly and the doors work well and have remarkably regular clearance gaps.

### INTERIOR

The cab of the ute was definitely less elaborate than the sedan, gone were the nice twin bucket seats, instead a bench seat was fitted with a cut away cushion to allow

for the offset central gear lever. The utilities had rubber floor mat in lieu of the sedans normal carpet, the clock was deleted and so on. The handbrake was changed from a central lever to an umbrella type mounted below the parcel shelf.

The assembly was very functional but tended to add to the feeling I get of austerity. Why so many utility builders until recently wanted to downgrade their offerings relative to their sedan offerings as a non option item surprises me. Why you couldn't have an austere model, if just for a work item, and also a quality model, you were using your ute as half car half workhorse, don't know. A slight aside, I was speaking to my local Holden dealer the other day and he said he was delivering a Commodore ute with absolutely everything including full factory production leather trim and luxury carpets. (Holden have offered deluxe versions from 1968, Falcon from 1964. Ed.) Surely the concept of utilities being only a workhorse must have cost all earlier manufacturers both in sales and in margins. One would think selling a more costly product gives greater profit margins, it is not as if those items were unavailable, they were already an off the shelf item.

The tray area had a typical tonneau cover in black vinyl with 'lift the dot' anchorage fasteners. The tailgate had a centrally fitted and recessed hinged numberplate mounting and light assembly, the tailgate was opened with an exterior 'T' shaped handle making access far easier than most modern utes.

## ON THE ROAD IN AN 1800 UTE

I have had many trips in Austin 1800 utilities and have always come away amazed at just how well they drive and the quality of their road craft and braking.

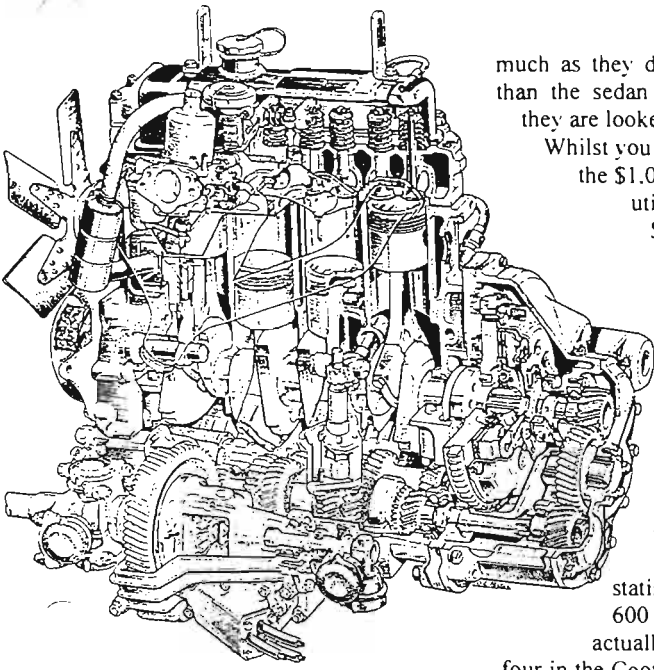
The first thing you have to get used to is the very upright steering wheel position, not unlike many buses. This takes a bit of getting used to, but is entirely satisfactory. You also sit more upright and have outstanding all round vision. The huge rear window must be about the best around.

The utes fresh air system comes from two huge ducts located on the outer corners of the front parcel shelf, each having a variable control for air volume, and in the back corners of the cab there are excellent education vents which make a huge difference on a long trip.

The ute seems to love traffic work as it is very nimble and light to steer, its brakes are quite outstanding thanks to a PBR disc/drum set up. The actual pedals are the pendant (hanging down) lever type and the clutch is also hydraulically operated making the vehicle very light to use. It gives one a feeling of certainty in routine use. Out on the highway the utility handles itself very well and whilst not being a highway eater it covers the distances very well. One person, together with a friend, took an 1800 ute from Canberra, ACT, to Toowoomba, Qld, and back on a two day plus Friday night weekend. It did the nearly 3,000km trip without problems but the drivers returned feeling quite tired. I guess it wouldn't have been much different in any other vehicle, however it does show just how competent the 1800 ute







An x-ray view of the Austin 1800 east west engine and front drive system. The radiator is mounted at the LH side of the engine bay, as are all BMC/Leyland front drive cars.

much as they depreciate at a far lesser rate than the sedan versions, always assuming they are looked after.

Whilst you can buy a reasonable sedan in the \$1,000 to \$2,000 price bracket the utility models are fetching in the \$3,500 to \$5,000 price bracket

for similar quality vehicles. Very nice utes fetch at least \$6,000 with superb ones achieving even higher prices. Any worthwhile one seems to sell quickly.

Today there are not so many 1800 utes in active service, although some are now in enthusiasts collections.

Whilst we have no survival statistics my guess is that probably 600 have survived out of the 1,934 actually built. There are for instance four in the Cootamundra, NSW, area alone of which two are quite outstanding in their condition.

A good ute is hard to beat, happy hunting!



I am indebted to Malcolm Chaplin of Wallendbeen for his help and for allowing me access to his very original daily use ute, as well as others who have helped with this story, being Roger Foy, Roy South, Barry Anderson and Warwick Wright.

## SALES SITUATION TODAY

The Austin 1800 utility behaves in the used marketplace like all other utilities in so

## More great moments in history!

Moses was the Worlds first tennis player. "Moses served in the court of the Pharaoh"

He was also the first person to have a head ache "Moses came down from the Mount Sinai with 2 tablets "

Paul was the fist person to complain about his mother in law "I have a thorn in the flesh

The women of Samaria was the Worlds largest {some area}

To sum up, Malcolm Fraser said "Life was not meant to be easy "



# ENGINE

Richard Hudson-Evans puts BMC's much loved old faithful B-series on the engine clinic bench

**B**MC's B-series was the mainstay power unit for much of the motoring undertaken by the British middle class in the fifties and sixties. Pitched between the A and C engines, this was the medium-sized 'common' engine for the many alternative products resulting from the merged motor monster's infamous badge engineering.

The B-series consisted of four cylinders in line, adding up to 1-litres capacity. The crankshaft was supported initially by three main bearings and five on later MGB engines, with pushrod operated valves working vertically in a cast-iron cylinder head. Valve rockers, pushrods and tappets were operated by a camshaft running in three bearings on the left-hand-side of the block.

## In the B-egining

Blowing the dust off my ancient catalogues, the B story appears to have started in May 1954, when the Morris Oxford Series 2 was announced with a new 1489cc version of the Austin A40 and Morris Cowley's 1200cc 65mm x 89mm overhead valve unit, which produced all of 42bhp at 4500rpm. In September the Austin side of the BMC marriage offered the A50 Cambridge with the same ex-1200/1500 ohv increased to 73mm x 89mm stroke motor. Curiously, the first of very many anomalies was that the B-powered Morris was equipped with SU carburation while the Cambridge was fitted with a single Zenith.

Both Riley 1.5 and Wolseley 1500s packed these early B-series too. Although under Riley bonnets, successfully pedalled in saloon car racing and rallying in the fifties, twin SU H4s and an 8.3:1 compression ratio were standard, which boosted output to 68bhp at 5400rpm quite a healthy package then remember. From 1955, new MGAs left the Abingdon works for the driveways of the world also equipped with the trusty 1498cc B-series engine. Breathing through a pair of 1in SUs, 68bhp was available at 5500rpm to MGA owners.

To make the most of the availability of premium fuel, A50s had their compressions raised from October 1956 to 8.3:1 and were equipped with lead-indium big ends. For the 1957 model year, the A55 was offered with the B uprated to 51bhp at 4250rpm.



The power went up again under MGA 1500 bonnets to 72bhp at 5500rpm.

The first of the Farina-styled medium saloons was the B-powered Wolseley 15/60, with traditional illuminated badge. In new 1600cc form, the claimed power had crept up again to 55bhp at 4400rpm. From September 1958, the Farina treatment had spread to the A55 MkII and a Countryman soon followed, both 1600 B-powered. The MGA 1600 MkI, of course, also benefited from this larger motor, actually 1588cc. The bore increased from 73.025mm to 75.4mm, the 89mm stroke remained the same, and the power rose to 79.5bhp at 5600rpm.

Then, in September 1961, along with MG and Riley badged versions, the 16/60 Wolseley was fitted with the latest B engine which had been enlarged to 1622cc, after a bore increase to 76.2mm. With twin SU HD4s, the claimed power output for these sporting saloons had risen to 66.5bhp at 5200rpm.

Even with single SU HS2 carburettor and 8.3:1 compression for the A60 Cambridge, up-market sales representatives could enjoy a quite respectable 61bhp at 4500rpm. This latest 1622cc specification B motor, but with compression raised to 8.9:1, was again fitted to MGA MkIIs at Abingdon and the available bhp increased again to 86 at 5500rpm.

## Biggest B-series

The MGB was launched in 1962 with an even larger B-series, with latest 1800 block, the capacity increased yet again to 1798cc with the bore having been pushed out further still to 80.26mm – but ye olde long stroke of 89mm remaining the same. With the introduction of the better supported but less free revving crankshaft in five mains in 1965, the now ancient B-series lump lived on until Abingdon MGB production was cruelly and needlessly axed in 1980 by the suited ones.

In 1800 form, the B-series was fitted, transversely of course, in a line of tank-like 1800 Leyland Landcrabs with assorted badges on front and boot lid. Various versions of the engine were also installed by marques as various as Elva in their Courier, Rochdale's Olympic and the B-powered TVR Granturas. Perhaps the rarest and nowadays most sought after, but then least reliable B-based motor, was that used in MGA Twin Cams – all 2111 of them. When not destroying pistons, a Twin Cam was good for 108bhp at 6700rpm.

Although a Twin Cam's head, valve and camshaft arrangements are very different, all Bs have been fundamentally the same. So many of the following tips from B experts,

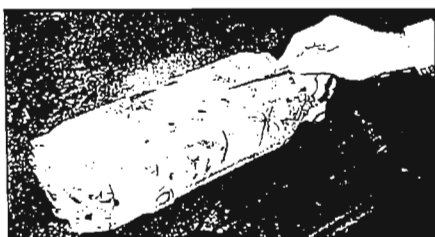


# CLINIC

Oselli Engineering, Ferry Hinksey Road, Oxford OX2 0BY (Tel: 0865 248100) are relevant to those rebuilding a B-series of whatever vintage or specification. My thanks, once again, to David Oldham and his team for their patience in assisting me in my researches.

## Head checks

Old B cylinder heads are prone to cracking. A very high percentage have to be scrapped because they're found to have cracks in one or more of three places.



B heads crack along the top face under the rocker gear...



...around the plug holes...



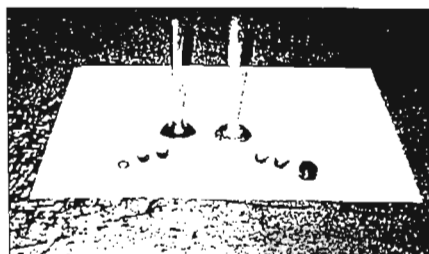
and the valve seats.

Normal magnetic crack testing isn't much good on heads, Oselli say, as you can only test what you can see - therefore pressure testing is preferable. Oselli find that more than half of the old MGB B-series heads that they encounter during reconditioning fail a pressure test.

## Replace rocker gear

Rocker gear will nearly always be badly worn and the rocker shaft will need to be replaced, preferably with a Tuftrided one. Rockers may need to be rebushed and the pads replaced. Early aluminium rocker pillars may have been compressed with over-tightening and should be changed too. But if you do need to change a cracked head,

ensure that the original rocker pillar's oil feed lines up with the replacement head. If you get this wrong, then the valves may seize up.



Various different sized valves were fitted to the engine with different cotter grooves and spring caps as well as single or double springs. Early MGBs used 1.560in diameter inlet valves, later 1800 S engines had ones of 1.625in diameter and with the later cotter groove. Exhaust valves were all 1.344in diameter being available in either wide or narrow cotter groove. Don't try to put the wrong cotteners on the wrong valves.

## Cams, pumps and rods

Two different types of cam follower have been used either the early solid ones with windows or the hollowed out A-series type bucket follower. The early followers, which are much heavier and tend to pit quite badly, can be changed for the later ones but the pushrods will need to be changed from the short to longer ones.

Most BMC and Leyland camshafts, being steel, wear well running with cast iron followers. Some early sporting B-series motors had their mechanical tachometer driven off the end of the cam. If a modified or later 1800 profile cam is required, the cam can be machined in the same way to run the rev counter or, of course, a change to an electronic tacho can be made.

Scoring of the inside of the oil pump casing will be very likely for any high mileage motor. So change the pump and, if you're increasing an engine's power output, it would be wise to fit one that has been modified to achieve higher flow.

There are different conrods on Bs, circlip fitting with gudgeon pins or press-fit. Both types are 'handed' and have vital oil squirt holes intended for the thrust side. Rods must therefore be fitted the correct way round.

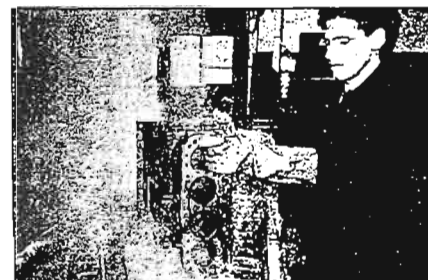
Oselli warn that, when fitting press-fit rods to any engine, the correct way is to heat up each rod but always to a controlled temperature so that its gudgeon pin slips in. If this is done correctly, only finger pressure will be required.

Heavy handed engine builders can all too easily distort either piston skirt or boss or, equally disastrously, bend a rod. If a gud-

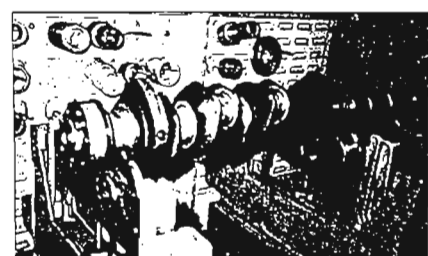
geon pin is incorrectly forced into place, it can easily cut a sliver of aluminium out of a piston. Fitting pins into press-fit pistons is not a job for the bodger.



B motors seem to sludge up badly, the block being quite a complicated casting with many internal nooks and crannies. The oil galleries can fill up with gunge. Therefore, when degreasing a block, it's very important to remove the oil gallery bungs and rod through what will almost certainly be a long worm of muck. If you don't do this properly you cannot be really sure that the galleries will be completely clean.

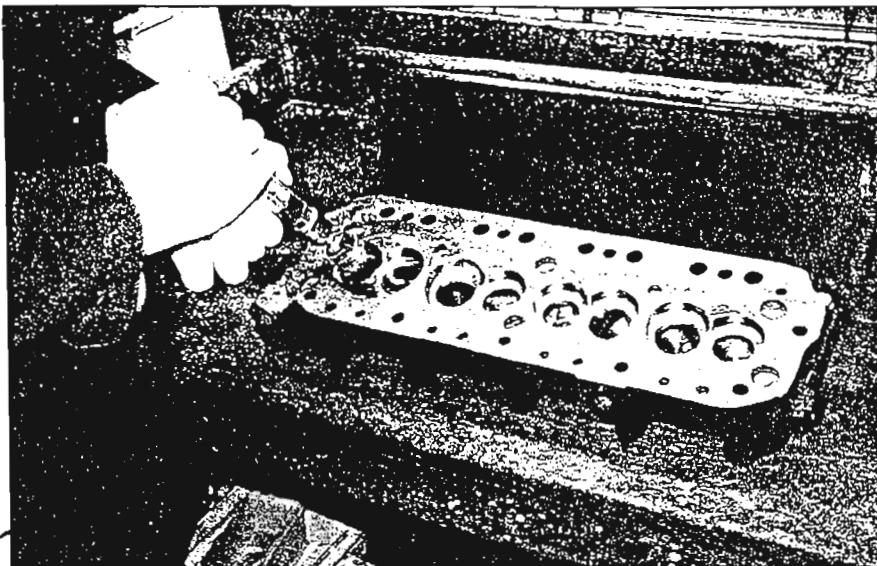


Indeed, Oselli spend nearly as much time cleaning up an engine's reclaimable components as they do building it up again. The David Oldham reckons that the majority of failures of so-called reconditioned engines will be primarily due to poor cleanliness during rebuilding.



Any B-series engine's crankshaft does benefit greatly from balancing, say Oselli. As I remember only too well from many thousands of miles in a three bearing crank MGB, a B-series can be a lumpy old motor which doesn't tick over nicely and is prone to pre-ignition. Strangely, once a mild modified camshaft has been installed, a lumpy might become less lumpy.





To conquer the dreaded running-on, Oselli believe in removing sharp edges from the combustion chambers and fitting an MG Metro anti-run-on valve to the inlet manifold. Certainly taking time to set-up the carburettor(s) very accurately to enable you to screw the tickover down as low as possible will be time and trouble well spent. In my experience, opening the plug gaps from 25 to 35thou also used to help to eliminate the B's traditional running-on and pinking.

## Distributor tweaks

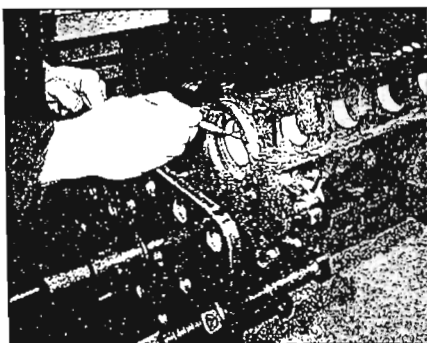
Distributor spindles and bushes seem to wear badly on B-series engines. A worn out distributor will be simply uneconomic to refit properly, so a replacement unit will be the cheapest solution. Even on a brand new distributor, though, you may find that the advance springs are loose where a spring eye bends round the pin. If so, it should be crimped up a little. Both ends of these springs may need tightening up like this to eliminate any unwanted extra play as this also can be a source of B-series pre-ignition.

Oselli find that the intermediate main by the distributor drive has a tendency to close up and is usually the one that needs line-honing. They reckon that this is most probably due to the distributor drive floating about.

Skew gears wear badly on distributor and oil pump drives as does the worm gear on the camshaft on performance B-series engines. You can tell if any of these need renewing if the teeth have become very sharp. Oselli advise their customers to use a very good quality oil in any modified B-series motor. The experts say that a synthetic or semi-synthetic oil is best.

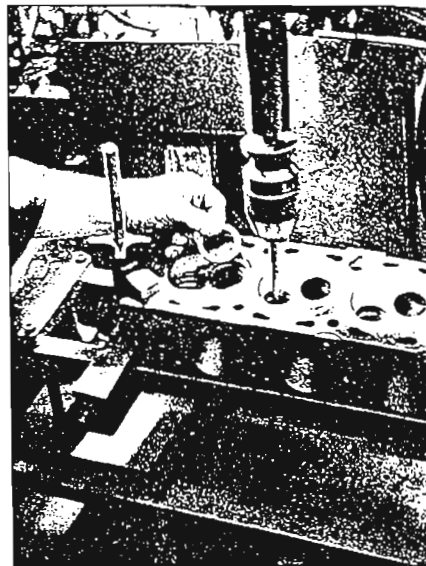
Some other vital tips for those completing a major rebuild ... fit the backplate before you re-fit the sump pan because there's a vital cork seal which must be retained and not squeezed out.

You must also be very careful to fit the red lip seal in the backplate properly. This seal runs on the rear crank oil seal journal and can leak from the outside of the seal. Oselli run a tiny bead of silicon on the inside of the backplate around the outside of the



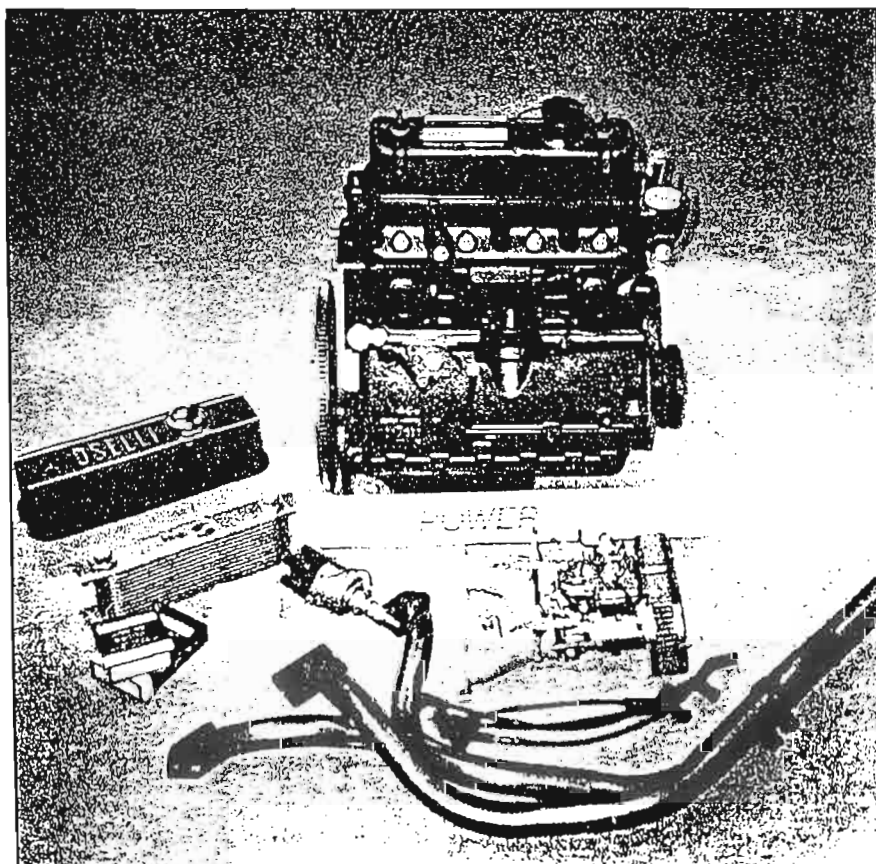
seal to prevent this.

MGA 1600 head being modded for trou-



ble-free lead-free running. Hardened valve seats will be fitted. Valve guides are 'diamond hone' spiralled at Oselli to achieve accurate and tight clearances plus better oil retention (see above).

Minus flywheel, clutch and ancillaries, standard rebuilt B-engines for an MGB will cost those who don't want to tackle the internal work £412.65 from Oselli on an exchange basis. A kit of parts for you to build your own 'Fast Road' spec 1800 half engine costs £332.43. Those who want an additional 9bhp should budget for £715 for the modified Motorway recon unit, again on exchange, while 'Race' engines range from £1000 to £2600.







# *AUSTINS OVER AUSTRALIA 2005*

## *A Century of Austins*

*Warwick - Queensland*

**Thursday 24th. March to Monday 28th. March**

*Newsletter No.1 - October 2003*

The Austin Motor Vehicle Club of Qld Inc. is proud to again have the opportunity to be host to Austin enthusiasts throughout Australia for AOA 2005, the Centenary of the Austin marque.

### **Centenary of the marque**

The year 2005 marks the 100th. anniversary of the Austin Motor Co., and we wish to celebrate this historic occasion in an appropriate manner, as other Clubs will likewise be doing world wide.

**Austins Over Australia** provides the ideal opportunity for Austin enthusiasts throughout the country to come together for this purpose.

### **Location**

The historic country city of Warwick has been chosen for this event.

Warwick is ideally situated for interstate visitors being only a one hour drive over the Qld. border.

It is situated on the Condamine River at an altitude of 1500 feet and is ideal for an extended holiday to either the Darling Downs area or Gold Coast beaches.

### **History**

The area was first explored in 1827 and in 1840 a sheep station at Canning Downs was established.

This station, the birthplace of Jackie Howe, helped open up the area and the township of Warwick was surveyed in 1849. It was the second town to be established in Qld and became a city in 1936.

An incident here involving the Prime Minister Billy Hughes, resulted in the formation of the Federal Police Force.

It is a city of 12000 people with many majestic sandstone buildings and grand homesteads from the nineteenth century reflecting the pastoral wealth that was the foundation for the city.

It is well known for its Rodeo which has been conducted since 1857, is home to the famous Lyndhurst Stud and because of its altitude and cooler climate is ideal for rose growing.

It is known as "the Rose and Rodeo city". This year it has successfully staged the inaugural Polocrosse World Cup and a qualifying round for the Olympic equestrian three-day event.

### **Invitation**

A cordial invitation is extended to you and yours to join us for this Easter weekend, and we seek a reply in this regard on the attached form declaring your expression of interest.

### **Accommodation**

An accommodation list is enclosed which includes the contact number of the Tourist Information centre who can assist you with further details. It will be your responsibility to make your own arrangements.

As Warwick is a popular venue for many activities, it is essential that early bookings be made.



### **Communication**

Electronic mail should be addressed to **k.p.airton@bigpond.com.au** whilst

posted mail should be addressed to **The Secretary  
AMVCQ  
119 Crowley St.  
Zillmere, Brisbane. 4034**

Further correspondence will be forwarded to keep you informed of ongoing arrangements and updates will also appear on the Shannons website

**www.shannons.com.au** and go to  
**car clubs**

Telephone calls should be directed to **G.Brewster on (07) 3263 5352, mobile 0408 635352**  
or **K.Airton on (07) 3870 2910, mobile 0438 702910**

This letter has been sent to known Austin enthusiasts and Clubs but should you know of anyone else who may be interested in attending it would be appreciated if you would forward them a copy.

### **Nominations**

Nomination forms will be forwarded on receipt of an expression to attend.  
Vehicles other than Austins are welcome to participate should their owners so desire.

**Please join us in making this Centenary of Austining a resounding success.**

---

### **EXPRESSION OF INTEREST**

I wish to express my interest in attending the **Centenary Austins Over Australia** at Warwick in 2005.

SURNAME:

FIRST NAME:

Street:

Suburb:

City:

State:

Post Code:

Telephone:

Mobile:

Email:

Club:

Signed:

Date:



*AUSTINS OVER AUSTRALIA 2005*  
*WARWICK*

**ACCOMMODATION LISTING**

\*\*\* ALEXANDER MOTEL, cnr Wood and Wentworth Streets, WARWICK, 4370.  
Phone: 4661 3888      Fax: 4661 5889      Dining and Laundry      - 18 Units

\*\*\* BUCKAROO MOTOR INN, 86 Wood Street, WARWICK, 4370. (Budget)  
Phone: 4661 3755      Fax: 4661 8099      - 18 Units

\*\*\*\* COMFORT INN, 57 Victoria Street, WARWICK, 4370.  
Phone: 4661 1699      Fax: 4661 1649      Dining, Pool and Laundry      - 14 Units

\*\*\*\* COUNTRY ROSE MOTEL, 2 Palmer Avenue, WARWICK, 4370.  
Phone: 4661 7700      Fax: 4661 1591      Pool and Laundry      - 13 Units

\*\*\*\* GOLDEN HARVEST MOTEL, 73 Wood Street, WARWICK, 4370. (Best Western)  
Phone: 4661 1810      Fax: 4667 0840      Laundry      - 17 Units

\*\*\* HORSE AND JOCKEY HOTEL/MOTEL, cnr Palmerin and Victoria Streets, WARWICK, 4370.  
Phone: 4661 0600      Fax: 4661 4381      Dining      - 33 Rooms

\*\*\* JACKIE HOWE MOTEL, cnr Palmerin and Victoria Streets, WARWICK, 4370. (Budget)  
Phone: 4661 2111      Fax: 4661 3858      Dining and Laundry      - 24 Units

\*\*\*\* McNEVIN'S GUNYAH MOTEL, New England Highway, WARWICK, 4370.  
Phone: 4661 5588      Fax: 4661 5569      Dining, Pool and Laundry      - 22 Units

\*\*\* WARWICK MOTOR INN, 17 Albion Street, WARWICK, 4370.  
Phone: 4661 1533      Fax: 4661 8400      Dining, Pool and laundry      - 18 Units

CRITERION HOTEL, 84 Palmerin Street, WARWICK, 4370  
Phone: 4661 1042      Fax: 4661 8090      Dining      - 30 Rooms

O'MAHONY'S HERITAGE HOTEL, 35 Grafton Street, WARWICK, 4370.  
Phone: 4661 1146      Fax: 4661 1146      Dining and Laundry      - 26 Rooms

\*\*\*\* KAHLER'S OASIS CARAVAN PARK, 98 Wallace Street, WARWICK, 4370. (Big 4)  
Phone: 4661 2874      Fax: 4661 1473      Pool, Kiosk, Playground, BBQ, Laundry

\*\*\* ROSE CITY CARAVAN PARK, New England Highway, WARWICK, 4370.  
Phone: 4661 1662      Fax: 4661 1662      BBQ and Laundry

\*\*\* THE WARWICK TOURIST PARK, Palmer Avenue, WARWICK, 4370.  
Phone: 4661 8335      Fax: 4661 8348      Kiosk, Playground, BBQ.



# Travel 1<sup>st</sup> class



We couldn't improve the roads.  
So we improved the way you rode over them, by building a car rugged enough to take anything they could dish out.

That car was the Austin 1800 Mk II.  
A first class way to travel.

The Austin 1800 has improved the ride over some of the worst roads in Australia.

In other words, it's been extensively used in rallies and endurance tests.

And its performance has been 1st class, much to the embarrassment of its higher-horsepowered competitors.

Seems like horsepower isn't everything.

Good handling, reliability and just plain toughness win rallies.

The engine on the 1800 is sideways.

For three first class reasons.

One, you can straighten your legs without hitting anything.

Two, it's the greatest protection in the event of something hitting you.

Three, it gives you absolute control of the car at all times, because it's front wheel drive.

Hydrolastic suspension and seats that fit yours make this control comfortable.

So do a host of extras that anyone else would class as 'Optional Extras' and charge you about \$350 more for.

We class them as Standard Equipment. And give them to you free.

Driving first class beats being taken for a ride.

Take another look at an Austin 1800 Mk II soon, at any B.M.C. Dealers.

But before you buy, make sure you like the look of the car. Because it's going to last you a very long time.



## The new Austin 1800 Mk. II.

B.M.C. Australia, A Division of British Leyland Motor Corporation of Australia Pty. Limited.



Manual: \$2,476 inc. tax. Automatic: \$2,726 inc. tax. Prices slightly higher in country areas.

1693

16





# Kimberley X6 and Tasman X6.

## Two brilliant new cars from the builders of Rover, Daimler & Jaguar.

**A**t last, the kind of car Australian motorists have been waiting for.

The new Kimberley X6 and Tasman X6 from British Leyland.

Two new cars built with the idea that luxury motoring should be within the reach of everyone.

**The Kimberley X6** Powered by a big transverse 6 cylinder overhead camshaft engine that develops 115 b.h.p.

Twin SU carburettors. Power assisted 10½" disc brakes up front. Heater/demister. Deep pile carpets. Body contoured bucket seats. Personal ventilation. Arm rests. Cigar lighter. All independent suspension. A fully instrumented dash.

All the things other cars call extras, the Kimberley calls standard equipment.

**The Tasman X6.** The most noticeable difference is the single headlights. And the spacious bench seats of the manual version.

The automatic has bucket seats like the Kimberley.

The Tasman is fitted with long-wearing rubber mats throughout. And is powered by the same 6 cylinder power unit.

The Tasman also is equipped with heater/demister, power assisted disc brakes, independent suspension, personal ventilation.

Both cars, Kimberley and Tasman, offer all the comfort, safety, performance and engineering excellence you'd expect from the people who

build Rover, Daimler and Jaguar.

At a price everybody can afford.



**From  
\$2,598** INC. TAX

**Austin X6  
Kimberley &  
Tasman**



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Austin Morris Division

BL3038

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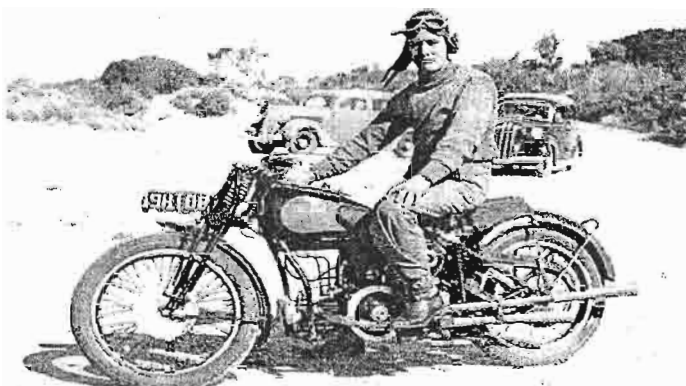
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# Motorsports History in the Making

George Wade, founder of Wade Camshafts, achieved a speed of 87 mph on a Douglas OB25 (1925 model) in 1935. Upgrading to a Douglas OW1, (one of only two in Australia at the time), George, an apprentice motor mechanic, modified this cycle by fitting twin carburettors and adapting the camshaft by hand, with the following timing: Exhaust opens 80 deg. BBDC closes 50 deg. ATDC, inlet opens 50 deg BTDC closes 80 deg. ABDC and lift of 0.375" hence the first Wade Camshaft was created. In 1939 George set the fastest time of 118.4 mph at Bakers Beach, Tasmania.



*Wade on Douglas OW1, 1939) Bakers Beach, Tasmania*

During the mid 1950's George Wade was involved in the preparation of Stan Jones' "Maybach" racing car being responsible for much of the engine development. As cam grinding machines were non-existent, a crankshaft grinder was used to make the hand generated template to produce this cam. Hence the second Wade Camshaft was created.

Following a trip to America in 1956 George Wade recommended that Repco Ltd design and build their own machine. Together with Eddie Stratman, he took on the brief of designing the camshaft grinding machine that was later manufactured by Repco Power.

In 1962 Geo.Wade Camshaft Engineering was founded (later Wade Cams) and history continued to be made. Jack Brabham (1966 in a BT23) and Danny Hume (1967 in a BT24) won the Formula 1 World Championship in the Repco Brabham, using a Wade Cam.

Wade Cams were also utilised by many winners of "King of the Mountain" at Bathurst, some of these were:

- 1965 Seton/Bosworth - Cortina 500
- 1972 Brock - Torana XU1
- 1975 Brock/ Sampson- Torana
- 1976 Morris/Fitzpatrick - Torana SLR
- 1978 Brock/Richards - Torana
- 1979 Brock/Richards - Torana
- 1980 Brock/Richards - Commodore
- 1982 Brock/ Perkins - Commodore
- 1983 Brock/Harvey/Perkins - Commodore
- 1984 Brock/ Perkins - Commodore

Wades produced the cams for the E38 and E49 Chrysler, Holden XU-1, Walkinshaw VL Group A Commodore and Nissan Skyline GTS1 and GTS2 special vehicles. In addition, the 'control' cams for the "HQ" Holden, Formula Vee and "Sportsman" class are currently supplied by Wade Cams.

They are still working to provide you with the winning edge.

*For further information or to obtain our catalogue, contact Wade Cams on (03) 9328 4001.*



Be astounded; only Austin 1800 gives you...

# BANDWAGON SPACE

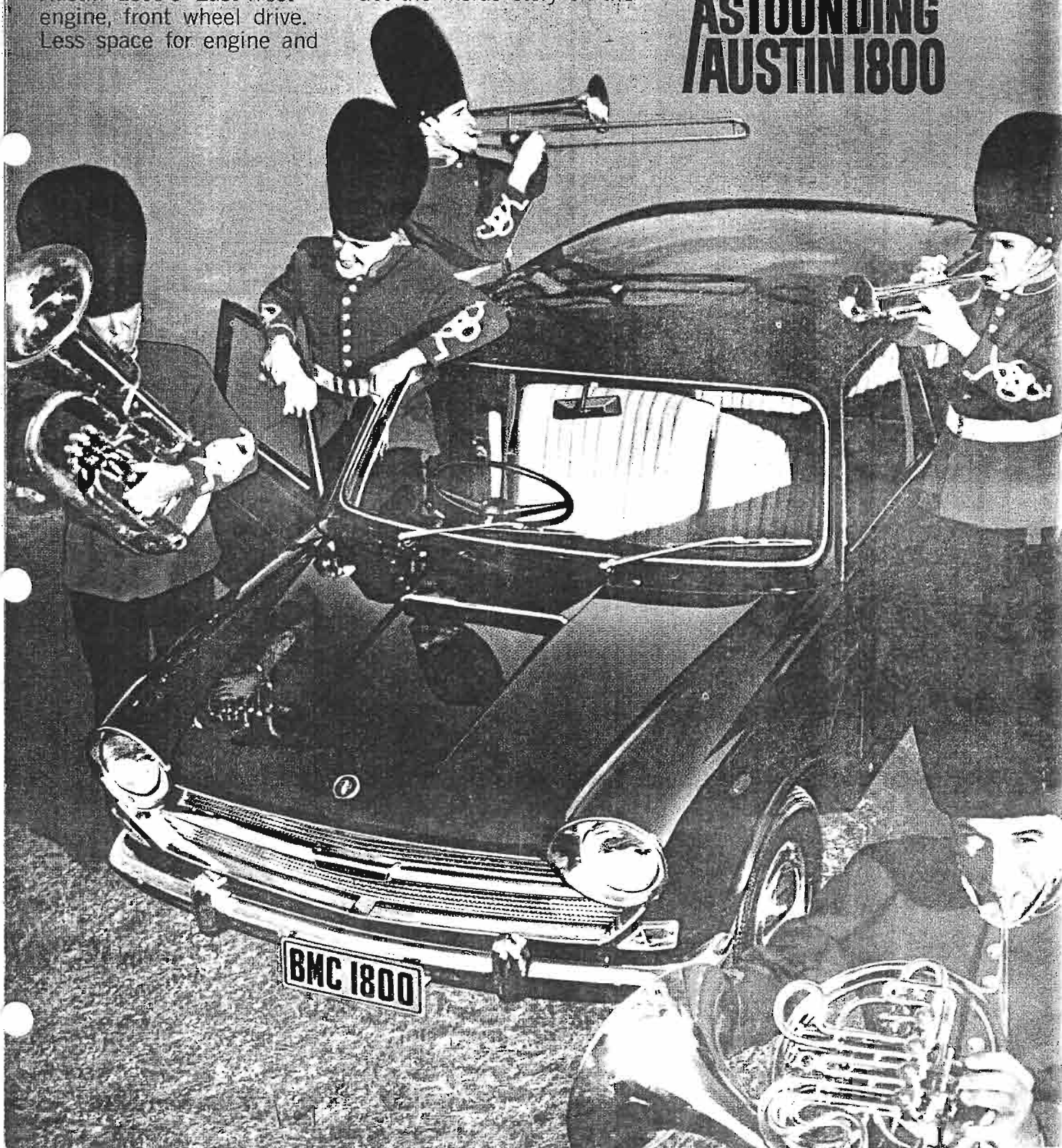
in true compact dimensions

Leg space. Shoulder space. Head space. With Austin 1800 you get more than any car near its size. Secret is Austin 1800's East-West engine, front wheel drive. Less space for engine and

transmission, more space for you. Bonus extras: disc brakes, radial ply tyres, better handling, greater safety. Get the inside story on the

Car of the Century — the BMC Safety Drive Austin 1800. At your BMC dealer now. \$2,365 (£1,182/10/-) incl. tax.

## ASTOUNDING /AUSTIN 1800







There are 1800 reasons why they call this . . .

## THE CAR OF THE CENTURY

### MORE SPACE

Logical! No space consuming tailshafts, differentials, and thus more space to offer than any car anywhere near its size! No less than 70% of the total length of the car is devoted to passengers and luggage. There is stretch out room back and front. The boot offers 17 cubic feet of usable space. There is a full width dashboard parcel shelf, open pockets on every door, six square feet of parcel shelf behind the back seat!

### IT FLOATS ON FLUID

The Austin 1800 has no springs to sag, no shock absorbers to wear and rattle. Instead, the miracle of Hydrolastic\* suspension gives you expressway riding on the toughest tracks. It floats on fluid with independent suspension for each wheel. Pitch, sway and bounce are out. Better adhesion and cornering are in!

### SAFETY FIRST

Seatbelts are standard up front. The Austin 1800 has power assisted disc brakes,

a special braking device to prevent rear wheel locking and skidding. You get rack and pinion steering, safety glass, new radial ply tyres.

### MORE STRENGTH

The body shell of the Austin 1800 is the stiffest and strongest structure ever built into a production car. It is completely free from rattling, twisting, vibration. This kind of strength means greater safety. For life.

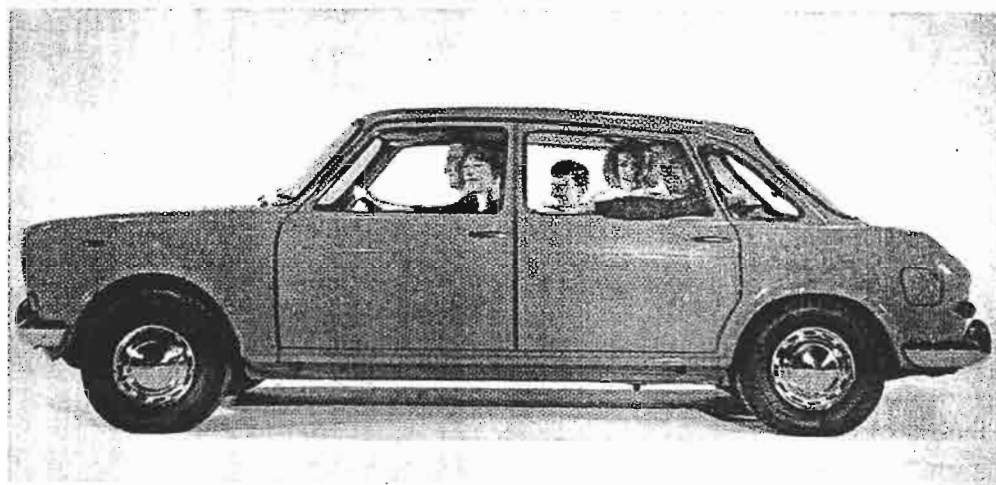
### MORE PULLING POWER

Pulling power is a reality in the Astounding Austin 1800! It has the proven BMC idea of East-West engine and front wheel drive. Gearbox, engine, differential are all together in one compact unit. Power losses are cut to a minimum. The weight is over the front wheels where it counts most. Result: more usable power, greater economy, better cornering.



### THE CAR OF THE CENTURY

These are just some of the reasons why this car has been greeted as the car of the century. You must see it,



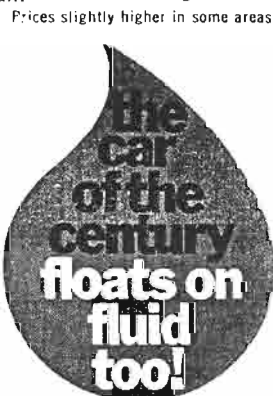
### RUST PROTECTION 7 COATS DEEP

Your motoring investment is protected by the unique BMC Rotodip anti-rust process. The car is completely submerged and rotated in special chemical baths, in protective undercoats so that every square inch, inside and out, is completely treated. This multi million dollar process is new and exclusive to BMC. Rotodip protection provides the base for the gleaming baked enamel finish, provides protection against moisture inside the car where rust usually starts in other cars.

### EXTRA VALUE

In other cars you could easily pay up to \$300 (£150) extra for the luxury features that come completely standard with the Astounding Austin 1800. You get a camping body, adjustable and reclining seats. You get heater/demister/fresh air ventilation system, luxurious carpeted interior. You get courtesy lights, armrests. There is even a hook to hang coats on above the rear door! These features are completely standard, inclusive in the astounding price of just \$2,330 (£1,165).

drive it yourself. It's at your BMC centre now. An astounding \$2,330 (£1,165) incl. tax! \*Regd. Trade Mark



## ASTOUNDING AUSTIN 1800







# LANDCRAB

CLUB OF AUSTRALASIA INC.



Welcome to newsletter number 115 for April & May, 2004



# THE WIND BAGS

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

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[stephensdaryl@hotmail.com](mailto:stephensdaryl@hotmail.com)

## SOCIAL CONVENORS

Brisbane Peter Jones  
Melbourne Vacant  
Sydney 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

## ***New Members***

Steve Cusack	29 Mort Street Yass 2582	0417 294 966	
Eddie Boards	11 Lakeview Road Kilaben Bay NSW 2283		Mk 1 Ute
Geoffrey Abrahams	14 Princess Street Rosebay NSW 2029	02 9371 9176	2 Ute's
Brian Cassidy	57 Saint Catherins Road Harrogate North Yorkshire	HG2 8LA UK	Ute

Former member David Matthews has given his membership to Brian and also sold his Ute to Brian

## **Low water warning!!!!**

By Daryl Stephens

This idea is a development of the brilliant low water warning idea of Herb Simfendorfer.

The Rover SE uses the same radiator over flow tank as the 1800.

Except that it has a low water device inside it. Externally the only difference is the 2 prongs to hang the electrical wires on.

The tank simply swaps straight over. All Mk 1s except the early ones have a spare oil filter blocked wire still in the loom. That pushes straight onto the tank, then an earth runs from the tank anywhere convenient, and Bob is you Aunties husband. The warning light is the low orange light on the right hand side of the dash.

Probably a little harder on the Mk 11s as the wiring loom is different

Expenses	Admission to the wreckers yard	\$1-00
	Purchase of the tank	\$5-00
	Ice cream on the way home	<u>\$3-00</u>
Total		\$8-00

Time spent fitting and wiring 20 minutes of which 5 minutes were spent finding wire strippers.

Many thanks, Herb

# A bit strange

By a not strange Daryl Stephens

Two 1800's live here – my mk 1 and Naomi [daughter] s mk 11. Both blew their power boosters last week on the same day and within an hour of each other!

The Mk 1 [Girdling stoppers] just needed significantly more muscle to make it stop, but other wise unaffected.

The Mk 11 [PBR brakes] simply would not stop. With significantly higher pedal pressure, the rear wheels locked, the tail dropped and retardation was minimal

Both vehicles were using the PBR VH 40 EL, which is both the Mk 11 and X6 booster, and the usual Mk 1 replacement

Here is how I fitted the PBR unit when the original Girling died. The easy option, to use the Mk 11 bracket was discarded because the Tasman/ Kimberley bracket also fits. It places the power booster flat on the fire wall where the radiator overflow tank is. The advantage of this bracket is mainly more room around twin carbies. {The radiator over flow tank was simply bolted onto the grille} Just to make life difficult, the standard mk 1 and mk 11 bracket also cover the hole in the fire wall where the left hand drive brake and clutch master cylinders would be mounted.

I therefore cut the Mk 1 bracket to pieces and used it to cover the hole. The booster has provision for 3 pipes; however on the Mk 1 application, one must be blocked off with a bleed nipple

The symptoms for the blown power boosters were as mentioned, not much stopping, *and the engine revving whenever the brake pedal was touched.*

Another symptom can be disappearing brake fluid. Where the inlet manifold suction pipe feeds into the booster, the internal section of the booster should be dry. This can be ascertained by removing the rubber grommet which holds the suction pipe in place, and sticking a finger in. Should brake fluid be encountered, budget on not much change  
From \$250

From here I foolishly decided to adjust the **Mk 11 Handbrake**, which turned out to be a very bad move.

A Mini I once had the displeasure to own had a similar looking handbrake so I thought this would be the same.

Could not quite get at it, so I removed the front seats – to no avail. Decided to look underneath. No joy there. The carpet was frustrating me so out it came! To no avail!!!

In despair, I jacked up the car and examined the cable very thoroughly from stem to stem. Hallualah! Under the muffler was an adjusting nut on each rear cable. With a

rubber element protector over it. Ten minutes adjusting the cable, and another hour re assembling the car!!

# Editorial

By Naomi Stephens

It's always a worry when Dad is looking pleased with himself! Last Saturday morning, I rocked in about 7 am after being out with friends. Just as I came in, Mums work rang and asked her to come in. Dad was beside himself with glee!! I staggered off to bed.

About 2 pm, Dad kicked me awake and demanded I drive into Richmond, one of Melbourne's inner suburbs. I of course refused till he threatened to pinch the mags off my 1800. That was fighting words. He refused to tell me why. "All will be revealed" {If he is going to reveal all. I'm outa here!]

When looking for the house, we noticed a very well preserved Kelp beige [brown] Mk 1 1800 just like Dads in the street. One look at him and I knew! "You haven't. Mum will kill you again "Just call me Lazarus and sat back looking very smug.

I attempted to derail him. He already admitted it had no Road Worthy Certificate {In Victoria, and presumably lesser/ colder states a car cannot be sold without a RWC unless the plates are handed in to Vic Roads, and a temporary rego is purchased... So I had him!

He by passed this legal requirement by simply talking the seller into forward dating the documentation by one week! We parked it in the driveway at home- both the kelp beige Mk 1s one behind the other... Shortly thereafter, some off my friends came round. Dad call them the circus animals, - Mum just refers to them as freeloaders so we had both dads 1800, my 1800 a friends Morris 1100 and a few rice burners in the street

Mum arrived home from work and was slowly walking up the front steps when she nearly took a back flip when she perceived the twins in the driveway ! This caused two precipitous actions. She flew inside the front door, and Dad bolted out the back door and over the back fence.

When the dust had settled, the ambulance had left, and most of the blood was off the ceiling and Dad was out of intensive care, the problem of the RWC was addressed. The car of course failed. He managed to get the windscreen through by tactfully suggesting that if he had to pay \$300 for a new windscreen, he could not afford the next Commodore - the family car - service. [It is serviced at the same place] Suddenly the windscreen just passed. This left one disc rotor and the shock absorbers. The disc rotor was solved - we could not find a better one - by simply swapping sides with them and the dorky testers fell for it

Being an Mk 1, and sitting high at the rear, it bounces a lot, and thereby failed through faulty shockers Dad calmly asked them to quote for same. Up on the hoist again and much head scratching. The proprietor of the business is an old guy - probably at least 40 and he was called into action. He and Dad were in fits of laughter at the younger mechanics expense. The hydrolastic finally passed when they screamed around some round bouts near here and were amazed at the handling.

Being a late Mk 1. It is actually a 1/12. It has the Mk 11 dash, Mk 11 seats; the rear carpet is cut to the Mk 1 seat pattern and no over riders More importantly, it has a CD player!

So now we have a spare Mk 11. This lives with the grandparents and has been replaced by "Dexter". Which means it is in the For Sales.

#### CHAPTER 3





## Modest Motor

Dubbed the 'Landcrab', BMC's large sedan offers plenty of dash for little cash

**T**hirty-five years before the world's motoring press was asked to vote on the most influential vehicle of the 20th century, the British Motor Corporation had already made its decision.

'Car of the Century' was the claim emblazoned across magazine ads for BMC's front wheel driven Austin 1800, and while the bulbous sedan was unlikely to challenge Ford's Model T or the BMC Mini for their first and second positions on the COTC podium, its credentials might have given Citroen's third-placed DS a more than serious shake. But by the time Year 2000 loomed large, the extraordinary 1800 was virtually forgotten.

In common with the ground-breaking Citroen, BMC's 1800 featured abundant interior space, front-wheel drive and disc brakes, exceptional all-round visibility and a revolutionary suspension system. Where the Citroen was sleek and aerodynamic, the 1800 looked a little ungainly. But in contrast to the French car's wealth of engineering complexity, 1800s were simple to maintain and virtually unbreakable.

Except for a devastating accident within 200km of the finish line, a DS would have won the 1968 London-Sydney Marathon. Running second at the time was the 1800 of BMC works driver Paddy Hopkirk, which – had Hopkirk not

turned around to seek help for the injured Lucien Bianchi – would have inherited the victory.

Today the 1800 ranks among the most under-rated cars in the classic market. An estimated 60,000 were sold in Australia from 1965-71, so well-maintained survivors are freely available and affordable.

The 1800 was released onto the British market in October 1964 but took more than a year to enter Australian production. Local testing during the intervening period produced a variety of modifications including improved dust sealing, higher ratio steering, up-rated engine mounts and an array of safety features, including





Words: Cliff Chambers Pics: Ellen Dewar

automatic version, priced at \$2620.

July 1968 marked the arrival of a uniquely-Australian 1800 utility. Value pricing – it cost \$500 less than a six-cylinder Holden Belmont utility – and a massive tray helped BMC shift around 5000 utes in the space of three years. While perfect for carrying light, bulky cargo, the 1800 suffered when overloading made contact between the driven wheels and the road tenuous.

January 1969 brought a restyled 1800 to local showrooms. Changes were minimal, however the upright tail lamp clusters and rejuvenated grille gave the car a more purposeful appearance, ensuring it held its own in a market where demand for BMC's smaller models was plummeting.

After the cars' excellent London-Sydney showing – second and sixth outright – factory-backed 1800s contested local rally and rallycross events with mixed success.

In Britain the 1800 was offered in a variety of guises, including a leather-trimmed Wolseley 18/85 and 70kW 1800S. From 1972-75, six-cylinder versions were offered alongside the hatchback Maxi that had been launched in 1969.

Local 1800 production ceased in late 1970 to make way for the longer, more powerful and spectacularly unsuccessful Tasman/Kimberly range. A few 1800s were fitted with alloy V8 engines but never progressed past the prototype stage.

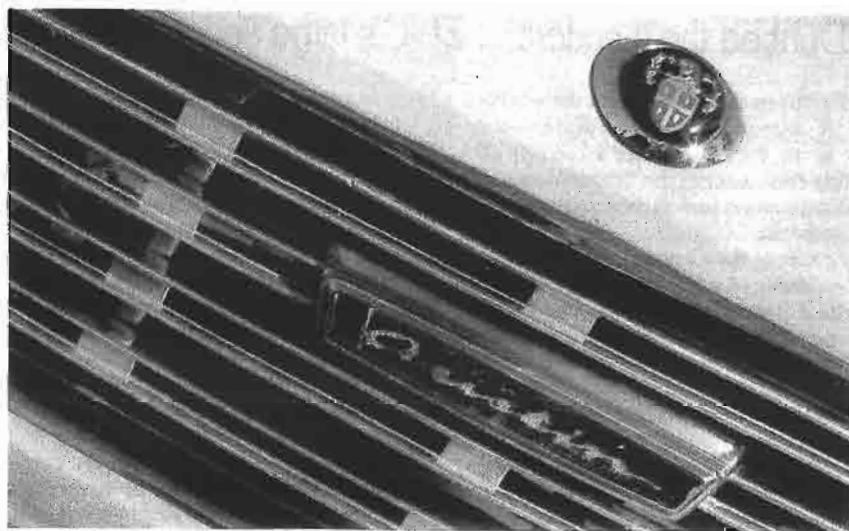
#### ON THE ROAD

From the driver's seat, an 1800 feels every bit as big as it looks from the outside. Even the broadest of occupants have an abundance of shoulder room, while those in the back enjoy more legroom than was available from contemporary Fairlanes.

three-point seat belts.

Positive response to the Mini and Morris 1100 indicated that Australians had overcome their distrust of front-wheel-drive cars but we weren't altogether prepared for a large sedan with wheels at each corner that was quickly nicknamed 'The Landcrab'. However, the car's abundance of interior space and standard equipment won a strong following and 1000 a month were soon leaving BMC's Zetland factory.

In Mark I form, with a mesh grille and horizontal tail-lights, the 1800 sold for \$2330. It was initially available only in manual transmission form but 1968 brought a three-speed Borg-Warner





## Buyer's checklist

**BODY:** BMC's 'Rotodip' rust-proofing was remarkably effective and cars that have been well maintained in other respects will rarely display significant body rot. Areas to check are wheel-arch lips, door skins and the bonnet adjacent to the battery. Discoloured indicator lenses are common and new replacements aren't available. Misaligned sub-frames indicate poor accident repairs so check that the car doesn't 'crabwalk' when driven in a straight line.

**ENGINE & TRANSMISSION:** The 1800 engine is astonishingly durable and can be upgraded using MGB internals. Oil leaks are common but can be minimised by modifying the engine breather to reduce pressurisation. Torque reaction due to the engine's transverse positioning weakens engine mounts – which can be rebuilt – and cracks the exhaust system's flexible joint. Avoid manual cars with a sloppy or imprecise gearshift as these may have a range of selector cable problems. Replacement using the later rod-operated transmission is possible. Repairing the automatic transmission – which transfers drive via a massive chain – is expensive so fitting a serviceable second-hand unit is more viable.

**SUSPENSION & BRAKES:** Hydrolastic 'float on fluid' suspension is a two-edged sword for 1800 buyers. In sound condition, the system eliminates all the problems presented by conventional springs and shock absorbers but one that is neglected or faulty can be a nightmare. New parts aren't available so repairing a collapsed suspension requires special techniques. Hydrolastic failure causes one or both sides of the suspension to collapse, usually due to a blown hose or leaking displacer unit. Girling brake parts fitted to early cars are scarce but most 1800s use locally-made PBR components.

### INTERIOR & ELECTRICS:

Most electrical components for the 1800 are available and usually inexpensive. Even the easily-broken indicator stalk can be replaced from suppliers in Britain. Door, window and boot seals are available locally but be wary of cars with damaged hoodlining as the fibreglass roof insert is tricky to remove.



Bed and breakfast: Spacious interior includes big front seats that fold down to form a double bed

Visibility is excellent and the generously-proportioned front seats can be reclined to form a decently-comfortable double bed. The dash, with its elongated speedometer and timber-effect metal trim, won't be to everyone's taste but does incorporate a very useful full-width parcel shelf.

The huge plastic-rimmed steering wheel minimises steering effort – power steering was optional in the UK but not here – and the driving position is almost conventional when compared to the smaller Mini and Morris 1100. The boot is massive for a car of this size and owners suggest carrying about 25kg of ballast at all times to keep the rear Hydrolastic units on the job.

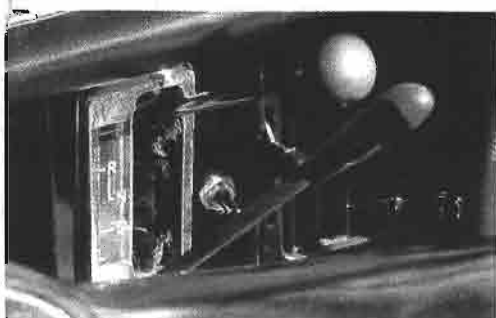
The majority of surviving 1800s will have a four-speed manual transmission

that offers a good spread of ratios and relatively rapid acceleration. 0-80km/h takes around 13 seconds and third gear – good for 110km/h – is perfect for negotiating twisty and undulating territory without constant gear changes. Pushing an automatic along at similar pace requires more effort but flicking the dash-mounted shifter between ratios isn't a chore.

Rapid gear-changes aren't recommended for those who suffer from sea-sickness as each up-shift will have the 1800's nose dipping then lifting as the fluid-filled Hydrolastic suspension struggles to compensate.

Radial-ply tyres were standard equipment on all 1800s, as were disc front brakes with power assistance. Handling is typical BMC understeer but fiddling





**VC's bargain:** Austin 1800s are plentiful and make excellent entry-level buying for the classic car enthusiast

With the tyre pressures will improve steering response. Gravel or poor quality bitumen surfaces demonstrate the 1800's extraordinary combination of ride and stability. Despite its 1.8 litres and 1140kg weight burden, the 'Crab' will see off all manner of more powerful and fashionable machinery once the going gets rough.

Former BMC PR man Nairn Hindhaugh is known his 1970 model 1800 Mark automatic virtually from new. The car believed to have been supplied as a 'demonstrator' to BMC's Victorian state manager before being bought by Hindhaugh on behalf of his parents.

Except for a transmission rebuild and recently-replaced exhaust, the Hindhaugh car, with its rare two-tone colour scheme, is among the country's most authentic 1800s. Upon acquiring the car from his mother in 1978, Nairn noticed that the 'We're travelling First Class' decal had been moved from the rear window and went in search of a replacement. While new stickers are no longer available, he found a rear window with decals intact in a wrecking yard.

"The bloke who owned the yard must have felt sorry for me so I got the entire screen for just two dollars then had to pay \$20 to have it fitted," Hindhaugh recalled.

#### HOW MUCH?

Anyone who believes classic car ownership is beyond their slender budget needs to read this next bit really carefully.

Thousands of serviceable Austin 1800s still exist and the vast majority will sell for less than \$2500. At that price you can expect to find a mechanically-sound, manual transmission Mark I or II with decent bodywork, needing some minor repairs and maybe a paintjob. Deduct \$500 for automatic transmission.

Upping your investment to between \$4000 and \$5000 will buy a sedan in truly superb condition; mechanically excellent with original paint on a rust-free body. The same amount will buy a very good example of the rare 1800 Utility.

Spare parts cars with tatty interiors, collapsed suspensions and minor rust are available for less than \$500.

## Fast facts

### AUSTIN 1800 MkI, MkII

**BODY:** integrated body/chassis, four-door sedan and two-door utility

**ENGINE:** 1.8 litre in-line four cylinder with overhead valves and single carburettor

**POWER & TORQUE:** 63kW @ 5300rpm, 134Nm @ 2500rpm

**PERFORMANCE:** 0-100km/h 18sec (approx) Max speed 137km/h (Mark I manual)

**TRANSMISSION:** four-speed manual, three-speed automatic, front-wheel-drive

**SUSPENSION:** four wheel independent via Hydrolastic fluid displacers, transverse links (front), trailing arms & anti-roll bar (rear)

**STEERING:** rack and pinion

**BRAKES:** front disc/rear drum, power assisted

**WHEELS & TYRES:** 175 x 13 radial (MKI & early MKII) 175 x 14 radial (MKII)

**PRICE RANGE:** \$500 - \$5000 (sedan) \$1500 - \$8000 (utility)

**CLUB:** Austin Clubs in most States

**WEBSITE:** [www.homestead.com/austin1800](http://www.homestead.com/austin1800)



# **DORING**

## **FUEL CATALYST**



**More Power . . Less Pollution . . Better Economy!**

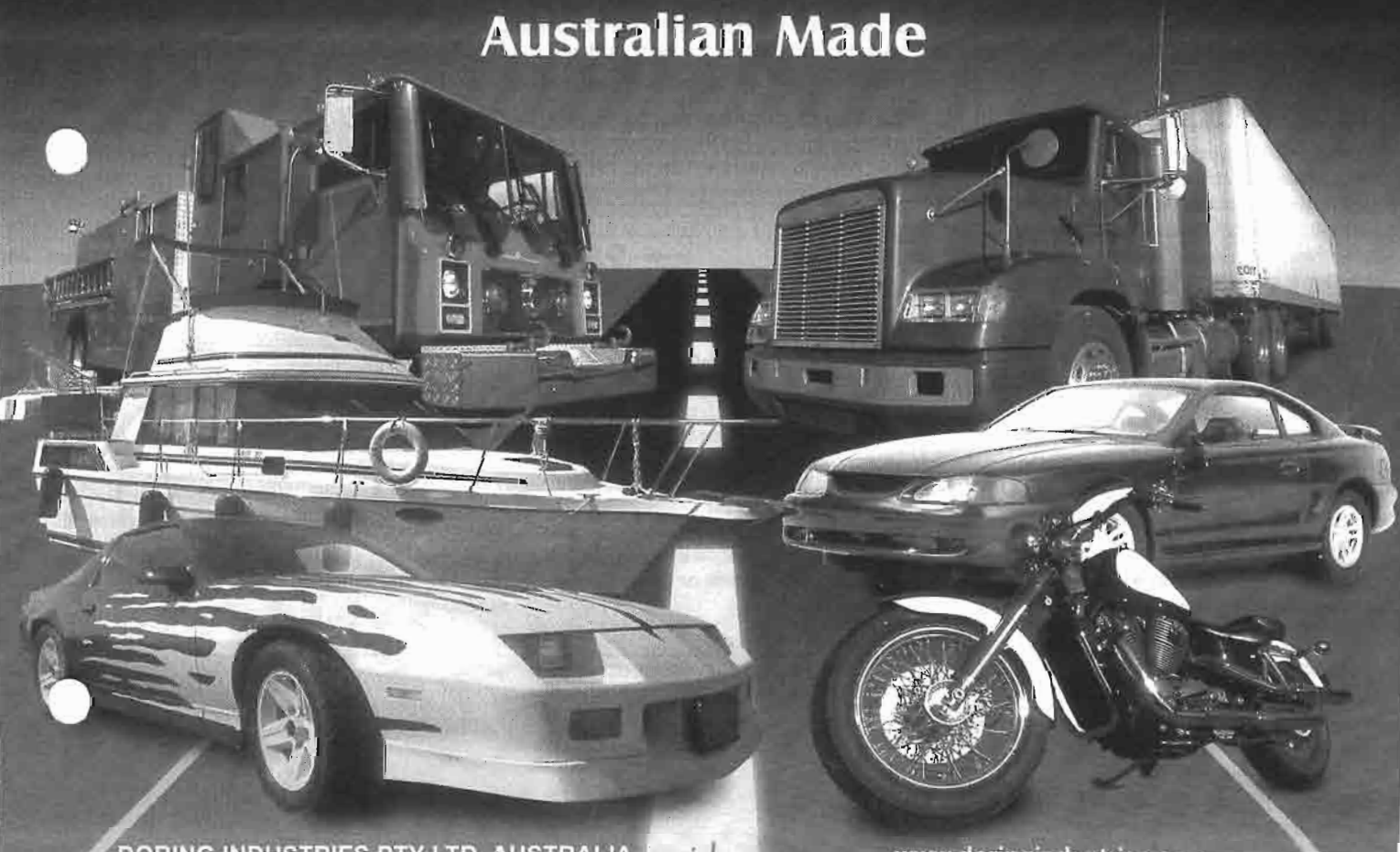
No Carbon Deposits • Longer Engine Valve Life

No Pinging • Converts Leaded to UnLeaded

• 5 Year Warranty • Improved Design • Lower Cost

Suits High Pressure Systems

**Australian Made**



# "Doring's answer to your engine & fuel problems"

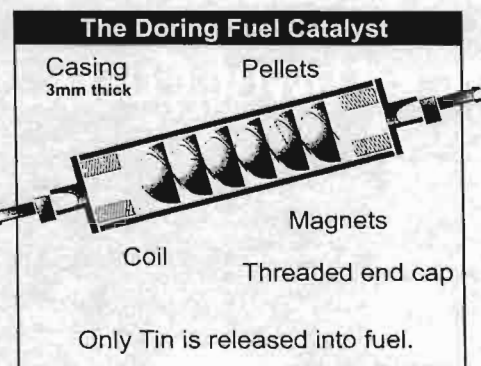
Are you aware that the new Lead replacement Petrol or "L.R.P" has now either - Phosphorous, Potassium or Manganese at approximately thirty parts per million to replace the lead additive and is not suitable for highway speeds.

Either of these on their own are highly corrosive acids and are even worse when mixed. Added doses are required for heavy use at highway speeds or above and will cause further corrosion.

There is now a problem with severe bacterial growth in all new low sulphur petrol and diesel fuels, severe upper cylinder and diesel pump and injector wear can also be caused due to the very low lubricity of low sulphur petrol and diesel.

Over seas university research and road tests have also proved that the new diesel fuels produce ten percent less kilometres per litre and up to twenty times more carbon dioxide and up to 10% higher temperatures on new engines with EGR (Exhaust Gas Re-Circulation) and a further 5% reduction in power and economy.

These problems have now been solved when our customers have fitted our Doring Tin Alloy Fuel Catalyst, which consists of a 3mm thick steel canister containing two magnets and 12 or more specially shaped pellets of tin and other exotic metals, encased in a mild steel coil.



When any fuel passes over these it produces a contact catalytic and galvanic action, which produces a molecular change in the fuel and also leaches out and adds a small quantity of tin to the fuel which bonds into combustion chamber to protect valves and produces a secondary catalyst effect. This produces many considerable benefits, such as:

1. Greatly improved burning rate of the fuel as it allows oxygen to more readily combine with the fuel due to the breaking up of the long chain hydrocarbon molecules.
2. The almost total elimination of pinging or pre-ignition which can cause severe engine damage and maintains cooler engine temperatures.
3. A cleaner burning fuel which almost eliminates carbon deposits in combustion

chamber, rings and valves and reduction of Diesel knocking and greatly extended injector life.

4. A marked increase in horsepower, torque, and fuel economy of around fifteen percent on average.

5. Longer valve life, no recession or sticking. Converts leaded to unleaded operation and restores compression.

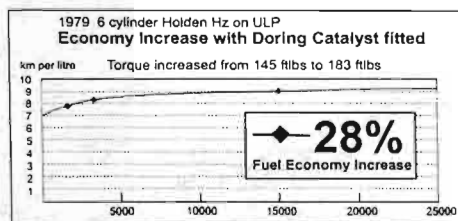
6. The elimination of bacterial and fungal growth.

7. Five-year warranty and twelve months money back guarantee if not satisfied, lasts 1.5 million kilometres. Full test reports and testimonials can be sent upon request.

8. World Wide proven technology for 60 years.

The size of the fuel catalyst required will depend on engine HP and fuel flow. A general rule for diesel and high performance petrol engines is one pellet per 10 rated HP ie. 20 pellets for 200 HP. Standard petrol engines require approximately 50% less than diesels so 20 pellets would suit a 300HP engine. These recommendations for rated HP and not maximum developed HP. So if used on high performance engines it is advised to use one or two size larger units than standard requirements. It is better that the units be too large rather than too small. Fuel catalysts do not effect engines manufacturers warranties, as they only improve the fuel quality, which will actually extend engine life. On early carburettor engines the catalyst can be fitted after a fuel filter. On all late model fuel injected or diesel engines, make sure a filter is fitted before and after the fuel catalyst. Phone if further details required.

## IMPROVED PERFORMANCE EVERYDAY

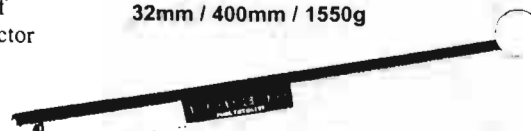


Engines using the Doring device burn more efficiently. As a result, Engines perform better and require less maintenance.

The Doring device can be installed on any engines including:  
Heavy Trucks / Marine Engines / Stationary engines / Furnaces etc.

For further information and informative brochures mail, phone or fax to Doring Industries.

32mm / 400mm / 1550g



30 to 40 pellets 4 magnets  
- units for 300 to 400 HP Diesel engines  
Can be used on petrol engines up to 600 HP with 50% higher HP ratings

32mm / 300mm / 1200g



22 to 25 pellets, 4 magnets  
Unit for 220HP to 250 HP, Diesel engines

32mm / 250mm / 1100g

18 to 20 pellets, 4 magnets  
180HP to 200HP



32mm / 200mm / 900g

12 to 16 pellets, 2 magnets  
Units for 2 to 6 litre engines, 120HP to 160HP

32mm / 150mm / 700g

8 to 10 pellets, 2 magnets  
1.5 to 3 litre engines



32mm / 100mm / 550g

6 pellets, 2 magnets

Unit for 1 to 2 litre engines, up to 60HP

\*Also 4 pellets, 4 magnets unit available

\*Also Available in Polished Chrome finish \$10 extra



22mm / 30mm / 700g

2 pellets, 1 magnet

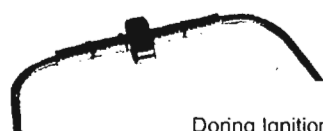
In tank, Unit suit 10HP to 20H



22mm / 23mm / 400g

1 pellet, 1 magnet

In tank, Unit suit 5HP to 10HP engines



Doring Ignition Alternator  
For standard ignition specification  
phone for detail

## Doring Industries Pty Ltd

P.O.Box 6012,  
Mooloolah Valley,  
Qld, 4553

Ph/Fax: 07 54 947593

Email: [doring@ausnetwork.com.au](mailto:doring@ausnetwork.com.au)

Web: [doringindustries.com](http://doringindustries.com)

AGENTS DETAILS

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INDUSTRIES PTY LTD

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# AUSTINS OVER AUSTRALIA

"A Century of Austins"

1905 - 2005

Warwick - Queensland  
24<sup>th</sup> - 28<sup>th</sup> March 2005



## Newsletter No.2

March 2004

### GREETINGS,

Thankyou to those who have expressed an interest in attending AOA 2005.

To date we have had over 150 replies which we find very encouraging at this stage.

We hope that the interest will be a reality in 2005 and that we will reach Mach 2.

We realise that some of you are not able to commit at this time, but we hope to hear from you soon so that we are able to advise our providers with more accurate attendance numbers for catering and budgeting purposes..

We have received expressions from the UK and one from Ireland, who is considering bringing their 1907 Hertford Cabriolet, the oldest known registered Austin in the world.

They have extended an invitation to reciprocate by joining them in the Emerald Isle for their celebrations.

Local replies have come from every State with four each from SA and WA and three from Tassie. Sixty members from NSW have replied with Qld and Vic splitting the remainder.

**If you will not be attending and do not wish to receive further correspondence, kindly let us know.**

### CONTENTS

This newsletter includes an official registration form, the proposed weekend programme, a summary of available tours and an Events Option Form.

**Please complete the Registration and Option forms and return to the AOA address.**

### NEWSLETTERS & RECEIPTS

We plan to produce newsletters each quarter to keep you updated progressively, and any receipts due will be forwarded with each following newsletter.

Email Address: k.p.airton@bigpond.com.au

Event Updates: www.shannons.com.au  
and select  
Car Clubs



Correspondence to: AOA 2005,  
119 Crowley St,  
Zillmere,  
Brisbane 4034  
Telephone: (07) 3263 5352

**ENTERTAINMENT**

A variety of entertainment for both adults and children is being considered for the Sunday display day. It will only be the cars that are static.

**INFORMATION PACK**

This will be issued at the time of arrival and will include grille badge, rally book and pack, tickets for any prepaid items or events and local tourist information for those who may be in the area for an extended visit.

The Warwick Tourist Centre may also be contacted on (07 ) 4661 3122 .

**MAILING LIST**

Should you be aware of anyone who has not received an invitation, please advise us without delay .

**RALLY BOOK**

Please include a photograph of your vehicle with your name on the back and a brief description for inclusion in the book.

Indicate the history, modifications etc. that may be of interest to other readers.

**REGALIA**

A list of regalia to be marketed for the event will be advised in the next newsletter.

**RELIGION**

As a number of you may wish to attend services over this Easter period, a list of churches, denominations and service times will be provided in the rally pack.

**VIDEO**

A professionally produced video will be available in both VHS and DVD.

This will record all events on the Sunday; the cavalcade, static display, social activities and interviews.

The DVD will be of approx. 2 hours duration as this is the capacity of the disc, while the VHS may be a little longer.

**WEBSITE**

Our website at Shannons will be updated regularly and can be accessed at any time for the latest information.

**PLEASE ENSURE**

That you - complete Registration and Options Forms.

Sign the declaration.

Enclose a photograph

Enclose cheque or money order

Return them to the postal address by 30<sup>th</sup>.June.

If you have any queries please contact us.

**We look forward to receiving your reply and meeting you in Warwick in 2005.**



G. Brewster  
Secretary

## **HEADQUARTERS**

This will be the Rugby League Clubhouse in Queens Park.  
It will be the venue for registrations and the assembly point each morning.  
The clubhouse has catering facilities and a large communal area for social gatherings.

## **REGISTRATION**

The official Registration Form is enclosed.  
Please complete the details and forward with your Options Form by 30<sup>th</sup> June.  
Registration fee will be \$75 for the first vehicle and will include a souvenir rally book, grille badge and rally pack.  
Additional vehicles may be registered at a cost of \$10 but without any rally inclusions.  
Should you subsequently be unable to attend and cancel by 31<sup>st</sup> December, an amount of \$50 will be refunded.

## **WEEKEND PROGRAMME**

The weekend programme is enclosed for your perusal.  
We are grateful that many of you will have travelled some distance to attend and a choice of event has been offered where possible to cater for your requirements.  
Buses will be available during Friday for conducted tours of the city and surrounds.  
It is hoped that most of you will attend the Monday lunch so that we have an opportunity to gather in one place to say our farewells.

## **OPTIONS FORM**

Please peruse carefully and make your selections.  
Prepacked items have been offered for convenience at tour destinations.  
The runs on Saturday hopefully cover all requirements. If you choose to do two ½ day tours, lunch can be taken in between times at the clubhouse.  
More than one bus will be available if required for the "wine tour."  
The Sunday runs provide another option after the static display.

## **THE COMMITTEE FOR AOA 2005** comprises:

Chairman	Kev. Airtton
Secretary	Graham Brewster
Treasurer	John Elsol
Rally Organisers	Jason Fels
	Alan Waller
Regalia	Rex Eaton
MC	Maurice Wybrow
Rally Book Editor	Nairn Hindhaugh
Entertainment	Doug. Benckendorff
	Brian Wright
	James Whyte

## **ACCOMMODATION**

If you have not made accommodation arrangements as yet, please do so without delay.  
Other Clubs will be in Warwick at this time for a variety of events and accommodation will be in demand.

# AOA 2005

## MEALS AND EVENTS OPTION FORM

NAME \_\_\_\_\_

	Cost	No	Total		
<b><i>Rally fee</i></b> <i>Additional vehicles</i>	\$10 ea		\$75		
Video VHS	\$30 ea				
DVD	\$40 ea				
Date and Venue	Adults Cost	No	Children Cost	No	
<b><i>Friday 25<sup>th</sup> March</i></b>					
Prepacked lunch for Static Display by Club.	\$10 ph		\$10 ph		
"Welcome Supper"	\$12 ph		\$5 ph		
Finger Food provided. Drinks at club prices					
<b><i>Saturday 26<sup>th</sup> March</i></b>					
Run "A". Full day 132 kms. Warwick to Glangallan Homestead for morning tea.	\$35 ph				
Rudd's Pub at Nobby for lunch. Return via Clifton.					
Run "B". Full day bus "wine tour" of Stanthorpe. Includes morning tea and lunch.	\$40 ph				
Run "C". Half day tour to Queen Mary Falls via Killarney and return via Emu Vale and Yangan. Morning /afternoon tea.	\$5 ph		\$5 ph		
Prepacked lunch at Registration venue	\$10 ph		\$10 ph		
Run "D". Half day tour to Allora via Goomburra and Lavender Farm.	\$5 ph		\$5 ph		
Morning /afternoon tea.	\$5 ph		\$5 ph		
Evening B-B-Q	\$10 ph		\$5 ph		
<b><i>Sunday 27<sup>th</sup> March</i></b>					
Prepacked lunch for Static Display by model	\$10 ph		\$10 ph		
Run "C". <b>Afternoon</b> run to Queen Mary Falls via Killarney and return via Emu Vale and Yangan.					
Run "E" Short <b>afternoon</b> run to Leslie dam					
<b><u>Official AOA 2005 Dinner.</u></b> Special meals available	\$25 ph		\$10 ph		
<b><i>Monday 28<sup>th</sup> March AM</i></b>					
Run "C". Half day tour to Queen Mary Falls via Killarney and return via Emu Vale and Yangan. Morning tea.	\$5 ph		\$5 ph		
Run "D". Half day tour to Allora via Goomburra and Lavender Farm.	\$5 ph		\$5 ph		
Morning tea	\$5 ph		\$5 ph		
<b>TOTAL:</b>					\$

1

5



## AOA 2005

### Run details

#### **"Run A"**

Warwick to Glangallan is 15kms. Glangallan Homestead dates from the 1850's and was described as "the finest homestead in Queensland". This stop includes a tour of the homestead and morning tea on the lawns weather permitting. If not, morning tea will be in the tourist centre attached to the homestead.

Another 13kms to historic Allora. A drive through Allora to see the historic buildings and on another 40kms to the Nobby pub for lunch. The Nobby pub is much the same as when Steele Rudd wrote the "Dad and Dave" classics.

Return via Clifton through some of the Darling Downs prime farming country.

#### **"Run B"**

This is a bus tour for those who would like a break from driving.

Included will be at least five of the Granite Belt wineries and other district attractions.

This tour includes morning tea and lunch.

#### **"Run C"**

This run is a 77kms round trip through historic Killarney's rolling foothills and deep secluded valleys providing picture postcard views. Queen Mary Falls is in the Queen Mary National Park and access to the top of the falls is an easy walk from the car park. A walking track can also be taken to the bottom of the falls.

Morning tea will be taken at the Falls.

Return via Emu Vale and Yangan with more of the best views the Downs has to offer.

#### **"Run D"**

A gentle run through the rolling hills to Clintonvale and then on through the Goomburra State forest, popular for its camping grounds and bushwalks. On to Allora for morning tea and a chance to look at the historic town much of which has remained untouched.

Back to Warwick via Deuchar for a 90km round trip.

#### **"Run E"**

A short 14km run to Leslie Dam. The Dam is a scenic lake in a rural setting with picnic facilities, toilets, showers and B-B-Q's.

#### **"Prepacked Meals"**

Prepacked lunches will be available at the Queens Park Clubhouse except on Sunday when they will be available at the static display in Victoria Park.

Morning / Afternoon teas will be available at the Clubhouse at the commencement of each run, with included cold drinks being available at the venue.

Hot water will be available at the Clubhouse for those wishing to take a thermos

Please enclose a photograph and complete a brief history of your vehicle.

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### DECLARATION

1. Vehicles participating in AOA 2005 are registered and covered by a comprehensive insurance policy.
2. The Austin Motor Vehicle Club of Queensland Incorporated, the committee, members, co-ordinators, agents and other associated clubs and organisations do not admit liability and will in no way be held responsible for any loss of life, injury or damage suffered by or to any vehicle, entrant, owner, driver or passenger through any circumstance.
3. All entrants, owners, drivers and passengers enter and participate in this event solely at their own risk and waive any right of action at law against the incorporated Club, its committee, members, co-ordinators, agents and associated clubs and organisations.

Entrant's Signature \_\_\_\_\_ Date \_\_\_\_\_

### PLEASE NOTE

Vehicles other than Austins may also be registered.  
Remember to enclose a photograph of your car.  
Provide all relevant details as requested to facilitate the processing of your registration.  
We regret that we do not have access to Credit Card facilities.  
Enclose cheque/ money order made payable to AOA 2005

Return to     AOA 2005  
                 119 Crowley Street  
                 Zillmere, Brisbane. 4034

Date received \_\_\_\_\_

Receipt No. \_\_\_\_\_

Rally No. \_\_\_\_\_

1

# For Sale

**Mk 11 1970 manual 2 owners low mileage totally original \$4,500**

**Early Mk 1 easy restoration \$500**

**1970 mk 11 manual parts car \$200**

**Plus many parts Colin Johnson Slacks Creek 07 3208 6546**

**1972 Tasman Mk 11 manual \$2000 Peter 07 5574 8293**

**1969 mk 11 manual ute, with Lowline metal canopy No RWC \$4250 Rik Scott  
Airport West 03 9324 5502**

**1970 Mk 11 auto No reg or RWC 2 owners 03 9729 7728 offers**

**1971 Kimberely auto with 21,000 miles on the clock Always garaged \$3,000**

**Eastlakes 9667 2017**

**Mk 11 Ute Good condition \$2500 0408 499 924 {Wetherill Park, NSW}**

**2 1800 s – 1969 models 1 good condition, parts car \$500 07 5439 6439**

**1800 Ute plus car \$1,200 for both 07 4681 1451**

**1972 Austin Tasman Mk 11 man VG condition \$2000 02 5574 8293**

**Mk 1 1800 white/ blue nearly complete needs some panel beating and paint  
Located at Jerildere Contact Herb Simpfendorfer 02 6029 2224**

**Austin A 99 Westminster 1961 3 speed manual with o/d on top 2 ratios shares 3  
litre 6 with the Big Healey Ken Patience \$3,000 03 9337 4661**

**Austin 1800 1970 one of the last made manual sugar cane/ blue always stored  
under cover 82,000 miles very good original condition 2 owners \$1500 Daryl  
Stephens Mitcham Vic 03 9873 3038**

**The Lord gives, the Government takes away and what's left  
The wife gets !**

# AUSTINS OVER AUSTRALIA 2005

Warwick - Queensland - 2005

## REGISTRATION FORM

Please print clearly and sign the declaration

### Entrant details

Title \_\_\_\_\_ First Name \_\_\_\_\_ Surname \_\_\_\_\_

Street address \_\_\_\_\_ Suburb \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Post Code \_\_\_\_\_

### Adult Passenger details

Title First Name Surname

1. \_\_\_\_\_

2. \_\_\_\_\_

3. \_\_\_\_\_

### Children ( Primary School )

Age ( Easter 2005 )

1. \_\_\_\_\_

2. \_\_\_\_\_

3. \_\_\_\_\_

4. \_\_\_\_\_

### Vehicle details

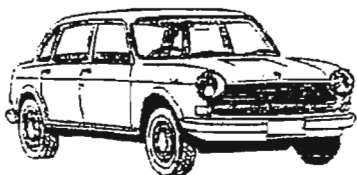
Year Make Model & Name Body style Reg. No.

1. \_\_\_\_\_

2. \_\_\_\_\_

Over.....

Welcome to Newsletter number 116 for June and July 2004



# LANDCRAB

CLUB OF AUSTRALASIA INC.



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



# New Members

Aaron Young	Box 608 Williamstown South Oz 5351	08 8524 7094	mk 1
Francis Barnes	224 Cooriengah Heights Engadine NSW	02 9520 7351	mk 11
Garry Fry	Box R 1228 Royal Exchange, NSW 1225		

A big welcome back to Garry, who is a former member. An update on the 2600cc and Turbo Kimberly would be appreciated ! Ditto for the 3 litre Austin and any 1800's you have lying around !

David frey	39 Hillside Crescent Teracba 2284	02 4956 2780	mk 1
Keith Haines	RMB 6180 Douglas Road Coleraine Vic 3315		Mk 11 Ute
John VanGronningen	1385 Rocford Road Hanging Rock 3442		Beautifully Restored 11
Carle Gregory	12 Arakorta Street Lota QLD 4179		Mk 11
Eriks Skinkis	73 Hill Road Birrong NSW 2143	02 9644 5530	Mk 1

As well as a Mk 1, Eriks has a 1953 A30, 1963 Austin Freeway [for those overseas members a Freeway was basically an A60 Cambridge with a 6 cylinder B series engine- We also had a Wolseley 24/80 variation] and a 1971 MG midget

Newsletter 115 arrived today again it makes good reading.

An update for your records I have a 1971 Austin 1800 MkII Sedan which is the major project at the moment you mentioned is one I retrieved from certain oblivion about 5 weeks ago.

I am waiting on Robert Goodall supplying some bits and pieces to get the engine fixed. If you know of any gear ring suitable for the "B" series my mechanic will remove the damaged one from the flywheel and re fit

My skills as a spray painter will be tested soon. I have managed to get a second hand nearside mudguard condition (the old one is off, what a job!), it has been cleaned up and a small amount of panel work done, now for u

The damage to the mudguard doesn't look too bad in this photo but it was worse than it looks.

A friend of my eldest son has offered to spray the car but he wants me to learn a little about spraypainting, to start is at the undercoat stage.

On page 6 of the newsletter is a picture of an Austin, it looks like a model sold in the UK but this is left hand drive is the story?

I am now going through the members list to see who is near to myself. By the way I have been made aware of an owner who lives close to me but he is not on the list. I'll make contact and advise him of the club.

regards

Eddie





MURPHY and Clancy were walking past a church and Murphy said, "I haven't been to confession for weeks. I'll go in and get absolution."

He entered the confessional and acknowledged having his way with a woman. "I know you by your voice, Murphy," said the priest, "and it's not the first time this has happened. I want to know the lady's name."

"It's not proper you should ask and I'll not be telling you," Murphy replied defiantly.

"If you want absolution, you'll have to tell me," insisted the

priest. "Was it O'Reilly's sister?" Murphy refused to answer. "Well, I'll ask again. Was it the widow Harrington?"

Again, Murphy wouldn't reply. "One more time I'll ask," thundered the priest. "Was it the young Flanagan girl?"

"For the third time, I'll not be telling you," said

Murphy stubbornly.

"Then you'll be getting no absolution from me," the priest declared. "Out with you!"

Clancy, waiting outside, asked, "Well, did you get absolution?"

"No," grinned Murphy, "but I got three good leads!"

ILLUSTRATED BY SCOTT ARTHUR MASEAR



# HINTS FOR RESTORING AN 1800 FOR THE BUDGET CONSCIOUS

By Herb Simpfordorfer

## THE AUSTIN 1800 AND MUMMIES

It could happen that a piece of paper on the windscreen of an Austin 1800 at some rally announces that the vehicle is NOT RESTORED and NOT REPAINTED. Well, fancy that! It looks in perfect condition, just like it was when it came out of the showroom something like 35 years ago. The upholstery looks in fine shape, the dash padding is not cracked and there is not a blemish on the paintwork. Now, the question arises as to who is to get the praise for this magnificent vehicle. It has lasted over three decades without perceptibly changing. To answer this question, think of going into a museum and seeing an Egyptian mummy, which looks in very good condition even though it is thousands of years old. Do you praise the museum people who are the owners of the mummy? Hardly. You would think very highly of the people who were involved in preparing the mummy. You could think kind thoughts of the museum people for not allowing the bright sun to shine onto the mummy, or to let water drip onto it. In much the same way, the workers at 52-112 Joynton Avenue, Zetland (Sydney suburb) who put the 1800 car together, and Alec Issigonis and his team in England who did the basic design really deserve the praise for making a car which can last so many years and still look good, providing it stays in good hands. We all know that the Austin 1800 was called the Car of the (20th) Century and we also know that it continues to function very nicely into the next century too.

Anyway, when I see the card telling me the car is not restored, I have a quick look, and move on, looking for something much more interesting. I am looking for a car that has been through the wars, paddock bashed, left in the sun for years, tortured in rallies, smitten and afflicted, used as a hen coop for a time, left on the side of a creek bed to rot, even taken to the tip, you name it, all of these things can happen to an Austin 1800. Shame. What interests me is how the present owner went about the restoration of this vehicle, and how it turned out.

There are cheque book restorers. They can start with a wreck, and get it to concours standard. You know the ones, they need the engine rebuilt, so they go to the engine reconditioning place and get the job done, and pay by cheque. Similarly with the body panels, paint, the upholstery, the brakes, the ball joints, the constant velocity joints, the suspension, the steering wheel, the carpet, the rack and pinion, windscreen and every other thing, even the grille. Yes, it is possible to get outsiders (professionals) to do every last detail of a restoration, and there is big money for the firms who specialise in this work. If there is a switch malfunctioning, these blokes will go to no end of trouble and expense to get exactly the right one, even if it has to come out from England. There may even be a place that would bring to concours standard the gear lever knob, and charge you a lot for the job! If I find a car that has been cheque book restored, I have a quick look and move on. The owner may be terribly proud of his car, and is likely to receive a lot of praise and trophies. But does he have a close affinity with the car? Has he lifted a finger to take part in the restoration? Well, yes, his finger was used in signing the cheques! For me this kind of car has little interest. I am looking for something far more interesting.

There are owners who do part of the work, and pay to get the rest done. Depending on their skill levels in mechanics, painting, bodywork, vinyl restoration, and so on, they do what they can and farm out the rest. Quite a common way to go, as it saves money. But still I would move on and look for another type of restoration.

The car I am looking for is owned by a bloke with a rather small cheque book and who has an Austin 1800 that is very dear to him. It was in a very bad way, and is much better now, not perfect, but the guy did just about everything himself.

At the start, I will tell you that I have had nothing to do with auto cars, (and never will) and I have mainly Mark 1 sedans. My first one was just out of rego, and garaged always, so it was pretty easy, mainly checking for leaks, re-greasing and resealing wherever there is grease and seals, checking play in suspension components and steering, pumping up the bags (proper name is displacer units) a bit, and doing a bit of body and paint work. My second car was not as good, and needed everything except the power unit taken apart, and rebuilt. The inside needed some patching up. The third did a stint as a paddock basher, and had dents and buckles, busted suspension pipes and fuel pipe, and was not nice at all inside. The fourth was given to me as long as I took it away. It was derelict under a pine tree. The fifth was a gift. It was in a back yard, exposed to the weather for years and the inside was full of wheels and tyres. I had to take the lot or nothing. I have others lined up by the fence, ready to supply parts. Some are protected from the weather, as they will come into the shed if I last long enough to get to restore them.

Clearly, if it is not left in the weather, there is very little that goes wrong with an 1800, even after forty years. So what deteriorates first on an 1800 if it is exposed to the weather? Sunshine ruins the padding on top of the dash, cracks the steering wheel, ruins the weather seal in the doors, cracks the bonnet badge, cracks the lenses of the front parking lights, ruins the top of the back seat and bits of front seats, wrecks the material under the back window, stiffens the rubbers and sealing strips of windows and windscreen, buckles the padding under the speedo, fades the colour of the red tape on the speedo, and that's about it. In bad cases, the whole layer of final paint is removed, leaving undercoat or less. What about heat? Heat ruins the cover of on the inside light, perishes the door rubbers and makes a mess of the parcel tray lining. If water has come in, the carpet and stuff under the carpet are wrecked, usually in the front passenger area. I have never seen the carpet or the stuff underneath at the back ruined. It's worth spending a bit of time on carpets, as grotty ones can come good with a decent clean. Water in the boot can occur, rusting the floor. Those funny little panels which are partly under the front door pockets are often distorted because of water damage.

Parts that wear out with long use are the direction indicator stalk, switches in the Mark 2, engine mounts, the Slipflex units at the back wheels, the handles for the vent system, the handles for the choke and bonnet, and the rubber supports that hold the gear cables up above the exhaust pipe. Oil leaks can develop, especially in the cables, but not always, and on seals elsewhere.

There are parts of the car that have a very long life. All chrome work is good quality, and even very grubby parts come up nice with a bit of elbow grease. The engine, gearbox, and diff can be good even if the car as a whole looks awful. I have yet to see a speedo and instruments that do not work. Similarly for doors and parts therein, suspension components, head lining, wheel bearings and just about everything else not already mentioned. The door hinges are a quantum leap better than hinges of other cars. No matter how buckled the car is, it is very unusual to find doors that do not close with a nice Clunk. Of course this is also thanks to the inherent strength and rigidity of the monocoque body shell.

Rust? Can occur, of course, but often a car can have only surface rust. A bad area is at the lower back end of the front mudguards, just in front of the bottom of the front doors. As soon as I get a car, I take off that stupid "deflector, wing to dash" which serves no useful purpose for me, apart from stopping me washing out all the dirt behind the tail end of the front mudguard. There are five 3/8 self tapping screws on each of these, and I throw the lot as far as I can over the back fence. I think I know why these deflectors are there, but I am much happier to have them completely separated from the car. As part of every restoration, I take off all the trim from the doors, clean out all the dirt, clean out the drain holes, and spray fishoil into every crevice. I also give fishoil treatment to those bins beside the boot. If I get real keen, I keep going around the car and fishoil everything that is not painted. It smells for a few days, but sure stops rusting. The rotodip process was a good idea, as the 1800 has far less rust problems than other vehicles made at that time. Think of a HR Holden that has been left outside for a while!

## STARTING WITH A WRECK

Here is a likely scenario. A once proud Austin 1800 sedan was left to rot in a paddock. It had dents and rust, it was sunfaded with cracked upholstery. The carpet, underfelt and most of the interior were water damaged. Pieces were missing (maybe the front seats, alternator, front bumper, badges, light lenses, wheels, windscreen and grille). The inside was full of junk. The bonnet had a dent. The boot did not stay shut. Now this would be a real challenge.

There are vehicles that will be restored no matter in what condition they are found. For certain vehicles, it is not unknown for a keen vehicle restorer to start with only a mudguard and keep looking and buying and taking until he has the whole vehicle. Not so for the Austin 1800. They are not rare, and they have very little value in the marketplace. I rang Shannons and said I had a very nice Mark 2 and could they put it down for their next auction. The guy said words to the effect that I was wasting his time. Never-the-less, there are some 1800s that are more worth restoring than others because they are rare, or more luxurious. For example, if you have a two tone Mark 2 sedan, keep it in a safe place, as not many of these were made. Genuine black sedans are rare, as black was never on the colour chart, so they were special order only. (If you have a genuine black ute, you'd better keep it locked up in the bank!) I also like to think that very early Mark 1 cars are worth a good look, as they have some nice features that were dropped in later years. To tell if you have one of these, look for an external bonnet opening. Early cars also had a white strip across where the key and switches are. All others have imitation walnut. So, if you want a head turner (for Austin 1800 fanciers) get a two tone, a black or a very early one. Anything that is fully imported is also very collectable. A Wolseley 18/85 or Morris 1800 with leather upholstery would do very nicely, for example. Utes were only made in Australia, so are collectable. As an aside, I sometimes wonder if some restorers look for the ugliest car ever made, with hopeless mechanics, able to be driven with some degree of comfort for only two km., and with serious breakdowns occurring about every 10 km. They restore these because they will predictably be a head turner. Since the Landcrab is a good looking, comfortable and reliable vehicle, it will not attract this kind of restorer. One thing that makes Austin 1800s good restorers is that almost invariably, the first owner was fastidious and very proud of his (or her) car. He would never leave it in the weather unnecessarily, never abuse the mechanicals, and would stick religiously to the service shedule. Long time ownership by the first owner was common, as is storing it in a shed when no longer registered.

I asked a guy once if he would pass on some hints he uses in restoring the 1800. It looked like he had restored many, but the skills were not to be passed on by him. No way, he said, no time for that. In comparison, I am a rank beginner, now into my fifth restoration. But I can pass on some information to others who know less than I do. I never go for concours standard, and would not know what to do with a trophy, if I ever won one. (Give it to the kids, maybe?) I aim to have my cars looking good enough for parade duty, very reliable and ready for long trips.

If the owner of a wreck decided to see how much he could do himself, he would first give it a good clean out, then buy as many manuals as possible at Swap Meets. He would join the Landcrab Club and read all articles in the magazine with great care, and buy the set of Service Manuals. He would learn to take apart, check and put together a CV joint, ball joints, universal joints, the rack and pinion, suspension components, the wheel bearings, the brakes, the clutch, and maybe even the engine, gearbox and diff. He would learn about carpets, underlay, the heater, the cooling system, the brake booster, the interior fittings, and lots more. He would study circuit diagrams and work out why some electrical thing did not work, and correct the fault. He would learn about body filler, grades of wet and dry sandpaper, panel beating tools, the spray gun, various types of paint and how to paint a car. He would learn how to pump up the suspension, bleed the hydraulic systems and adjust the brakes. He would be justly proud of the final product *because he did the restoration himself*.

Now for details that I have used in restorations.

In this article, I will not mention the things that are easy to buy and fit: tyres, hoses, fan belt, oil, battery, boots, seals, bushes, grommets, grease, brake fluid, paint and paint equipment, and so on. These items are available at many places. I like to think that buying a more expensive item is money well spent. Like grease, paint, battery, tyres. For these items, money has to be spent. But it is amazing how much restoring an enterprising owner can get done by himself with minimal expenditure. Buying (or being given) another car of the same marque, even if it looks awful, is a great help, of course, as are visits to the wreckers' yards, phone calls to club members, visits to Clark Rubber, Monstye, CBC, Super Cheap Auto, Bursons, Rare Spares, Autobarn and similar places. Swap meets seem to have few parts specifically for the 1800, but manuals are usually available.

### **Modern Silicones are our good friends.**

Modern silicones are important for the DIY restorer. There are dozens, but once you find the ones that do the job, the rest can stay in the shop. They are made primarily for the building industry, but are very useful for lots of other applications. I have named below the ones I use, but there could be others that are just as good. Most silicones are a glue, are water resistant and go hard after a while. The ones that stay soft and sticky for a long time, e.g. All Clear are a nuisance

### **Tools**

Just about all nuts and bolts on the 1800 are SAE. The most common sizes are 3/8, 7/16, 1/2, 9/16, 5/8, 11/16, 3/4 and 15/16. It is necessary to have these sizes in open ender, ring spanner and socket. Used most by far are 1/2 and 9/16. It is a good idea to have lots of these two sizes, with ring spanners of various shapes. A set of Phillips head screw drivers is a must, from very big (to undo screws used in door hinges) to quite small. An unusual spanner needed is 1 1/2 SAE for the front wheel nuts. A socket or ring spanner is best. An even bigger socket (or tube spanner) is needed to take off the steering wheel. I made one from the biggest tube spanner I had, and it works well. In addition to the tools already mentioned, many other tools normally found in a shed workshop are needed. Useful test gear is a multimeter, a compression gauge, a good set of feeler gauges, a timing light, a dwell meter and a vacuum gauge. I also have a colourtune, but these are rare.

### **Books**

It is essential to have a good set of books. The most important are the BMC Workshop Manual and the BMC Parts List. Any others that you can buy (and there are many) come in very handy. All of mine have been bought at Swap Meets and second hand book shops. Another very useful item is a reprint of the Service Bulletins. These are available to members of our club. The Club has also booklets available called Beyond the Workshop Manual, which are also extremely useful. The bi-monthly club magazines also are worth reading very carefully and storing in a safe place, since they contain all kinds of hints and information.

**Cover fascia top.** That is the black bit that goes across under the windscreen. If the car has been in the sun a lot, it will be very hard to take off. Start this job with boldness and confidence that you can do this job as good as any professional restorer. Spotlight sells black vinyl. First, eight nuts have to be unscrewed, and some are in very awkward places. They are often rusted on. It is a lot easier if the parcel shelf is first removed. A socket on the end of a handle works best. Next the unit has to be levered off. Often it is impossible to get it off without damage because the base material (some kind of thick card) has lost all its elasticity. Never mind if the bolts at the top break off, or even if the material cracks. Try to keep the horizontal bolts in place. When you have the unit on the bench, carefully take off all the old vinyl. The small staples come off easily if a very small screwdriver and pincers are used. Retain the thin foam rubber under the vinyl if it is in good shape, otherwise replace it. If the vertical bolts did not come off, take them off. Use *Gap Filler* to repair the base material, even the cracks. Replacing the vinyl is simpler if you have given up smoking. Just cover up the centre opening, which was for the ash tray. First glue along the front edge. Keep the vinyl tight. Use *Fuller Max Bond* to glue at the edges, and hold the vinyl in place for a day with dozens of bulldog clips.

Then do the other side, again making sure the vinyl is tight. If you can only find a dozen bulldog clips, you will have to do the job in four or more stages as the clips have to be used in a continuous line. For the demister slits, cut the vinyl at the very centre of these slits cutting lengthwise, and again use glue and bulldog clips to glue the vinyl around the slits. There is just enough vinyl to do this. Bolt the demister tubes into place with bolts and nuts which were there before, but are now no longer part of the fascia top. Give the vinyl a good dose of Armor All Vinyl Restorer, which gives it a nice shiny look and a nice smell. Replace the restored and now beautiful looking fascia top using as many of the horizontal bolts as you have left. If one has come off, and you want to put one back where it belongs, use Gap Filler to hold it in place. Some Gap Filler will need to be in front of the head of the bolt. The bolts on the end are important, any others are a bonus. The edge closest to the windscreen cannot go anywhere, as it is jammed into a small gap.

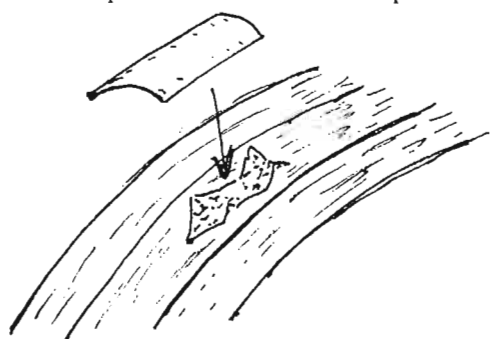
**Cover fascia lower.** This is the bit that goes across under the speedo. It often curls out at the ends. Here is a simple solution. Drill a small hole right near the end at the top and under the fascia. Use a black cable tie to pull the darn thing back to where it belongs.

**Engine Mounts.** The ones near the firewall are fiddly to replace. Do not throw them away if they are no longer useable in a car. They are useful in two ways. Ken Patience uses the metal pieces to make new mounts for Landcrab members on an exchange basis. The rubber can be cut off with a hacksaw. It can be used to make bushes for the engine steady and the shock absorber (next to the battery). To make these bushes, first drill out a hole the right size. Then use a sharp knife to cut the rubber to the approximate shape, and do the final shaping on a grinder. Two bushes can be made from each mount.

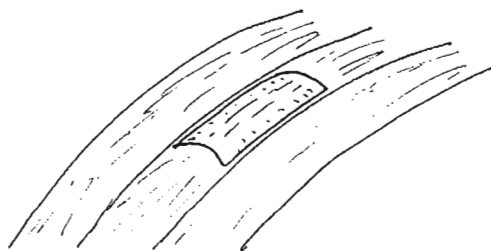
**Upholstery:** The first thing to realise is that the DIY person can do a lot of upholstery repair work. You do not have to rush to an upholstery place if a seat has splits in it, or if the stitching has come undone. We have to decide either

- a. We want money to stay in our pockets or
- b. We want the upholstery people to get rich and we become poor.

To repair stitching that has come apart, first get a strong curved needle, some very strong thread (linen thread is very good), the thicker the better, and prepare for an hour or so of meditation while you stitch the seat together again. The seat does not have to be taken out or taken apart. It ends up looking good, but a very close look will reveal that it has been hand stitched. That's good enough for me. Now for the cracked vinyl. It is almost essential that a spare seat is found that has exactly the same colour. Back seat is best, as it is the least worn and least heat affected. My repair method can be used where upholstery has one or more splits but the stitching is still OK. Even a seat that looks quite awful can end up looking good using this method. Cut a piece out of the spare seat, using only the vinyl and none of the stuff underneath it, so that the piece covers all the crack and some of the surrounding area. I use pieces that go from one line of stitching to the adjoining stitching. See diagram. Wipe the vinyl which will be covered with the new piece with thinner to get rid of any stuff that will not allow the glue to stick, apply Max Bond liberally to the under surface, then quickly place the patch on top, slide it around until it is in the right place, then find some way of applying fairly light but even pressure to the whole patch for one day. This may involve some curved metal and weights



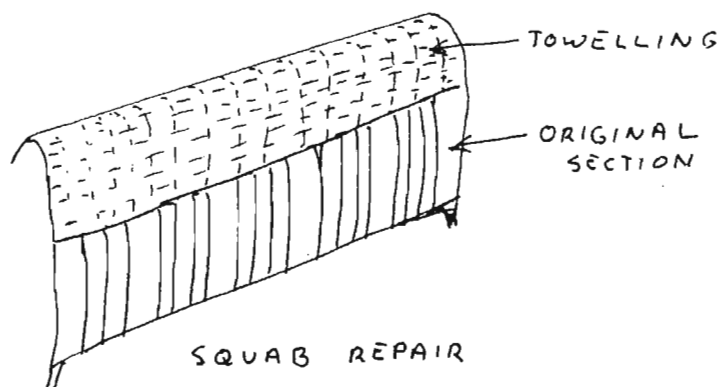
NASTY HOLE



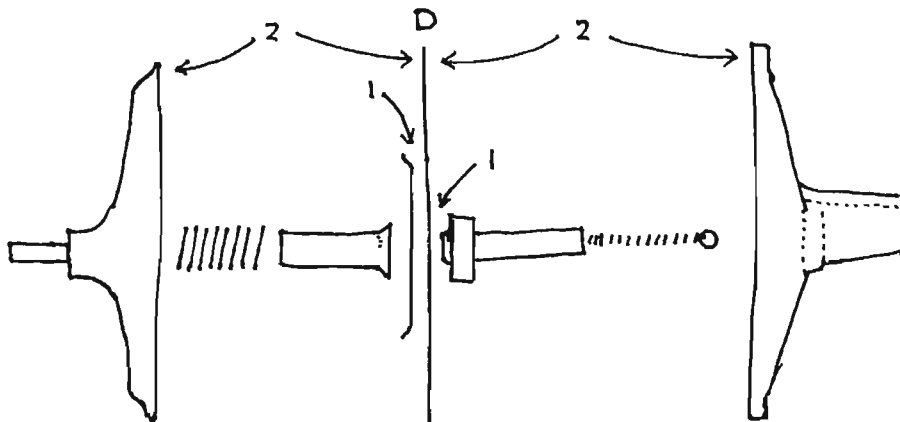
REPAIRED

on top. After one day, take off the weights and metal, carefully scrape off any Max Bond which has oozed out of the side of the patch, using a sharp knife like a Stanley knife, and glue under any edges that are not glued. Leave it for a few more days before you sit on it. In this way one section can be done in one day. Many sections can be done in this way on each seat, one section every day. I have done this fix it job many times, and a casual look at the seat cannot detect a repair. I have never had Max Bond release its grip, even on the driver's seat. The secret of success is to put the patch on quickly, and do the job on a warm to hot day, as a skin forms on Max Bond surface seconds after being applied, and warm glue bonds much better than cold glue. Warm up the tube near the hot water system for a day, if you are having a cold spell.

A harder upholstery repair is the top of the back seat squab. These can be tattered all across the top, but do not give up. The rest of the squab will probably be in good shape. Think of keeping money in your pocket. The upholstery firm will probably not try to restore the squab to its original configuration. They get a piece of vinyl of the same colour, and cut off a piece that goes over all the tattered part. This is then sewn on, using stitching only at the edges of the new piece. It looks OK. Here is a DIY method for the budget conscious. The end product is nearly as good as the professional method. What we are aiming for is a piece of heavy flexible material to cover the top third of the back squab. Take a piece of trim which has the colour you need off some part of the car (some small pieces unclip), go to Spotlight, walk in boldly where there are women all over the place, go to the towelling section of the shop, look around for some towelling (or velvet if you have lots of money) with the colour you want, or a matching colour. Buy a piece 1500 x 600. At home again, take off the squab. To do this, lift out the seat first then undo the two screws at the bottom of the squab. This is then lifted upwards to clear three clips at the back. Put slits into the towelling where the clips are, and put the squab back on, with the towelling now jammed in place by the squab and held by the clips. Some fiddling is necessary at the sides of the squab to get it looking right, by jamming it into spaces between the squab and the sides of the car. Cut some off if it looks too long. Hemming the bottom stops fraying, if there is someone around who can do this. It should end up staying in place when the back seat is used. The tatters are no longer seen and no one except you and me will ever know they are still there, as the seat looks good and feels good.



**Distributor Vacuum Advance.** After many years, the diaphragm perishes. Do not buy a new unit. The old ones are easy and cheap to repair. It is just a matter of replacing the diaphragm. The diaphragm material is on a big roll at Clark Rubber and you can buy enough for forty repair jobs for a few dollars, like I did. It is called insert rubber, because it is a sandwich of rubber on the outside, and a piece of cloth in the middle. To take the unit apart, use a grinder to carefully grind around the perimeter of the middle section until the unit springs apart. Then grind off the lip holding the diaphragm in place inside the unit, then clean everything real clean, remembering where all the pieces go again on re-assembly. Super Glue is a good adhesive for all mating surfaces in this repair job. The diaphragm material has to be cut to be cut to approx the right size, but bigger than needed. A 5 mm hole has to be cut in the middle. Here is an easy way to do it if you do not have a leather punch of that size. Look in your socket set for a 4 mm socket. Have you ever used it? No. (I knew you'd say that!) So use it for making a hole in the diaphragm, by first grinding off the outside of the bottom of the socket making it into a hole punch with sharp edges. Put a piece of hard wood under the diaphragm material before hitting the "punch" with a hammer. This gives you a neat circular hole of the right size. Now glue the diaphragm onto the two pieces of metal which touch it at its centre. See



VACUUM ADVANCE UNIT COMPLETELY DISMANTLED

D - DIAPHRAGM

1 - GLUE FIRST

2 - GLUE SECOND

diagram. Leave it clamped in a vice for a few hours, then glue the diaphragm to the housing, (there are two mating surfaces), making sure all the inside pieces are put back first, leaving this clamped for a few hours. Trim off the excess diaphragm material. The unit is now ready for use, but some may like to add a tyre shaped piece of substance around the centre perimeter to hold it together, if you are skeptical about the strength of Super Glue. Knead It works perfectly in this application, as it is like putty when applied and sets as hard as a rock in a day or so. It can then be filed or ground and even painted if you are fussy about the final appearance. To test the repair, connect a piece of tubing to the unit, and suck, watching the other end of the unit come into the housing, then put your tongue onto the end of the tube. If the unit is good, the partial vacuum will be retained for a long time. Note: It could be that this insert rubber sheeting can be used in the closed circuit engine breather, but I have not tried it.

**Fluid Suspension System** The fluid suspension system at first seems a big mystery, as it is found on few vehicles, but fixing any part of it is really easy, although it can be time consuming. Repairs are either replacing a displacer unit and its attached flexible tube. (to undo the connection, the bigger the spanners the better). or replacing a metal connecting tube. Repairing a bag is impossible, but replacing its flexible tube can be done by some firms. Before rushing off to get repairs done for a lot of money, bear in mind that the worst wreck in the world could still have servicable displacer units. Much has been written about the suspension system in this magazine in the past, so I won't go over it again. The best way to go is to change to front bags at the back after first finding the appropriate cradles off wrecked utes or Kimberleys, make your own fluid or buy Penrite fluid, make or get the gear to evacuate and then pump up the system, and have some spare bags on hand just in case anything goes pop. Longevity is an integral part of the system, and even cars in a creek or otherwise sorely

neglected can have a perfectly functioning suspension. I have busted only two bags, and both times it was because I did something silly. The system sometimes has a small leak somewhere and goes down very slowly, and may need pumping up once a year, but that is a job finished in about half an hour. It is important not to get any air into the system while pumping it up.

**Front End** Easy but time consuming jobs are CV joints, front end ball joints and bearings, rear wheel bearings. Putting the drive shaft back onto the CV joint can be frustrating because of the clip that has to be compressed while the shaft is pushed in. Perseverance and patience are necessary. An extra person is handy too. About the only thing you should expect to buy are the correct grease, seals and the boots. Warning: Some grease seals are hard to find at CBC. Take in the ones you need to have replaced, but expect to hear the guy say *Discontinued* for some of them, especially Mk 1. I have reused some seals in desperation if they are still a tight fit on the lip side. Newport Motors in Adelaide can supply all of them. It is handy to have a few spare ball joints in case there is more wear than the taking out of shims can remedy. Fitting grease nipples seems to be a good idea, but I have not done it yet. It is also easy to make up your own wheel aligning setup, assuming that the only thing that needs to be checked is toe in. I have yet to have a rack and pinion reconditioned, as they last a long time.

**Inside** Apart from upholstery and fascia panels mentioned above, liberal use of vinyl restorer will make a world of difference to most inside surfaces. Carpets can be home made using house type carpet. The stuff under the carpet can probably be bought, but bits from wrecks can be used successfully. I have yet to have to replace headlining. The inside light cover is a problem, and can be left off until you find one somewhere. One could surely be made from stuff lying around, but I have yet to try it. Cracks in the steering wheel can be filled with Knead It. Worn pedal rubbers and door seals can be bought at Auto Rubber places. Heaters and fans give little trouble. Mark 1 switches, speedos and gauges last for ever. Turning indicator stalks are bad news, but can be bought new old stock from the Club. A much simpler switch can be used, if you do not need the headlight flasher facility, the auto cancelling or the light on the end of the stalk. I have used the lower orange light on the dash as a direction indicator light, and that works well.

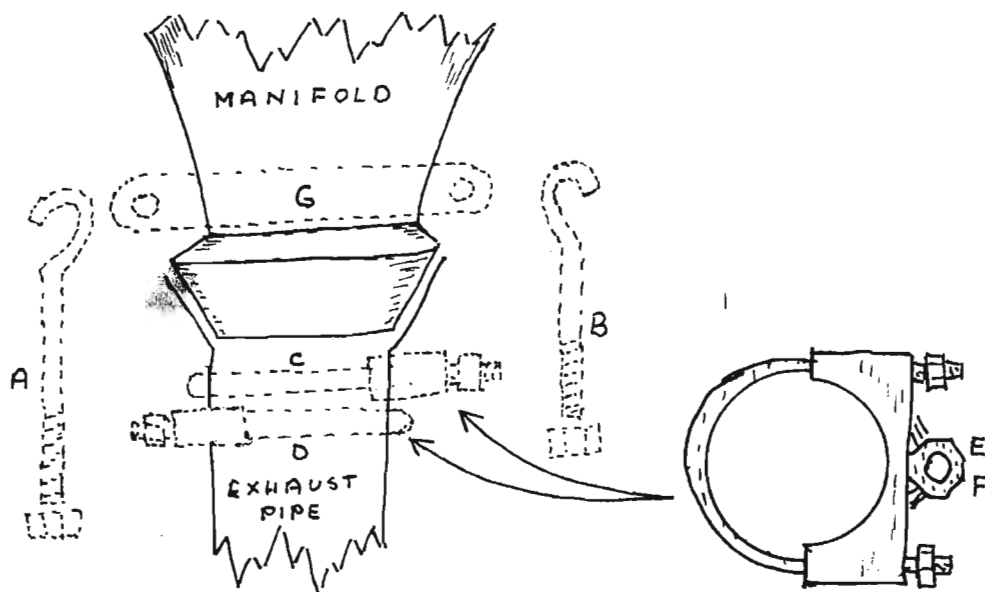
**Engine Bay.** Carburettors can be cleaned and reset using the workshop manual. Generators and control units have yet to play up for me, but more reliable theoretically are alternators. Distributors are finicky things, and changing to electronic ignition is a good move. Find a distributor at the wreckers, from a mid 80s Nissan Pulsar, with D4R stamped on it, followed by two numbers. Use the bit at the end from an 1800 distributor. Some other small changes may be necessary. We are supposed to change the oil filler cap every now and then, but I do not know why. There's probably a small hole in there somewhere that gets clogged up. The closed circuit breather is pretty well trouble free but check the diaphragm if the engine does not speed up when the oil filler cap is removed.

**Exhaust System** The whole exhaust system can be removed in one piece in half an hour if there is about one foot of space under the car. All pipework and muffler are still in the books at Exhaust shops, but I have the feeling that these items are about to be discontinued. After that we will have to find another way to solve exhaust problems. The difficulty is that the muffler on an 1800 exhaust is oval in cross section, and has both in and out pipes at the centre of the ends, a system which is not used in modern cars, so we cannot easily use any modern mufflers.

The only difficult area with exhausts is the clamp system where the exhaust pipe meets up with the exhaust manifold. I make the mating surfaces real clean and use Maniseal liberally. Squeezing the clamps a bit helps a lot too. Replacement clamps are also not easy to find if needed. But there is a solution at hand. I have worked out a system of using a different method of joining manifold to pipe, using bits of 1800 cars, which ends up with the important nuts and bolts being parallel to the line of



the exhaust system, and not at right angles to the pipes, as on the original system. This give a much more positive connection than Alec Issigonis' idea. Total cost to the DIY person is zero. The down side of this idea is that it is more bulky than the original, but there is still plenty of room to put it on. Parts needed are two U bolts from the rubber universal unit on manual sedans (A and B in the diagram), two clamps of the type that is found on the front end of the muffler (C and D), two 9/16 nuts (E and F), and one old set of clamps which is used to hold the exhaust pipe to the manifold (G). Spring washers can be put under all nuts. Welding, bending and grinding are involved to rework all these parts. Nuts E and F are welded onto the clamps as shown, one onto the centre of the flat on each clamp. G needs grinding at the inside of the top to make it fit on. Modifying A and B is the hardest part, involving a good vice and a lot of hammering after cutting to length to make them the right shape. See diagram for approximate shape of these. The top ends hook onto the bolts of clamp G, and the bottom ends go through the 9/16 nuts. Note that A is longer than B. It is a lot easier to make these parts if the manifold and first part of the exhaust pipe are on the bench. If you are fortunate, you may these in your spare parts bin. Taking off the air filter, carburettor and even brake booster will give you more room to work when putting it all together. First clean all surfaces, and apply a generous layer of Maniseal to the mating surfaces. The exhaust pipe has to be supported to keep it in place exactly where it belongs along its whole length. Work out where is the best place for A and B to go down, then make G tight, then put on C loose enough so it can still be moved. Put on B, making the nut finger tight. Do the same with D and A. Move C and D to make it all look good. Then gradually tighten all six nuts on A, B, C and D. Then go inside and have a nice cuppa. Run the engine for about half an hour to make the Maniseal do its stuff.



**Brakes** Brake linings and pads last a long time, and I have yet to need to buy these. Master and slave cylinders sometimes need reconditioning, and Monstype do this job. To save money, I have bought only the kit which contains the rubber piston and removed blemishes from the interior of the cylinder with wet and dry emery, and it has worked well every since. Master cylinder leaks are bad news, as the smelly fluid gets onto the carpet inside the car. Hand brake adjustment is easy, but you have to go under the car with a few spanners in your hand. I have had enough boosters on hand to replace ones that malfunction. It is quite costly to get spare parts places involved to buy or recondition these. I use brake fluid that is non water absorbent, but I do not know if this is a big advantage

**Clutch** The clutch and thrust bearing will wear out sometime, and the good news is that they are available from Monstype. Replacing these is another story, as the engine has to come out and you will need some funny looking gaskets too. A rather long job. (Apparently it is possible to replace the clutch and bearing without taking the engine out, but taking the engine out is recommended for us beginners.) The master and slave cylinders last a long time if good fluid is used and changed regularly so that no water gets into the system. Monstype are ready to do any reconditioning. There is some

adjustment possible if it is hard to get into first gear when car is stationary and if there are no noises to indicate the death throes of the thrust bearing. First check for worn pins, then do the bleeding properly, and if this does not help, lengthen the rod a bit that goes into the slave cylinder. It is also possible to give a worn thrust bearing an extra lease of life by pushing the carbon insert out a bit from its housing, and putting something behind it to fill the gap thus formed. I use Knead It. Do not expect to do every one successfully, as the carbon is brittle.

**Wheel Aligning.** It is pretty easy to measure toe-in. I use stands and clamps of the type that are used in a high school science laboratory. You need to have a pretty smooth concrete floor, and the car has to be moved about a metre back and forth. The adjustment is easy with a couple of open ended spanners, and can be done while the car is on the floor.

**Odd Bits** I have never had to buy lights or light lenses, and I've heard that some lenses are hard to get. A faulty electric fuel pump can be replaced by a non-genuine unit from Repco, instead of trying to fix the genuine unit..

**Mark 1 and Mark 2** Imagine you want to restore a Mark 2, and have a Mark 1 for parts, or vice versa. There are some traps you can fall into. So what is not the same on the two? There are some obvious differences to any observer: bonnet badge, grille, front parking lights, rear lights, front mudguards, chrome strips on the side, bumper bars, back mudguards, tail lights, boot chrome work. Inside there are a lot more obvious similarities and differences: Not so obvious are the front seats, which are not interchangeable. Now for the tricky ones. You must be careful with cylinder heads. Mark 1 heads have smaller diameter inlet valves, and can be used on Mark 2 blocks, but Mark 2 heads are not to be used on Mark 1 blocks. It may be OK for a while, but the exhaust valves can hit the top of the block. To put a Mark 2 head on a Mark 1 block, a section of the block has to be ground away to give good clearance for the valves. A Mark 2 head has 1800 and an O embossed on the top. Mark 1 heads have only the 1800. The plate between the block and the transfer cogs is different. Carburettors are not directly interchangeable as the manifolds are different. What to watch for here is that the float bowl is vertical when fitted. If you have made a mistake, the bowl will be about 10 degrees off vertical. There is a solution. Between the bowl and the main body of the carburettor, there is an adaptor. This can easily be changed to make the bowl sit vertical.

There are also differences between early Mark 1 and the later ones, and similarly for Mark 2. The best way to go is to have lots of vehicles lined up for parts, and you will always be able to find exactly the part you need. Brake components can be Girling or PBR, so care is needed here. Wheels can be 13 inch or 14 inch, and their hubcaps are different. Some grease seals are different. The hand brakes are different. Mark 2 have mechanical fuel pumps, Mark 1 have electric. Mark 2 can be fitted with electric fuel pumps if so desired, but no way can a mechanical pump be fitted to a Mark 1 block. Rear suspension arms are different, but interchangeable (Mark 1 are better). Oil filters are different. Most Mark 2 have a dual hydraulic brake system, Mark 1 do not. Mark 1 are fitted with generators, Mark 2 have alternators. The list goes on and on. Others could tell you lots more. And then, of course, an auto vehicle has many different parts compared to its manual siblings. This is just to tell you to take care before you grab a Mark 1 part and expect it to fit into a Mark 2, or even into another Mark 1. In the Service Bulletins, dealers were sent many pages on which were details of these many changes, which were called "production developments", "important changes", "production improvements" and "modification to xxxxx".

Monday, 10 May 2004  
Ironbark Valley,  
Box Gap Road,  
Putty NSW 2330

Mr Darryl Stephens  
Land Crab Car Club  
22 Davidson Street  
MITCHAM VIC 3132

Dear Daryl,

I've not rejoined the Land Crab car Club, as I've now sold our immaculate, low mileage Mk11 Kimberley. It has gone to a new home in Singleton NSW, the owner is an ex Leyland employee, and previously a Leyland new car dealer. The Kimberley changed hands for it's advertised price of \$5,500.00.

At present, I am restoring an extremely rare 1955 Right Hand Drive Citroen Traction Commercialle (It has a tailgate rather than a boot lid).

This car was built in Slough, UK, together with a batch of 24 Traction, 9 seater Familialles (three rows of seats) for export to Australia.

The Commercialle is thought to have been a Citroen factory error, with Paris supplying the UK with the wrong body shell. While Paris built regular production runs of Left Hand Drive Commercialles, this Australian Delivered car is the only Right Hand Drive vehicle ever built. The car is presently owned by a prominent Sydney Citroen dealer.

As a consequence of the restoration, I have decided to sell off the remainder of our Tasman / Kimberley collection, including a huge amount of new and second hand parts. I would appreciate if you could advertise the following cars and parts in the next issue of you magazine.

The Cars: (all unregistered)

MK11 Kimberley Manual, with log books, Pale Blue, Doeskin interior. 21,000 Miles Interior great, but headlining damaged. Could do with a respray. Interior partly removed. Body very straight, small amount of damage to front door / front guard when door stay failed.

MK1 Kimberley Auto, with log books. Factory Twin Carburettors! Broken torque converter drive plate (replacement supplied). Mustard Colour with Doeskin Interior. Interior excellent, but a little grubby.

MK11 Tasman Manual, with log books. Gambier Turquoise with Doeskin interior, in excellent condition. Small accident damage to left hand front end. Replacement grill, and new front apron supplied. Body very straight. Shell mostly stripped for respray and repairs.

Three MK11 Kimberley Autos, one MK11 Kimberley Manual and one MK11 Tasman. Mostly Complete, one auto with factory Vinyl Roof, and SS Moulds. Probably only good for parts or wrecking.

Huge amount of New and second hand parts including:

10 new rear Tail lamp Assemblies.

4 new rear Tail Lamp lenses

Large amount of new front indicator assemblies

New clutch parts including two new clutch kits

New windscreen seals

Brake components

Two reconditioned steering racks

Various new cables and badges

Grilles and Hubcaps

Twin Carburettor inlet and exhaust manifolds, with carburettors and filter assemblies.

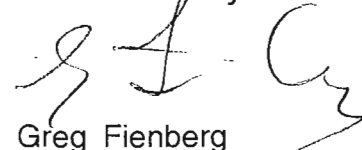
Heaps of other parts too many to list.

Full Price \$3,000.00 or offer.

Greg Fienberg: 0265 797 075 or [greg\\_graham@optusnet.com.au](mailto:greg_graham@optusnet.com.au)

Daryl, have enclosed a Cheque for \$20.00 for the Land Crab Car Club in appreciation of you placing the above items for sale in your Magazine.

Yours Sincerely



Greg Fienberg

## More Exciting News

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

Remit to the Landcrab Club 22 Davison Street, Mitcham Vic 3132



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# LHM PLUS

**A MINERAL BASED HYDRAULIC FLUID FOR  
CITROEN AND CERTAIN OTHER STORED ENERGY  
HYDRAULIC SYSTEMS**

**WARNING:** This product is incompatible with and must not be used in brake and/or suspension systems where a vegetable based or synthetic hydraulic oil is specified by the manufacturer.

2.5 LITRE



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**AUSTRALIAN OWNED • PACKED IN AUSTRALIA**

## Penrite Automotive Suspension Fluids

These products must only be used in the application nominated in the vehicle manufacturers handbook.

**Hydro Elastic Fluid** – A water based suspension fluid for BMC (Mini, Mini Cooper S, 1100 & 1800) vehicles using the Moulton Suspension System.

Contains Ethylene Glycol. Please follow safety instructions for this product.

**FIRST AID:** • DO NOT SWALLOW • Avoid breathing vapour or spray mist and contact with skin, eyes or clothing.

• Contains bittering agent (Denatonium Benzoate), 10mg/kg.

Contact a doctor, or the Poisons Information Centre if poisoning occurs – Australia 131 126, – New Zealand 03 4747 000.

If swallowed and more than 15 minutes from medical care, induce vomiting (preferably using Ipecac Syrup APF).

If eye contamination occurs, hold eyes open and flush for not less than 15 minutes.

If skin contact occurs, remove contaminated clothing and wash skin thoroughly with soap and water.

**LHM Plus** – A mineral based hydraulic fluid (with green dye added) of high viscosity index which ensures the excellent flow rates throughout the system at both extremes of operating temperature.

For vehicle power steering and/or braking and/or suspension system in:

- Citroen cars with green hydraulic reservoir.
- BMW models with self-levelling suspension.
- Post 1980 Rolls Royce & Bentley cars.
- Post 1987 Jaguar & Daimler XJ 6 cars.
- Some Audi and Maserati models (refer to manufacturers handbook).

**MB 15** – A mineral based fluid that meets Mercedes Benz requirements of suspension fluid for self-levelling units in some Mercedes Benz automobiles.

### Caution:

- This pack is not suitable for use as a fuel container.
- These products are purely for motor vehicle use and must not be used for any other application.
- Used suspension fluids contain harmful contaminants. Avoid prolonged skin contact.
- Protect the environment – dispose of used suspension fluids at a refuse centre, not in drains, soils or waterways.
- A tamper evident seal protects this product. If seal is broken, please return to place of purchase or contact Penrite Oil Company immediately.
- Do NOT use supplementary additives.



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17

# Quick rack !

By Daryl Stephens

As the heading suggests, a higher geared steering rack is about to be re manufactured. The Bolwell sports car of the 60's used the 1800 steering rack and the Bolwell Club have invited us aboard this re manufacturing process.

When released in England in 1964, the Mk 1 appeared needing 4 ½ steering wheel turns lock to lock with 4 teeth on the pinion. This was deemed unsuitable for Australia, and our cars were fitted with a steering pinion containing 5 teeth. This reduced the lock to lock down to 3.8 turns, for minimal increase in effort.

In some circles this was misleadingly called a quick rack, but it is not. It took 5 years for the English to wake up, but they eventually gained our superior rack with the advent of the Mk 11.

A lot of the Rally cars used a 6 tooth pinion. According to the Bolwell club, this reduces the lock to lock turns down to 3. Steering loads are an unknown factor at this stage.

The template for the operation is an original 6 tooth pinion. **Before placing an order, it must be understood that there is a slight chance that an unforeseen complications will render the project useless! Also a refund may not be an option**

The new rack and pinion is \$A150-00 plus postage if applicable. The standard steering rack must then be disassembled to fit the new bits

So far, we have 10 orders. The ordering procedure is simple.

**An order must be accompanied by a cheque or Postal Order of \$A150-00 payable to the Landcrab Club, and sent to the Landcrab Club 22 Davison Street, Mitcham 3132 Vic by 15/6**

**This opportunity will not come again!**

# All in a days work

By Robert Goodall

Following the acquisition of another Mk 1 for Daryl Stephens, as featured in our last newsletter, I became involved in my professional capacity with the Mk 11 they were trying to unload, or should I say sell

My home is far closer to Daryl's home than my work. Thus the Mk 11 was left at my place for me to drive it to work and in due course produce a dreaded Road Worthy Certificate

I left for work at 4 30 as usual I find I can get lots of work done before about 9 or so when customers start coming in.

Just beyond jogging distance i.e. 3 metres – from home when BANG – the alternator fell off. Managed to still drive it when the brakes completely died. It's amazing what a difference brake fluid makes

Then to add insult to injury the thing ran out of petrol 100 metres from work, and had had to push it!

Daryl, I will never drive one of your cars again !!!

## Parts for sale

Phone Robert Goodall 03 9587 4474 business hours

1 3.7 crown wheel and pinion for manual 1800 or X6	\$450
Standard 4.1 <i>not</i> welcome as a trade in	
Clutch Roller bearing to replace carbon thrust	\$150

**To err is human**

**To forgive Divine**

**But to really foul things up**

**It took Leyland Australia**

# For Sale

Mk 1 1800 1967 mechanically good with new exhaust, new unis, new engine mounts new battery, re co ed suspension and brakes Body fair with minimal rust interior OK engine needs attention just out of reg Healesville Vic 03 5967 3301 \$500

2 x Austin Maxi 1750 manuals one a going concern and the other a parts car offers Robert Goodall B/H 03 9587 4474

Serveral Utes Robert Goodall B/H 03 9587 4474

1968 1800 auto in good condition plus a 68 1800 under restoration sell together \$3500 02 9757 3918

68 1800 deceased estate needs paint but otherwise good Marian Leeds 02 9630 6712

1971 Tasman man no reg blown welsh plug in an in a hard to get at place good condition \$250 Peter Jones 07 5574 8293

1968 mk 11 manual no reg deceased estatye Heathcote Vic 03 54 332 314 offers

1969 mk 11 manual Camino Gold 135,000 miles Excellent condition Marissa [Melbourne] 0411 088 750

Mk 11 1800 Auto. 97,000 miles 2 tone mustard/beige One owner Last reg 2000 \$300 Mooroolbark Vic 03 9726 9714

Austin Westminster A 110 3 speed manual with O/D on top 2 gears. Twin carb 2912 cc 'C' series engine \$2500 Ken Patience 03 9337 4661 Ken is willing to throw in his wife to seal the deal !

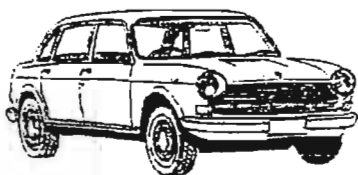
*Model cars Austin 1800, Morris 1800 and Wolseley 18/85 \$50 each Contact Robert Goodall b/h 03 9587 4474*

**A piece of history - Austin 1800 1965 - DYL 090 - this is the 1800 that did the east to west crossing of Australia- with Jack Murray behind the wheel- is available for \$2,000 ono Contact Bob Leonard 03 9459 9285**

1968 1800 manual 1 owner always garaged Body fair, upholstery good Coffs Harbour 6652 3677 offers

Mk 11 1969 man. RWC reg till feb clutch problem 2 tone green, with green interior \$1,200 Newcastle 02 4981 7173





# LANDCRAB

CLUB OF AUSTRALASIA INC.



Welcome to Newsletter number 117 for August and September, 2004



# THE WIND BAGS

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

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Brisbane Peter Jones  
Melbourne Vacant  
Sydney 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

Brian Rees  
PO Box 37  
rster  
NSW 2428

# New Additions

G'day

Please find enclosed my cheque number 034 in the amount of \$32 being LOCA membership fees to 30/6/2005 I was directed to this organisation and Patrick Farrell by Ken Green after an enquiry that I made online at [austinmotor.co.uk](http://austinmotor.co.uk) regarding Landcrab rally cars and to try to find a group of people in Oz who had the same good taste as myself (Landcrabs) I was born in Birmingham not far from the home of Austin, My birth sign is cancer being born in July. So why would I have any other vintage car in my life??

I am currently in my second term as Treasurer of Great Lakes Historic Automobile Club, which has a very varied membership ranging from a T Model Ford truck to a 1972 Ferrari and out of a membership base in excess of 100 with 70 odd club plated cars I am the only one with the good taste required to own a Landcrab. I am also a member of Austin Motor Vehicle Club New South Wales Inc. and it was from our monthly newsletter The Depender that I that I sourced the web site for [austinmotor.co.uk](http://austinmotor.co.uk) who put me in touch with Ken Green, and here I am.

Also enclosed is a pic of my current Crab for which I am collecting parts and info to build into a rally car. I am taking the Crab to Warwick next year for the Centenary celebrations in March and hope to have it in rally livery by then. I have spent some time to date getting the car to its present state. (It was pretty ordinary when I bought it having been stored for quite some time in less than ideal conditions) but I am getting there despite the constant baggings that I get from my GLHAC members. But I have made allowances for the lack of taste that they display heh heh!

Look forward to a long association with LOCA

Cheers



Anthony George

188 Kent Street 089592 4842  
Rockingham WA 6168

Mk 11 ute

Phil Gibbs

8 Coronation Avenue  
Peakhurst NSW 2210

Mk 11

# Current Part Numbers

By Patrick Farrell

Steel universal joints

Revco K5L4R

Radius arm bearing Mk 1  
Cup

CBC Cone L44600LA/ 90236  
L44610

Points

GL 19V

Condenser

GL 103

Mk 1 brake pads

DB 525

Mk 11 brake pads

Benbix DBI BS

Mk 11 Power booster  
Retro fit Mk 1

PBR 40 EL

Timing cover seal

C3141

Clutch input shaft seal

C3141  
C0005 1/16 wider Ford EA timing cover

Heavy duty clutch plate

PBR R 8044W

PBR Clutch  
CV Joints

RPM 84  
Hardy Spicer CV 110 Also

Re manufactured are available thro the club

**CV Boot kit**

**BT118**

Early Mk 1s with solid drive shaft use the same boot

Hitachi Distributor  
Rotor {A lot of Club cars  
Use this dizzy}

D 4R83  
Cap Bosch Bosch G14617  
Rotor Bosch GN 605

Aeon Bump stops rubbers

Hardy spicer 720 M [Firm] 9185 h - softer

# Editorial

With my head under the Mk 1 dash, and my legs stuck where ever they would go, I pondered the question, "How did I get in a mess like this again?"

All because of, I am told, an important wedding anniversary! Having forgotten it again, the cheapest way out of the problem was to put a CD player in the War Committee's car. It was far more appealing than going on a QM !! cruise. which was the suggested penance

Having done ~~that~~, peace was restored to the household. Peace being defined as the lull between storms! [The next storm was when the War Committee purchased some new CD's, and left them on top of the Toaster Oven. I used it and cooked the CD's! ]

Anyway, I then had an idea. Some years ago, I was on an originality kick and went to a lot of trouble to obtain a BMC diamond dot transistor car radio.. The idea? Junk the old radio and install a modern one with AM, FM and a CD with MP3 facility

To digress, around the traps there is always the debate about originality verses practicality. Apparently, alternators are completely acceptable. So are electronic ignitions - and modern sound systems.

The problem here was that the old system left a gapping hole in the front parcel shelf when the speaker came out, and the hole was far larger than the new speakers. Thus the old dash came out. The crash padding was falling to pieces so it came out also

Also, there was a ridiculous amount of slop in the clutch pedal, so out it came. Also the heater fan was screeching so the heater box also came out. Now where to start?

1/ The crash padding was the easiest so there I started. Simply bolted in another one

2/ The heater box drama. Before starting, I fished out another one. The Mk 1 heater is noticeably different to the Mk 11 so there was not a problem there. However there is a difference between the Mk 1 and the Mk 1½ which has the Mk 11 dash and DIFFERENT HEATER CONTROLS! Strength of the club is being able to ring up somebody, make small talk for 5 minutes and then say, "Can I skunge .....?"

Those in the know advise to have the heater core cleaned just like the car radiator is cleaned. Did not really have time so the easy way was chosen. Under cover of darkness – there are water restrictions here in Melbourne – the hose was turned on full both ways through the heater box. Quite a lot of muck came out.. Installation was just the reverse of removing it.

3/ before starting, I had ascertained that all the clutch slop was in the linkage. There are 3 potential areas of wear. The first is the main axel it rotates on. A brass bush and no sign of wear. Next the pin through the pedal which locates the clutch master cylinder. Badly worn. And therefore replaced; lastly where the pin moves in the pedal itself.

The Hole in the pedal was oval - the solution was to replace the pedal. Re installation was not easy but it is possible.

Then before replacing the parcel shelf, I installed the new speakers. Consideration was given to the Mk 11 parcel shelf and the Mk 1 ½ heater but originality prevailed.

The operations[s] were a complete success and another couple of treatments and my neck will be fine!

# The story of a first time restorer.

The “Uncooked Crab” arrived on 17<sup>th</sup> January 2004.  
Eddie Boards

Why “uncooked crab” you may ask? Well like some of its crustacean cousins this crab is green.

This “crab” lived just around the corner from home. Each time I passed the house I said to myself if it ever comes up for sale I’m interested. It took some time but the day arrived and I had to make a decision. That very day I was visiting a friend who had recently purchased a late sixties Triumph 2500 so naturally we got around to talking about this “crab” I had seen.



“Make a phone call and make an offer” he said. I should have gone and made the offer personally but something got the better of me. Sale.

First thing was to give the car a good inspection, not that an inspection wasn’t done prior to purchase but I must admit the heart got in the way of the head. If only I had known about the [www.homestead.com/1800/](http://www.homestead.com/1800/)

The car was in sound condition with little rust, the inside was in good order apart from minor damage to the vinyl caused by exposure to the sun. The carpets were worn, especially the front which obviously took most of the traffic.

The paintwork wasn’t original (something I didn’t recognise at purchase) it was two tone green and the second coat poorly applied. The original coat was Acrylic the second coat enamel. More on this subject later.

Closer inspection would find little things that needed attention; this may be the case for some time.



Under the bonnet things were different; the engine was very dirty so a good degreasing was ordered; now we could see the wood for the trees. Oil leaks were evident tracing them was necessary to determine what course of action. One was found to be coming from the oil seal on the drivers side stub axle (differential shaft), and a second from the clutch housing (cotter pin).

The power unit had to come out. (see picture) a chance to do further cleaning.

Advice was sought on replacing oil seals, the seal behind the flywheel was one of the culprits so the clutch had to come off. As it happens the clutch plate had oil all over it causing clutch "grabbing" a new plate was recommended.

The oil seal at the stub axle was to be replaced, during inspection it was noticed that the drivers side stub axle was shorter than the passenger side axle. *Why we will never know.* A replacement was ordered. It is worth pointing out at this stage that a conversion had taken place, the drive shaft and stub axle were that of an automatic. Flange type.

While the engine was out it was opportune to do other maintenance work. The ring gear was worn and the clutch cover assembly/fingers required some adjustment and a modified release bearing assembly was ordered. Other seals, welsh plugs, gaskets etc.

### **Time to take the seats and carpets out.**



The inside as I said earlier wasn't too bad but I needed to be satisfied that under the carpets all was well, there was evidence of water leaking in, it wasn't hard to find the area that required attention and with the help of a 3M product (Scotchcote) I was able to fix the problem. There was little else needed apart from cleaning away surface rust and treating the floor with rust protection.

The carpets were soiled and worn, especially in the front. The rear seat vinyl was split caused no doubt by sun light. The parcel shelf had been recovered but didn't really match the seating. So replacement and/or repair have taken place.

### **And now for the bodywork.**

The bonnet was already off, the boot lid and doors were removed. The doors inspected for rust on the inside, some rust but not too bad and what was there was treated.

Now for a damaged area on the front passenger side mudguard (or should that be mud wing?)

The previous owner had taken the car to the Snowies and during the trip had managed to hit a Kangaroo. Now I've never seen a Kangaroo with a square leg but perhaps they are different in the high country, the damage clearly had two right angle straight indents, guide post I'd say.

The metal had been badly stretched, although in the photo it doesn't appear too bad, after several "knowledgeable" people gave advice it was decided to remove the offending part and replace with a good second hand one.

To be honest I didn't find the task that demanding with the aid of a drill and an angle grinder it only took 2 days (joking). Getting the replacement to fit was equally as demanding but with some lateral thinking the job turned out well.





## The paintwork.



Enamel removed



My eldest son said the enamel had to come off but the acrylic could remain provided it was rubbed back sufficiently. Again my ex employer came to mind; they had 2 products I felt would help me with this task. They made a very good paint stripper (messy but effective) and Clean and Strip disks. Between the two it took some time and effort but it was worth it.

The top half of the bodywork was rubbed back, the bottom half was taken back to the metal where further treatment work occurred.

During the course of this the windows were removed, including the quarter lights.

Each time my son visited he made me do more work on the bodywork preparation (I'm convinced it was payback) "you'll need to get that better", or "this requires more rubbing", or "you can't paint it like that" how could I argue he was going to do the spraying, further it was his compressor we were going to use.

Eventually he was satisfied and the first coat went on.

I wasn't ready for the next bit. "now you have to rub it back again Dad". I was now more than convinced this was payback, but I took it on the chin. And so the story went on.

There were also many small parts that required a lick of paint I was given that job as the eldest reckoned I couldn't do too much harm, if he only knew.

The wheels also came in for some attention that was much easier for me and apart from spraying the tyres which will have to be replaced anyway I managed to get away without too much criticism.

At last the final coat was to be applied and then a case of polishing

## Small jobs

There were many smaller jobs to be taken care of, they just occurred between major works, and for example the rubber seals on "window sills" were perished. New rubber had to be fixed somehow to the chrome surrounds.

Glues were suggested but I felt a better way could be found. A call to an ex colleague at 3M produced the desired results an adhesive transfer tape was recommended, VHB 9473PC (Very High Bond) an excellent result. The secret to any bonding process is surface preparation; in this case I used 94 Primer (3M).





There must be other uses for this product. I read on the bulletin board about badges being stolen from "crabs", perhaps this tape may be an answer, I'll do some testing and post results when finished.

When removing the boot lid I felt the hinge wasn't working correctly, it made a snapping sound when I opened and closed the lid. Sure enough a pin had come adrift of the guide slot. With some pushing and pulling the problem was fixed. It meant removing the some pins that stop the whole assembly coming apart but that were only a minor issue.

By now you would have gathered that I have a great deal of faith in my ex employers and their product, you would be right, I firmly believe they were the leaders in innovation, let me take you to another product.

The engine is out and the drives shafts are sitting there with the flange coupling attached but the rubber seals are damaged.

In my time at 3M I worked for the electrical division and they had a product called "Cold Shrink" and I just happen to have some samples from my time with the company.

Cold Shrink is a rubber tube supported on a removable plastic inner core. You still need to take the coupling off much the same as fitting any boot but the difference is when you remove the core the tube shrinks to the desired diameter. Tubes have their upper and lower shrink ratios so the correct size tube is needed.



### **Many other parts have been removed for ease of working.**

The bumper bars were removed early in the process. The front mounting bracket was badly damaged by that "square legged kangaroo". I managed to find another bumper complete with brackets at a scrap yard in Newcastle, where I also picked up an interior light and the passenger side mudguard. I also have a spare front windscreen and rear window, along with several quarter lights.

Something I missed when visiting a guy that had an un-redeemable 1800, there was an indicator set on the steering column unfortunately the car has now gone. I have learnt a lesson.

All the lights are off (I don't mean switched off) It is going to be a fiddly job getting the front side/indicator lights back on as there is little space to work.

There is going to be some need to sort the wiring out as it has been bastardised over a period of time although everything was working when I got the car, having said that it still needs putting right.

The front grill was also damaged by the square legged animal, actually that was the first thing I removed. I spent hours trying to make look something presentable but when salvaged the replacement mudguard I managed to get another grill, so between the two I have one good one.



The driver door lower hinge was damaged probably when the retainer bracket broke, the one that stops the door from opening to far. The pin was actually broken inside the hinge it took considerable effort to remove it. I was able to get a machinist to make a replacement pin but I still have to get the bracket fixed.

The fresh air controls have ceased so at sometime I am going to have to remove the unit from the dash and look at what is causing the problem.

As time goes on I'm sure there will many little thinks that will get attention but for now my priority is get the crab back on the road.

So when is the big day, when will we hit the road with this "master" piece? Best predictions are September. So hopefully there will be another episode for the October issue.

Perhaps one day we will have the opportunity to meet, Warwick, Queensland sounds nice Easter 2005.

Please I ask you for understanding. I am none of the following: Mechanic, Body Builder, Spray Painter, Auto Electrician, Upholsterer or any other trade that lends itself to restoring motor vehicles. Any terminologies I use which maybe incorrect feel free to put me right.

Your assistance and encouragement will be gratefully received and responded to. Once this one is finished there is a 1968 Ute sitting in the yard which will require far, far more attention than that given to "uncooked crab".

My sincere thanks to the following.

LOCA members via the Bulletin Board and email.  
Daryl Stephens (encouragement)  
Herb Simfendorfer (inspiration Newsletter 116 article June 'July)  
Ken Green UK (Technical)

Robert Goodall Heritage Workshops (excellent service)  
Triggs Motors Toronto NSW (understanding)  
John Morton (enthusiasm friendship)  
Newcastle Auto Abrasives (guidance when needed)  
My ex workmate 3M (product recommendation)





RELEASE IMMEDIATE

June 8, 2004

### **Longbridge Centenary Celebration – July 8<sup>th</sup> to 10<sup>th</sup> 2005**

During the weekend commencing Friday 8<sup>th</sup> July 2005, the largest ever gathering of Longbridge built motor vehicles will be amassing at Cofton Park, opposite the factory at Longbridge in South Birmingham. The event is being staged to celebrate and commemorate the founding of the Austin Motor Company and 100 years of continuous motor vehicle production at the Longbridge factory.

The event is being organised by the Federation of Austin Clubs, Registers and Associations in conjunction with Greenwood Exhibitions of Bromsgrove. Phoenix Venture Holdings Ltd (owner of MG Rover Group, Powertrain Ltd, MG Sport & Racing, XPart Ltd, etc) will be supporting the event, together with Footman James Classic Car Insurance.

The event will commence on Friday 8<sup>th</sup> with a celebratory dinner at the Chateau Impney, Droitwich, while on the Saturday and Sunday Austin and Longbridge built vehicles will assemble from all over the UK and further afield, for what is envisaged to be the greatest UK factory gathering.

Birmingham City Council have approved a parade of 100 Austin and Longbridge built vehicles spanning the one hundred years, from the earliest known surviving examples right up to the latest MG and Rover products, to drive in a procession from the heart of Birmingham, via the factory site and onto Cofton Park where they will remain on view as part of a display for the public.

It is planned to have the Battle of Britain Memorial Flight's Avro Lancaster Bomber PA474 the 'City of Lincoln', fly over the event during the course of the weekend to represent the time when, during the Second World War, Longbridge focused on military vehicle, armament, munitions and aircraft production (including Stirling and Lancaster bombers).

At the Park, visitors will be able to see many examples of Austin vehicles assembled by the 22 clubs affiliated to the Federation. Stately Sheerlines limousines, diminutive Austin Sevens and Minis, Taxicabs, Military vehicles, Devons, Cambridges, 1100s, 1800s, Maxis, Allegros, Montegos, sporty Austin Healeys, Princesses with their distinctive wedge front and even a replica Austin Whippet bi-plane from the 1920s.

The number of Austin vehicles participating in this strictly 'one-off' event will be in the thousands. This will be a once in a life time opportunity to view as many products from the Longbridge factory as are ever likely to be assembled together in one place.

Additionally, visitors will have the opportunity of browsing through some of the many autojumble and trade stalls, or may bid for their own Austin at the proposed auction. Whether enjoying a pint of 'Centenary Ale', courtesy of Hook Norton Brewery, or viewing the latest MG and Rover products produced at Longbridge, there will be plenty to interest visitors and enthusiasts. Other proposed events include a tour of the nearby Austin Village and Austin related sites, and factory tours of the sophisticated Longbridge production facility.

**For further information please contact:**

Mr Ian Coombes  
44, Vermeer Crescent, Shoeburyness, Essex, SS3 9TJ  
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Telephone: +44 (0) 121 482 5917 / +44 (0) 7885 288620, e-mail: [kevin.jones@mg-rover.com](mailto:kevin.jones@mg-rover.com)  
Website: [www.austinmotor.co.uk](http://www.austinmotor.co.uk) for information and event details

# AUSTINS OVER AUSTRALIA

"A Century of Austins"

1905 - 2005

Warwick – Queensland  
24<sup>th</sup> – 28<sup>th</sup> March 2005



## Newsletter No.3

June 2004

### Greetings,

Hello once more from this banana-bender, basking in beautiful balmy Brisbane.  
Daily temperatures of 10 – 25 ( it is when I get up anyway) without a cloud to be seen.  
Winter may be upon you wherever you are but there is no time for hibernating here.  
How many of you ----- are easing your aches and pains this winter by following the race horses up here. Hope some have stayed behind to receive this letter or made mail collection arrangements.  
Warwick had -7 the other day but I won't mention that, by the time you get here it will be dressed in its glorious Autumn colours.  
Sorry the Broncos and Lions are holding their own against yours, it is shaping for an interesting finals programme.

### REGALIA

A list of items being offered is attached. We have assembled a wide range of items incorporating some not offered before to allow you the best possible choice of memorabilia.  
As many of these have a minimum order quantity we would appreciate advice of your requirements as soon as possible so as to better gauge our offtake.  
We are mindful of the expense that many will incur in travelling to our remote out-post and have endeavoured to offer quality products at a minimum price.

### REGISTRATIONS

Thankyou to those who have registered to date and chosen their options. At the time of writing, over 100 registrations have been lodged which gives us a solid base to work from.  
It is very encouraging to have received this response and we are elated to have entries from New Zealand, England and Ireland and sincerely hope their plans become reality.

### ACCOMMODATION

Just a reminder to secure your berthing arrangements without further delay.  
Bunks are at a premium now and it may be easier to cancel later than to book.

### BBQ NIGHT

We have secured the services of a small group of musicians for our BBQ on Saturday night.  
This will be held at the Clubhouse and if suitable we may also be able to hold a 60/40 Supper Dance to complete the evening.  
Hopefully most of you still remember what that was and it gives the Rogers' and Astaires among you time to brush up on some fancy footwork.

Email Address: k.p.airton@bigpond.com.au

Event Updates: www.shannons.com.au  
and select  
Car Clubs



Correspondence to:

Telephone:

AOA 2005,  
119 Crowley St,  
Zillmere,  
Brisbane 4034  
(07) 3263 5352

## **DISPLAYS & SIGNAGE**

On the Friday, we would like to arrange vehicles in your home Club group and on Sunday they will be arranged by vehicle model.

If your Club has a display board that you would like to bring please advise us, otherwise a stencilled Club sign will be provided.

## **PHOTOGRAPHS**

Not all have provided photographs and some have provided photographs without a written article.

I realise that some are coming later but again a reminder that year end will be the deadline.

I will endeavour with the next letter to remind those whose articles or photographs I have not received.

It is your choice to provide these or not as all entrants will be recognised in the AOA Rally Book with or without articles.

**RECEIPTS** for monies so far received are enclosed. A detailed account of all your transactions will be provided with your December letter so that any anomalies may be rectified prior to the event.

## **QUERIES**

Thankyou to those who have contacted Kev or myself for further information.

Please do so at any time if some point needs clarification or if you wish to discuss a problem you may have.

A mention of some points that have been raised or noticed may assist others.

## **1. CHILDREN**

Children's prices for Runs A & B on Saturday are best to be paid on the day at the respective locations. The listed prices are based on adult rates provided to us.

## **2. MONDAY LUNCH**

Monday lunch at the RSL will be a buffet style at which you make your own selection from the food available and pay for it at the counter.

## **3. OPTIONS**

We appreciate that some of you are not able to commit at this time but remind you that should you have to cancel, all option payments will be refunded together with \$50 from the registration fee.

To assist travellers and day trippers we will accept registrations up to event time.

For those who have registered previously but not indicated options, we ask that you do so by year end so that we can finalise arrangements with our hosts and providers.

A reminder also that registration by year end will be essential for inclusion in the AOA Rally Book.

## **4. OWN FOOD**

Would entrants providing their own food for diabetic or medical reasons, still please indicate your wish to be included in the outing so that we can get our numbers right.

## **5. PREPACKS**

These are being offered as a convenience for all. At static displays you will not have to go into town for refreshments and as other groups will also be travelling at this time, prepacks will eliminate queues and delays at tourist spot cafes en route.

As we will determine the contents, adequate food and drink will be provided.

## **6. SUNDAY**

Short runs have been offered should some want a brief outing in the afternoon after our static display.

For some the day winds down shortly after lunch and we thought they may like the opportunity of a short outing. We are endeavouring to fill the day with extra curricular activity so that it will be an enjoyable time for all. Activities will include a **FANCY BONNET** competition for men, ladies and children on an "Easter" or "Austin" theme together with the **ROCKER COVER** derby.

Kind regards to all,



G. Brewster  
Secretary



AOA 2005

## REGALIA ORDER FORM



Name \_\_\_\_\_

Rally No. \_\_\_\_\_

Item	Qty	Cost	Total
<b>Polo Shirts</b> S M L XL XXL XXXL Shirts will be of a maroon colour with an embroidered AOA pocket		\$22	
<b>Caps</b> maroon hard formed with a strap and buckle adjustment and the embroidered Austin script		\$12	
<b>Key rings</b> are plastic double-sided with appropriate motifs.		\$2	
<b>Colonial Coffee Mugs</b> with centenary AOA logos		\$3	
<b>Coasters</b> Silver anodised 100mm square with commemorative centenary motif	2 pack 4 pack	\$8 \$15	
<b>Video</b> also on option form		\$30	
<b>DVD</b> “ Both VHS video and DVD will be a professionally produced record of all the Sunday activities with all cars registered being featured.		\$40	
<b>Port</b> A 750ml squat bottle of a quality Tawny port from the “Old Caves” vineyard normally retailing for \$15 with our gold commemorative label		\$10	
<b>Socks</b> White unisex sport socks fitting sizes 5 – 11 with “Austin 100 years” embroidered around the band		\$7 pair	
<b>Hand Towels</b> A quality Cedar Grove burgundy towel 65cm x 40cm with a gold embroidered Austin script		\$8	
<b>Grille badge</b> (additional )		\$25	
<b>AOA Rally Book</b> ( additional )		\$20	

\$

16



# E Mail Address's

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Daryl Stephens	<a href="mailto:stephensdaryl@hotmail.com">stephensdaryl@hotmail.com</a>

The full directory of Club e mail address's. Additions and corrections will be published next newsletter

Club fees of \$A32-00 became due 30/6. Please remit to the Landcrab Club 22 Davison Street, Mitcham 3132 Vic

Many thanks to those who have remitted and special thanks to those who included words of encouragement

 LG

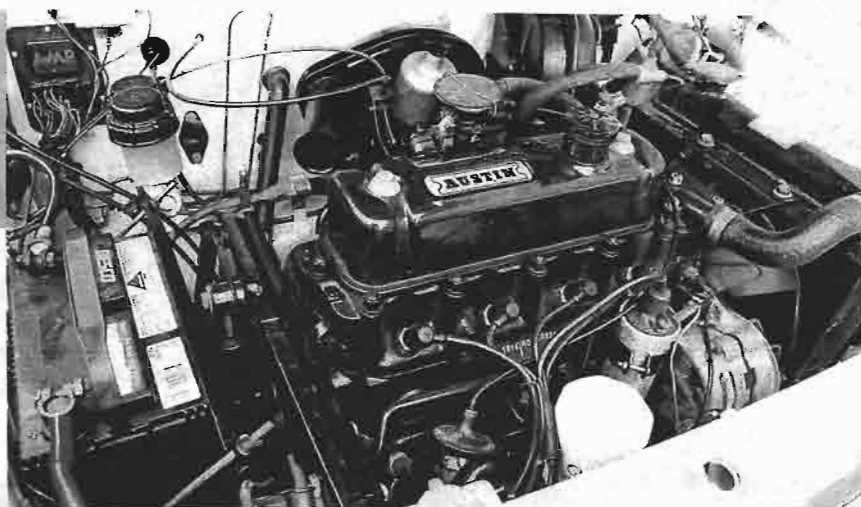


Major/Austin Lancer twins, a rejected British Morris Minor replacement crammed with the larger B-series Austin engine that worked wonderfully until the undersized diff and rear axles broke. BMC Australia then developed its own six-cylinder engine from the B-series four and crammed it into the British Cambridge/Oxford body to create the Austin Freeway/Wolseley 24/80. After this failed, BMC Australia returned to the latest Issigonis design for its main family car.

Powered by a detuned version of the MGB engine (itself a development of the original A40 engine), his new 1800 was groundbreaking with its huge cabin space, strong body shell, Hydrolastic fluid suspension, pioneering transverse front drive layout and standard disc brakes. Because it replaced the Austin Freeway and Wolseley 24/80, it joined the Peugeot 404 in offering standard radial tyres, heater-demister, four-speed manual and reclining bucket seats up to a decade ahead of Holden.

Although all other local BMC models now wore the Morris badge, it was launched as the Austin 1800 – especially curious when there was a British Morris 1800 and the original Morris team engineered it. In hindsight, BMC Australia may have been more successful if it adapted the rear drive Austin 3.0-litre version of the 1800 with its big six, fluid suspension and stretched 1800 styling.

Yet the 1800 still found a steady niche with



**MG owners should recognise the 1800 engine but note single carburettor and unusual transverse layout which places the transmission under engine**

buyers who valued safety and refinement over brute force and exterior size. It also left plenty of features to delete for a cut-price ute version that was a much more refined and frugal driver's package than Holden or Falcon rivals when unladen.

The ute's front-drive layout generated a much larger load area ready to seduce buyers only to let them down when they filled it. The 1800's fluid suspension replicated Citroen's advanced hydro-pneumatic suspension without power-sapping pumps. Instead, BMC used the relative up and down motion of the interconnected front and rear wheels to transfer fluid pressure between them. A heavy load in the rear would therefore send fluid pressure to the front wheels, which would lift the front and generate so much positive camber that traction would virtually disappear when needed most.

This loss of traction under load or towing may no longer be critical for today's leisure

market but in 1968, utes were treated as hard-working four-wheel drive substitutes. Even if high profile cross-ply tyres and a sump guard helped keep the 1800's low-hanging mechanicals out of harm's way, it was also far from ideal for Australia's high crowned rural roads.

Tractor-like torque and the floor mounted four-speed shift compensated for the 1800's lack of grunt but a fast 1-2 change would deliver a sharp whack to the family jewels of the hapless passenger straddling the centre position of the 1800 ute's bench seat. Not the best way to get a full day's work out of the apprentice! The more passenger-friendly auto selector right of the driver generated a different seat cushion without the cutout for the manual floor shift.

BMC added a torsion bar to the ute's rear suspension and beefed up the fluid displacers by swapping the Morris 1100 front suspension units in the rear of the 1800 sedan for a set of the larger Austin 1800 front units. Because the rear trailing arms fed loads into the structure over a much smaller area than leaf springs, the sedan underpinnings were modified in key areas. These rear suspension upgrades were more successful in making the 1800 ute the sharpest handling of all Austin 1800 derivatives when the torsion bar worked better as an anti-roll bar than a load leveller!

Even if the 1800 ute is now especially sought-after and used prices have soared, its heart breaking production run is a timely reminder of Australia's limited acceptance of front drive in work and full-sized vehicles. ■  
Joe Kenwright is looking to purchase and preserve an outstanding example of a Morris Marshal. Please contact Joe via email at [kenwright@netspace.net.au](mailto:kenwright@netspace.net.au)

[www.carpoint.com.au/uniquecars](http://www.carpoint.com.au/uniquecars) 73




Current faults in the ute's design deterred buyers from this cut-price work vehicle

# For sale

Mk 11 gearbox \$100 David Elliston Canberra 02 6255 2448

Mk 11 Auto VGC Peter 0421 322 901 Melbourne Sugar Cane/Maroon Offers

1972 Mk 11 Kimberly Auto One owner Low mileage Offers 03 9580 3903 Aspendale Vic [ Also has black vinyl roof !

From : Susanne Waters <suemwaters@yahoo.com.au>   
Sent : Tuesday, 29 June 2004 8:37:27 PM  
To : stephensdaryl@hotmail.com  
Subject : Re- Austin 4 Sale. Tasmania

Hi., Daryl. Please accept this forwarding description for advertisement in the Landcrab Newsletter due out end of July. Thankyou.

AUSTIN UTE (1800)1968 Mk. II Colour-powder light blue. Rarity!

FOR SALE- This landcrab ute has been used for the past 3years as a 2nd vehicle for getting to/from work and hasn't missed a beat! Has a new battery, new tyres, and new re-upholstered seat and turn indicator put in as colour shift R/S! Work to be done on interior. Has 61,535 ++ mileage on clock but how meaningful that is I don't know. Serviced regularly, will include spare bits and pieces.

Vehicle is clean and going order. Registered Oct. 04. Motor hasn't needed attention since I bought it 3years ago. This ute is garaged in Northern Tasmania. Intending purchases will need to work out delivery. If it helps once sold I'm prepared to bring it to Melbourne on the ship. Make a holiday in Tasmania and check it out now! A reasonable price to be negotiated on, expectations are \$5,000-\$7,000. Photos available. Phone for Sue or Barry- 03 63 91 2844 or 0408 544 374 or Email suemwaters@yahoo.com.au

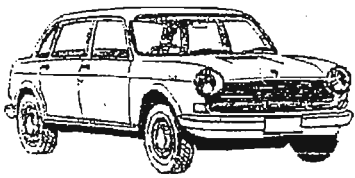
THERE IS A knock on St Peter's door. He looks out and a man is standing there. St Peter is about to begin his interview when the man disappears.

A short time later there is another knock. St Peter opens the door, sees the same man, opens his mouth to speak - and the man disappears again.

"Hey, are you playing games with me?" St Peter calls after him.

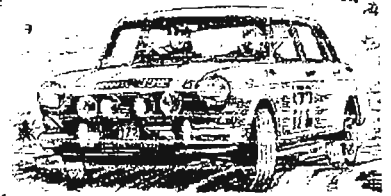
"No," the man's distant voice replies anxiously. "They're trying to resuscitate me."

ILDIKO SZABO



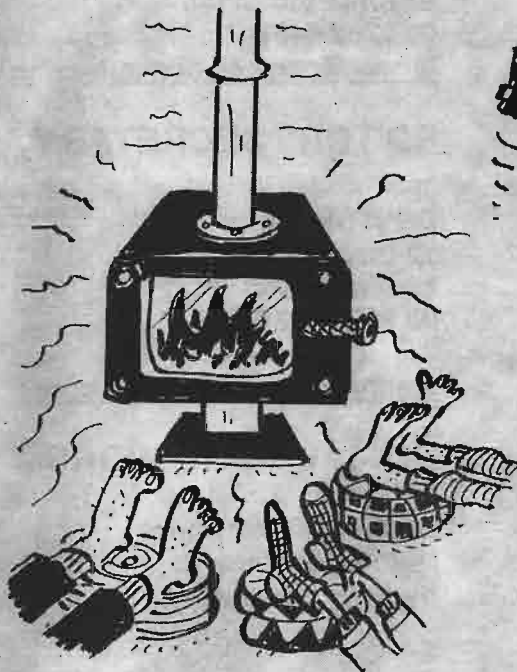
# LANDCRAB

CLUB OF AUSTRALASIA INC.



## 2004 A.M.R. WINTER OLYMPICS

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THE ETERNAL FLAME



THE LOG CHOP MARATHON

# THE WIND BAGS

## PRESIDENT

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

## SPARES CO ORDINATOR TREASURER LIBRARIAN

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Boronia Vic 3155  
03 9762 4457  
[farwar@ozemail.com.au](mailto:farwar@ozemail.com.au)

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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 ensure from acting on such advice and information

### *Rear bump – stop kits*

Another batch is now under way, and should be available by the time this magazine is published – please call me if you have been awaiting the completion of this impressive kit. For those unsure as to the use of this kit, it prevents the back end sitting down under load and when towing. There are no side effects to the handling or ride of the car other than preventing the drop at the back end.

Available from Tony Wood in England

Phone 0011 441 253 352 730 ex Melbourne

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Daryl Stephens	stephensdaryl@hotmail.com
Bruce Summerell	bruce.summerell@bigpond.com

# For sale

All one of them !

Mk 1 1966 130,000 miles one owner deceased estate, sky blue, unreg \$500 Benalla  
Vic Colin 03 5765 2291

## New Members

Clyde Marshall

25 Phillip Street,  
Coochemudio Island QLD

0407 697 197 2 mk 11 s

## History of the Landcrab

**K**NOWN affectionately as the Landcrab, the Austin 1800 was hailed as the "Car of the Century" on its release in 1964.

Released here just over a year later in November 1965, the 1800 was famous for, among other things, its flat, wide-bodied stance, cavernous interior with bench seats that accommodated up to six people and, of course, Austin's ubiquitous "hydrolastic" suspension.

It was judged Car of the Year by European motoring writers.

Designed by Alec Issigonis, the Austin 1800 followed the basic design concepts pioneered by Mini and 1100 models, with a transversely mounted engine and transmission unit, front-wheel drive and hydrolastic suspension with "a wheel at each corner".

The water-cooled, overhead valve, four-cylinder engine produced 63kW of power at 5300rpm and maximum torque of 134Nm of torque at 2100rpm.

With the four on the floor, the 1800 was able to reach a top speed of 145km/h, and could accelerate from 0-80km/h in 11 seconds.

The 1800 was a medium-sized family car that offered silent high-speed cruising, unsurpassed road holding and cornering, excellent luggage space and built-in safety and longevity from what is probably the strongest body shell ever planned for quantity production.

Three-point seatbelts were fitted as standard equipment for the driver and front seat passenger with seatbelt mounting points at the rear.

The disc/drum brakes were power-assisted with a "G-conscious" valve to prevent rear-wheel locking.

Radial ply tyres were fitted for better safety, performance and longer tyre life.

The car also had what BMC described as a "camping body" with a split-fold front bench and a slide and recline back seat that formed a makeshift bed.

# Be there or be square

Geoffrey	5	Abrahams	14 Princess Street	Rosebay	NSW	2029		2 Utes
Joe	5	Barling	125 The Ridgeway	Ching	LONDON		ENGLAND	3 wolsleys
Francis	5	Barnes	224 Cooriengah Heights		Engadine	2233		(02 ) 9520 7351 mk 11
Walter	5	Berry	12 Elkin Ave	Heatherbrae	NSW	2324	Australia	( 02 ) 4987 1680 mk1 1800
Eddie	5	Boards	11 Lakeview Road	Kilaben Bay	NSW	2283		mk 1 ute
Rudi	5	Boudaire	436 Maitland Bar Rd	Mudgee	NSW	2850	Australia	mk 11 1800
Douglas	5	Bright	26 Bayton st	Kingston	TAS	7050	Australia	( 03 ) 6229 2665 Mk11 1800
Jeff	5	Browning	Box 163	Murrumbatman	NSW	2582		(02 ) 6226 8509 Mk 1 1800
Adrian	5	Castle	Box 1590	Hobart	Tas	7001		(03 ) 6243 7763 mk 1
Ian	5	Comport	Box 2100	North Brighton	Vic	3186		(03 ) 9759 7980 Many
Geoffrey	5	Cooper	10 Tonks St	Moorooka	QLD	4105	Australia	( 07 ) 3277 2717 Mk11 1800
Terrance	5	Copeland	11 Winsor St	Margate	QLD	4019	Australia	(07 ) 3284 8876 Mk11 1800
Andrew	5	Cox	22 Heversham Dve	Seaford	VIC	3198	Australia	(03 ) 9782 4995 Mk 11 ute
Steve	5	Cusack	29 Mort St	Yass	NSW	2582		
Michael	5	Davey	MC 6123	Woolongong	NSW	2500	Australia	many
Gary	5	Davey	40 Indra Road	Blackburn	Vic	3130		(03 ) 9898 7700 2 Mk 11s
Ian	5	Davey	11 Oxley Cres	Goulbourn	NSW	2580		Mk 1 1800
Eric	6	Davison	3 Clifford Place	Coonellabah		2480		(02 ) 6624 4537 mk 11 Ute
Colin	5	Day	14 Mitchell St	Kerang	VIC	3579	Australia	( 03 ) 5450 4090 Mk 1 1800
Keith	5	Douglas	50 Mackelroy Street	Lower Plenty	VIC	3090	Australia	( 03 ) 9432 2820 Mk 11 1800 x 3
David	5	Elliston	180 Drake Brockman Drive	Holt	ACT	2615		(02 ) 6255 2448 2 x Mk 11
Albert	5	English	454 Quarry Rd	Bunderburg	QLD	4670	Australia	( 07 ) 4157 8191 Mk 1 1800
Mark	5	Everingham	116 Cole Street	Masterton	0011		New Zealand	
Patrick	5	Farrell	4 Wayne Av	Boronia	VIC	3155	Australia	(03 ) 9762 4457 LOTS
Don	5	Florey	419 Windermere St	Ballarat	VIC	3350	Australia	Wolsley
Graham	5	Fordyce	20 Wynnum North Rd	Wynnum	QLD	4178	Australia	(07 ) 3396 8201 1800 Ute
David	5	Frey	39 Hillside Cresent	Teracba	NSW	2284		(02 ) 4958 2780 mk 1
Garry	5	Fry	Box R 1228 Royal Exchange		NSW	1225		
Authony	6	George	188 Kent Street	Rockingham	W.A.	6168		(08 ) 9592 4842 Mk 11 ute
Phil	6	Gibbs	8 Coronation Avenue	Peakhurst	NSW	2210		mk 11
Robert	5	Goodall	95 Osborne Avenue	Mt Waverly	Vic	3149		(03 ) 9515 7015 many



Leo	5	Goodfellow	1 Panarama Pde,	safety Beach	NSW	2456			18/ 85 S
Ken	5	Green	23 Becon Rd	Kindstanding	Birmingham		UK		Mk 11 1800
Russell	5	Greenwood	25 Queen Street	Colac	VIC	3250	Australia	(03 ) 5229 7780	Mk 11 1800
Carle	5	Gregory	12 Arakorta Street	Lota	QLD	4179		(07 ) 3396 0464	mk 11
John	5	Griffiths	93 Wills St	Kew	VIC	3101	Australia	(03 ) 9853 8251	Mk 1 1800
Kerry	5	Guinea	Box 45	Wulguru	QLD	4811	Australia	(07 ) 4778 3379	mk l ute 2 Kim
Keith	5	Haines	RMB 6180 Douglas Road	Coleraine	Vic	3315			Mk 11 Ute
Naomi	5	Hall	81 Schries Av	Narre Warren	VIC	3805	Australia	(03 ) 9796 7182	Mk 1 1800
John	5	Harding	6 Acacia Place	Ballina	NSW	2478		(02 ) 6686 8482	Mk 11 1800
Allan	5	Hogg	22 Huntingdale Av	Miranda	NSW	2088	Australia	(02 ) 9522 6184	Kimberly
David	5	Howell	17 Gulley Cres	Belgrave	Vic	3160			Kimberely
Peter	5	Jones	4 Yarandin Ct	Worongary	QLD	4213	Australia	(07 ) 5574 8293	Mk 11 1800
Mike	6	Jordan	34 Shana Ave, Keighley	West Yorkshire	England				Replicia
Tim	5	Kennon	727 Drummond St	Carlton	VIC	3053	Australia	(03 ) 9347 7457	Mk 1 1800
Adam	5	Kingi	33 Springvalley Rd	Corokan	NSW	2263	Australia	(02 ) 4392 7251	Mk 11 1800
Peter	5	Laursen	Praestemarksvej 30 DK 2300	Copenhagen	Denmark			(45 ) 3251 7336	1800
Adrian	5	Leighton	20 Clarinda Av	Faulconbridge	NSW	2776	Australia	(02 ) 4751 6926	Mk 1 & 11 1800
Ed	5	Lenny	51 Prince St	Goulbourn	NSW	2580	Australia		Mk 1 1800
Chris	5	Lewis	18 Lucas Street	Caulfield South	VIC	3162	Australia		Mk 11 1800
Ken	5	Lyle	5 /45 Munt Stree	Bayswater	WA	5053	Austalia	(08 ) 9272 8186	Lots
Robert	5	Mackellar	33 Third Avenue	Sandgate	QLD	4017	Australia	(07 ) 3869 0834	Kimberly mk11
Bob	5	Mann	324 Elizabeth St	Sunbury	VIC	3429	Australia	(03 ) 9744 3956	Mk 1 1800
Clyde	6	Marshall	25 Phillip Street	Coochemudlo Islan	QLD	4184		(04 ) 0769 7197	Ute & Sed
Greg	5	Martlew	12 Woolmore Cross	Atwell	W.A.	6164			1 & 11
Stephen	5	Mc Phail	Dun lolair Tugalong Road	Canyonleigh	NSW	2577	Australia	(02 ) 9645 2190	Mk 11 1800
Ian	5	McIntyre	18 Yondell Av	Springwood	VIC	2227	Australia	(02 ) 4751 4338	Mk 1 1800
Robert	5	Medlen	2 Grassdale Rise	Alberfoyle Park	SA	5159	Australia	(08 ) 9370 7794	1800 Ute
Neil	5	Melville	C/O Post office	Cowaramup	WA	6284	Australia	(08 ) 9755 5332	Mk 1 1800 ute
Ferdinando	5	Mignanelli	34 Harold Street	Bulleen	Vic	3105		(03 ) 9850 7775	Mk 11
Bill	5	Mitchell	Box 128	Beaufort	VIC	3373	Australia	(03 ) 5349 2720	1800 Ute
Robert	5	O'Malley	37 Cladeswood Av	Penrith	NSW	2750	Australia	(02 ) 4736 3218	1800 Ute
Terry	5	Osborne	201 Cambridge Steet	West Launceston	Tas	7250		(03 ) 6344 5666	Mk 11
Terry	5	Parer	Box 402	Towong	QLD	4066	Australia	(076) 25 3371	Mk 1 1800
Ken	5	Patience	149 Brees Rd	Keilor East	VIC	3033	Australia	(03 ) 9337 4661	Mk 11 1800 Ute
Hans	5	Pederson	3 Thornton Crs	Mitcham	VIC	3132	Australia	(03 ) 9874 1800	Mk 11 1800
Ian	5	Powell	7 Acacia St	Elsternwick	VIC	3183	Australia	(03 ) 9523 7097	Mk 11 1800

First Name	Last Name	Address	City	State	Postal Code	Country	Home Phone	cars	
Adrian	5	Priaulx	61 Symonds Lane	Bittern	VIC	3918	Australia	(03 ) 5983 9351	Lots
Bill	5	Randell	65 Relesiah Dr	Ningi	QLD	4511	Australia	(07 ) 5497 5823	LOTS
Brian	5	Rees	Box 37	Forster	NSW	2428			Mk 11
Peter	6	Richardson	8 Pelican Court	Barwon Heads		3227			Wo. 18/85
Ian	6	Ripley	334 Farm Street	North Rockhampto	QLD	4701		(07 ) 4928 5286	Mk 11 ute
John	5	Roach	28 Harford Way	Girrawheen	W.A.	6064			MK 1 1800
Ric	6	Scott	35 Fraser Street	Airport west		3042		(03 ) 9324 5502	mk 11 ute
Bruce	5	Sheidow	3/5 Parkview Road	Fairlight	NSW	2094			MK 1
Herb	5	Simfendorfer	21 Stitt St	Walla Walla	NSW	2659	Australia	(02 ) 6029 2224	Mk 1 1800
Eriks	5	Skinkis	73 Hill Road	Birrong	NSW	2143		(02 ) 9644 5530	mk 1
Franklin	5	Smallcombe	30 Illawarra Dr, Kin Kora	Gladstone	QLD	4680	Australia		UTE
Richard	5	Snedden	36 Claremont Av	Malvern	VIC	3144	Australia	(03 ) 9509 0110	3 x Wlosley 6s
Daryl	5	Stephens	22 Davison St	Mitcham	VIC	3132	Australia	(03 ) 9873 3038	Mk 1 1800
Basil	5	Strelinikov	256 Walsh St	Mareeba	QLD	4880	Australia	(070) 82 1535	Mk 1 1800`
Bruce	5	Summerell	Verona Rd, Quaama	Via Bega	NSW	2550	Australia	(02 ) 6492 9575	Mk 11 1800
Peter	5	Tadman	Box 283	Nundah	QLD	4012	Australai	(07 ) 3266 4537	Mk 11 1800
Jim	5	Taylor	Box 232 The Mall P.O.	Heidelberg	VIC	3081	Australia	(03 ) 9457 7808	1800 Ute
John	5	VanGroningen	1385 Rockford Road	Hanging Rock	Vic	3442		(03 ) 5427 0388	mk 11
John	5	Watson	10 Eastcote Lane	Welling	KENT		UK		
Rob	5	Williams	33 Portside Place	Shoal Bay	QLD	4750		(07 ) 4954 7676	2 utes
Ian	5	Wilshire	37 Old Borough Dv	Onkaparanga Hills	SA	5163	Australia	(08 ) 8325 0109	Mk 11 1800
Jonathon	5	Winwood	158Prince Charles Avenue	Kurnell	NSW	2231		(02 ) 9668 8406	Mk 1 1800
Tony	5	Wood	31 All Hallows Rd	Blackpool	England				
Aaron	5	Young	Box 608	Williamstown	S.A,	5351		(08 ) 8524 7094	mk 1

In the year 584 in Lyons, France, 63 bishops and their representatives voted 32:31 in favor of the question, "Are women human?" This means that women were declared to be human by just one vote!

Don't believe follow...

**04 Thunderbird Rally**  
**or**  
**Get Stuffed In The Mountains of the Southern Interior**  
**by**  
**Larry LeBel**

I lost count of how many cars 'stuffed it' on the 04 Thunderbird Rally. On one downhill section involving 4 hairpins there were cars off in 3 of the 4 corners. The stuffers included a certain black Landcrab, car 37. In our case, an approaching snowplow forced us into the ditch travelling at about 65 kph., at least that's my story and I'm sticking with it. The front right hooked and the car spun clockwise through 270 degrees and ended up with the front on the road and the back in the ditch mired in snow. The snowplow stopped and by the time I got back from placing the emergency triangle, Marcel had the towrope hooked up and the car out of the ditch. It then took the same amount of time to retrieve the triangle which I had placed well down the road. We clawed back 2 minutes of the 5 minute delay by driving at speed on the fortunately straight section to incur only 183 points on the regularity. The snowplow driver apologized for messing up our timing. It was unfortunate that he forced us into the ditch but good of him to pull us out. Normally, we would have to wait for the recovery vehicle and get the maximum 300 point penalty. Subtract this unfortunate 183 point penalty and we would have finished 18<sup>th</sup> overall instead of 25<sup>th</sup> and won the Historic class. As it was we were second in Historic.

We had several other 'moments', including a few good tank slappers, one of which had us completely sideways and two turns that required the assistance of the snow banks. Marcel noted that 2 of our 3 encounters with the snow banks were on his side of the car. The Landcrab wouldn't start on day 2 because of no spark which Marcel traced to an open primary circuit of the coil. Fortunately, we were in Kamloops, the home of our friend BOBB who brought over a few of his good used Lucas coils and the Crab started right up on the first one.

One regularity was 1 ½ laps around a local ice racing circuit. I had spectated at an ice racing event where I was impressed at the car control and speeds that could be achieved and I was looking forward to giving it a try. Unfortunately a pot hole developed in the circuit and the regularity was cancelled before out turn.

The 04 Thunderbird started for me when navigator Marcel asked me about my plans. While hurtling along snowbound roads in the previous November's Totem Rally, at the limit of control, at speeds well above my comfort level, I wondered "Why am I doing this?". The potential consequences seemed greater than the rewards. I know Marcel had committed to navigate for somebody else. I would have been happy to sit this one out, but neither the other driver or the car were available. At the end of the day, the allure of another winter driving adventure overcame my reservations and I accepted Marcel's invitation to have another go.

Our ride was my 1967 Austin 1800. The head gasket had been 'weeping' for some time so I changed it out and I did the obligatory ignition tune-up. While doing the head gasket I noticed the flexible coupling in the exhaust pipe was leaking. I had to cob-up a repair for this because exhaust systems are NLA locally. My 71 1800 that had done the Totem Rally was also available

but a clunk had developed in the left rear suspension, I diagnosed as a swing arm bushing, probably because of the 'pounding' it took on the Totem Rally.

Most people are not familiar with the 1800 model, nicknamed the Landcrab. I know because I have been trying to sell my 71 1800 with no success. Most of the responders to my ad want to know about the Mini I have for sale and I am aware of only 4 operational 1800s in the Lower Mainland area. The 1800 line was made from 1964 to 1976 by the British Motor Corporation and its successor British Leyland, something like 300,000 were produced. They are a front wheel drive 4-door sedan powered by a transverse B-series, 1798 cc motor. The body was styled by Pininfarina but might be regarded as homely. They are the third iteration of Sir Alex Issigonis's revolutionary design that started with Mini and progressed through the 1100/1300 models. At 2500 lb., it is a behemoth compared to the Mini but it is no larger than a modern compact but is a lot more spacious. It's most remarkable feature is the Hydrolastic liquid suspension which damps out the severest bumps yet produces a smooth 'floating' ride. In the rally we went over one cattle guard that was deeply cut into the snow hardly noticing it. With front wheel drive and a 550lb power unit over the front wheels they are quite adept in the snow an advantage on a winter rally like the Thunderbird.

To fully appreciate an 1800, you have to drive one. Its main shortcoming is a lack of power to keep pace on the uphill twisty logging roads typical of the Thunderbird and there is little in reserve to speed up on the straights to compensate for time lost in the corners. Even so, we caught up to and/or passed the Saab Monte Carlo 850 2-stroke that started in front of us several times, while nobody caught up to us, including the following BMW 2002, that fished 21<sup>st</sup> overall (1<sup>st</sup> in Historic), except when we were in the ditch. The Saab couldn't make it up one uphill section, even in reverse, that we motored up with little or no drama. We encountered a Honda Civic travelling against the rally traffic that also couldn't make it up this hill. The Saab driver complained about the black 'leviathan' looming in his mirror on several occasions and commented how impressed he was with its handling, but not so much as to buy the Landcrab I have for sale. The Saab driver told me the conditions were too difficult and that he probably wouldn't return.

There were 63 starters of which 53 finished. There was one report of a collision between a local vehicle and a rally car, a Cortina. Accidents like this seem to be rare but they are possible because the rally is run on public roads in 'challenging' conditions and at challenging speeds.

## Making a new hose for the 1800 displacer

Many ways have been tried to replace a burst/broken displacer hose, this is one more.

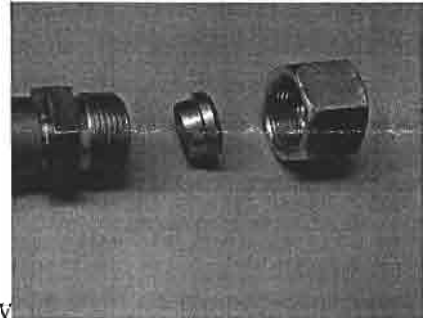


Ian Ripley  
334 Farm St.  
Nth Rockhampton  
4701  
0749285286  
i.ripley@cqu.edu.au

First remove the old hose and crimp fitting



Buy a hose assembly  
at the same length as the old hose



with the adaptor, olive and nut at one end



Put the nut over the exposed tail



Then slide on the olive



The hose can now be screwed into the nut, this will tighten up the olive onto the tail. After tightening up the hose to the nut the hose can be removed leaving the olive and nut, ready for a replacement hose.



PIRTEK (ROCKHAMPTON) PTY LTD  
397 Yaamba Road  
Rockhampton QLD 4700  
PO BOX 6221 CQMC 4702  
Ph: 07 49265500  
Fax: 07 49265533  
ABN 87054184717

## TAX INVOICE

CHARGE TO:  
\*\*\*\*\*CASH SALES\*\*\*\*\*

INVOICE No.:	RK102306
P/S LIP No.:	100810
PAGE:	1
DATE:	04/06/2004
GST:	TAXABLE
SALESPERSON:	WS
ORDER No.:	ripley j/s
Rec No.	

PART NO.	DESCRIPTION	ORD QTY	DEL QTY	B/O	QTY	PRICE	AMOUNT
MPH-08	(1/2") 35 BAR WP (500PSI)	0.30	0.30	0.00		14.23	4.27
JF1-1208T	3/4" JIC FEM STR 1/2" HOSE	1.00	1.00	0.00		13.04	13.04
WO1-0808T	1/2" WELD ON HOSE TAIL STR 1/2" HOSE	1.00	1.00	0.00		12.53	12.53
G 14-S	0112 70 2007 - EQUAL COUPLING	1.00	1.00	0.00		11.18	11.18
P-12-12	NIPPLE JIC MALE x JIC MALE	1.00	1.00	0.00		3.06	3.06

SUB TOTAL:	44.08
GST	4.41
FREIGHT:	0.00
<b>TOTAL:</b>	<b>\$ 48.49</b>

DELIVER TO:

ACCOUNT: CAS001  
TERMS: STRICTLY NETT 30 DAYS

Goods remain property of Pirtek until paid in full.  
Please check goods on pickup and delivery.  
For returns and cancelled orders a 15% surcharge applies.  
Refer Pirtek Credit Application for full terms and conditions of sale.

These were my prices other Pirtek or hose places may be different.

# WORKING WITH AUSTIN 1800 WHEELS AND TYRES

By Herb Simpfendorfer

It is sometimes highly desirable to work with tyres and wheels in your own shed rather than going to Beaurepaires (or other such places). For instance, if your friend has an early model Commodore that died, it may well have good tyres, and you can then whip in quick and get them, and put them onto your Austin 1800, which needs a re-boot. Of course, a further incentive is that you are as usual low in spare cash, as I am.

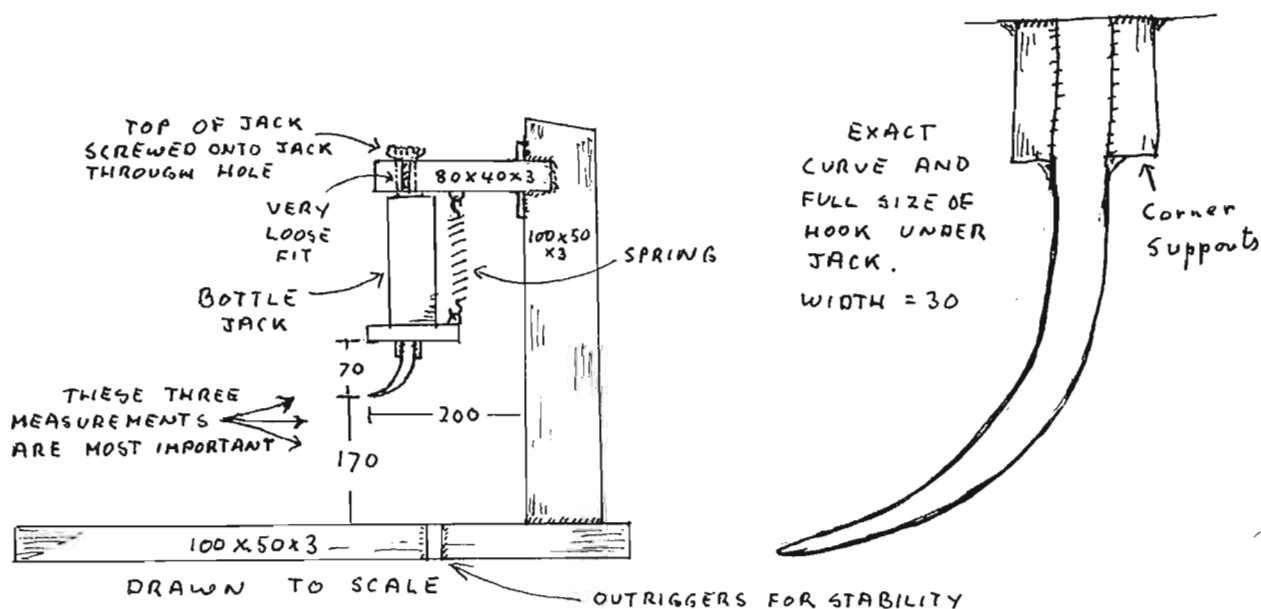
In the book, tyre size is **175 X 13 or 175 X 14**, depending on the model. It may even have been according to the whim of the people making the car, as a mixture of 13 and 14 inch wheels crop up in unusual places. In some books, the Mark II and Mark IIS are listed as having 165 X 14 (optional), but all of my Mark IIs have 13". On my Mark I cars, I use 185 X 14. It took me a while to find enough wheels for all of them, as 13 inch are more common. 185 X 14 tyres are easy to find and give me no problems, even on my long outback trips. I use tubeless as standard.

To do all the work yourself, you need a bead breaker, a fairly big air compressor, a big rubber mallet, a gadget to get the valve out of the valve stem and a good set of tyre levers. So think positive. You can do it, and keep hard earned money in your pocket. It is actually very easy to do the whole job of replacing a tyre, even if it is tubeless.

There are all kinds of smallish bead breaker gadgets on the market for people going into the bush, but I made my own for my own workshop use. It cost nothing, except for a couple of welding rods, assuming that there are bits of steel and a small hydraulic jack lying around. It works well for Austin wheels, and I do not guarantee it to do the job for anything else.

My method can get a tyre off the wheel in about two minutes. Quick and easy. Putting a tyre onto a wheel and pumping it up is even faster and easier. I had a close look at the way this is done at Beaurepaires and use a similar technique. They use compressed air for energy, I chose to use hydraulics to do the same thing. Admittedly, they can do it a bit faster than I can.

Step 1. Make a tyre bead breaker. Mine works well, so you can copy it unless you can work out how to make one that works better. It is a bit heavy, as it has to be very strong. But it is still very easy to carry it around.



Step 2. Get a gadget to get a valve out of a valve stem (some older valve caps have these built in), a good pair of tyre levers (mine are Dowidat, and they are wonderful) and a BIG rubber mallet

Step 3. To get a tyre off the wheel, first "break the beads", using the bead breaker. This does not break anything, so should more correctly be called bead separator. A wheel has two sides - 1) the wheel nut side or outer side and 2) the inner side. The outer side is clean, the inner side is usually dirty and maybe a bit rusty.

Break the bead on the outer side first, then turn the wheel over and break the bead on the inner side.

Step 4. While the wheel is lying down on the floor, outer side up, lever the outer side of the tyre over the outer side of the wheel, using two tyre levers.

Stand the wheel up, and using one lever and a mallet, move the inner side of the tyre past the outer side of the wheel. It feels good to see the tyre lying alongside the wheel. Success.

I know that the Workshop Manual tells us never to try to get a tyre off this way, (they say it must be done over the inside rim), but for me it does not work at all. Nor have I had any failures doing things my way. I imagine the technique of using levers and mallet is well known, so needs not be described in detail.

See Appendix for a discussion of diagrams in Manuals showing wheels and tyres.

Step 5. Putting a tyre onto a wheel requires the use only of the mallet. Be as gentle as possible so that no damage is done to the surface of the tyre used to make the seal with the inside rim of the wheel. I have had no problems with sealing using this method. No doubt, this technique is also well known. Some books suggest using levers. I don't.

An interesting point here is that your weight is used in tyre work. (I do not know of any other job where your weight plays a part in doing work on an 1800). You stand on the tyre while guiding the edge of the tyre across the rim when you are using the mallet. If you are 70 kg like me, it works OK, if you are less, you may well have to hit harder than I do, and if you are a lot more than 70 kg, you may not have to use the mallet at all!

Step 6. The tyre is now loosely on the wheel, in between the rims, but not attached at the sides.

This next step is all about getting the tyre attached to the rims, and getting the tyre pumped up.

With a smallish paint brush, (about one inch across) put soapy water where the tyre will move towards the rims. This gives it some lubrication. Take out the valve, if not already out, and have lots of air in the compressor. I imagine everyone uses tubeless tyres, and this step is a bit harder than when using a tube.

At Beaurepaires, a new valve stem is fitted when they put on a new tyre, but this obviously is not necessary if the old one is still working well. However a new one can be fitted if you think it is important. It is not easy without the special tool used at tyre places, but it can be done with a valve tool (a little tool that is used to all sorts of things with valve stems and valves) and a vice grip pliers. The Workshop Manual shows how one can be made using a metal valve cap which is soldered onto a T bar. It is important not to try to use a pair of pliers, as it distorts the inside of the nipple. Use soapy water as a lubricant.

In an Austin book I read about a method using a tourniquet made from a rope to get the tyre pumped up, but I have yet to have a failure using just compressed air. The trick is to have all of the lips of the tyre touching the wheel. It will then pump up. We who work with pre-used tyres are at a disadvantage as the tyre is often distorted a bit at the edge where a seal must occur. If air keeps escaping, try putting the tyre on two thick planks, outer side down, and then standing on the wheel. This will give a seal between the tyre and the inner rim. A heavier person will get a better seal, of course. Then turn the wheel and tyre over, still on the planks, and push a bit onto the wheel while sending air into the tyre. I have yet to have a failure doing it this way. You get some quite loud popping noises when the sides of the tyre move to the inner sides of the rims across the safety lips. It is a nice satisfying sound. Put back the valve, and pump the tyre up to the correct pressure. Done.

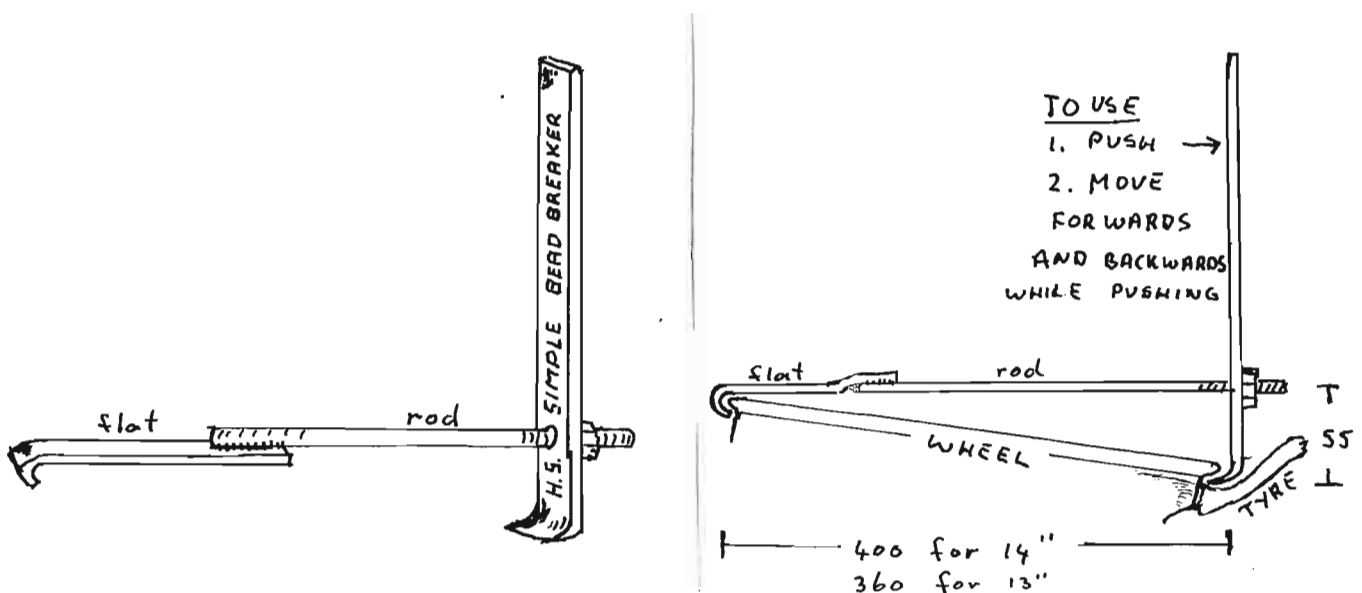


Step 7. Check for leaks. This can be done by immersing the whole lot in a big tub of water, but there is a much easier way. Use the paint brush you used in a previous step, and carry soapy water to the join of the rim and the tyre, and around the valve stem. If you have no bubbles, be happy. The chances of having a leak anywhere else is remote. If you do get bubbles, the tyre has to come off again. Probably the wheel has rust where the seal occurs, and all this has to be smoothed off using a twisted wire brush on an angle grinder or similar tool.

Step 8. What about balancing. Balancing is important if you want to go at great speeds, or if something is completely out of whack. But at low speeds, and if a wheel and tyre have not been abused, being "unbalanced" will probably not be noticeable. However, if you think balancing is very important, take the wheel or wheels to a tyre place, and they will do it for a very low price. I read somewhere that a primitive balance can be done using a large container of water, and floating the whole wheel and tyre on water. I will try it one day if I have problems.

Tyre with Tube. The tube is taken out and put in when the ~~outer~~ side of the tyre has been taken past the outer side of the rim. Taking the tube out is not easy. Long thin fingers are an advantage.

I also have a very light home made bead breaker of my own design, using the Law of the Lever. I take this one on long trips, just in case I get into big trouble and have to fit a tube into a tyre when I am miles from anywhere. I always carry a few spare tubes. I find it easier to fit a tube than to repair and re-inflate a tubeless tyre, using only a hand pump. It takes quite a few minutes to get a tyre off the wheel with this small bead breaker, but time is of little importance when you are in the outback all by yourself. Having said that, I have yet to have tyre trouble of any kind on any of my trips with the 1800, well over 40,000 km, even on the primitive "4WD ONLY" roads near Birdsville.



Appendix: Since the instructions in the 1800 Workshop Manual were different to my methods, I looked up a few other books and found out some interesting facts.

Diagram A is from the Austin 1800 Mark 1 Owners Handbook. Have a look at the section numbered 2. It shows the edge of the tyre resting on a horizontal section of the wheel. Note that the other side of the wheel has exactly the same length horizontal section. This is not the case with 1800 tubeless tyres, so this diagram is **WRONG**. Wheel profiles of this type were used on Austin A90's maybe, but not on the 1800. However, the valve stem, numbered 3 is correctly positioned, i.e. on the outer side of the wheel.

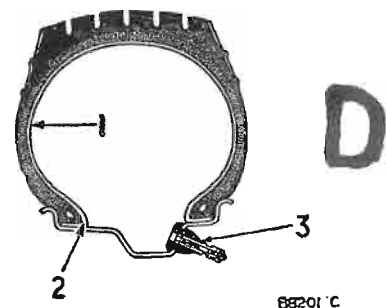
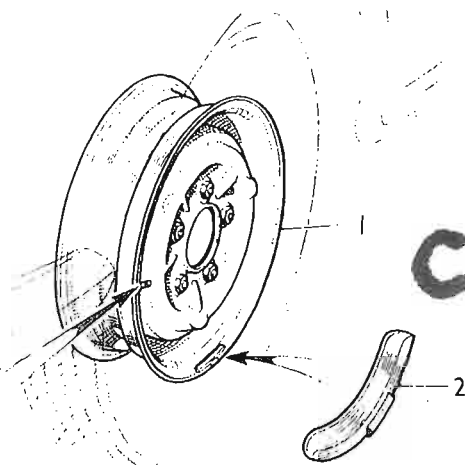
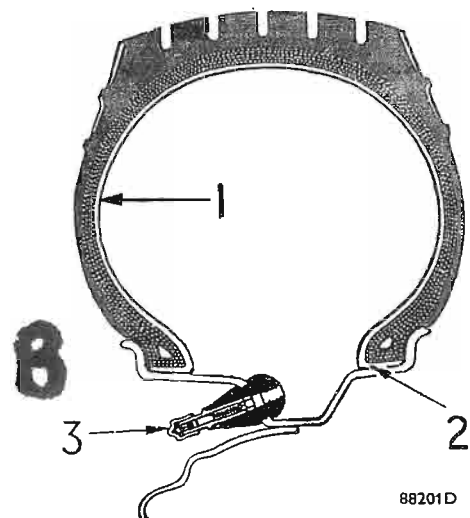
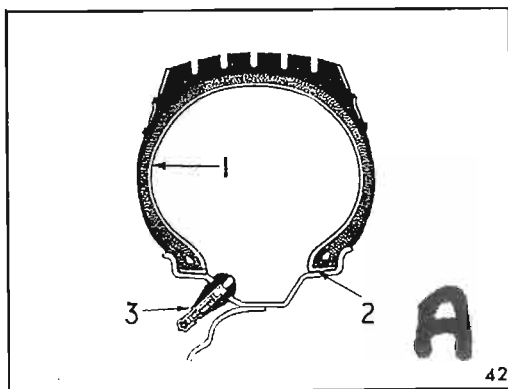
Diagram B is from the Austin 1800 Workshop Manual. It correctly shows the horizontal sections of different lengths, and has the valve on the correct side (i.e. on the side of the wheel nuts), but the short and long horizontal sections are on the **WRONG** sides. The artist mixed them up.

Diagram C is from the Austin 1800 Parts List. It is a bit hard to see the comparative lengths of the horizontal sections, but it looks like everything is correct.

Diagram D is from the Workshop Manual for the Morris 1100. Everything is correct.

Look closely at the number of the diagram. It is 88201 C. Now look at the number on the second diagram above. It is 88201 D. Very strange indeed. The one with a C could have been drawn a few years before the one with a D. Is there any possible logical explanation why the same diagram was used, but redrawn **INCORRECTLY** for the 1800

That's the stage I got to when I ended this research. In many books, there is no diagram. Why are there errors in diagrams? And who could be blamed for these mistakes? The artists in England, or ours in Australia? Could it be that with shoddiness like this, the demise of the Austin company in Australia was predictable?



The Morris Car Club (Vic) Inc. Presents :

# **THE MORRIS CARNIVAL 2004. SUNDAY NOVEMBER 14<sup>TH</sup> . 10AM ---3PM .**

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, Reserve Rd , Melton, Vic.(Melways ref.  
115 C10). Gates open 9.30 a.m.

\*The carnival is held in conjunction with  
the Djerriwarrh festival .(Meltons Annual  
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Entry fee-\$3.00 for display vehicles only.  
General public Admitted Free.

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More Info? Ph- Shayne 03 93600809.

# WHEEL ALIGNMENT ON THE AUSTIN 1800

By Herb Simpfendorfer

There are three aspects to wheel alignment:

1. Toe in
2. Caster
3. Camber

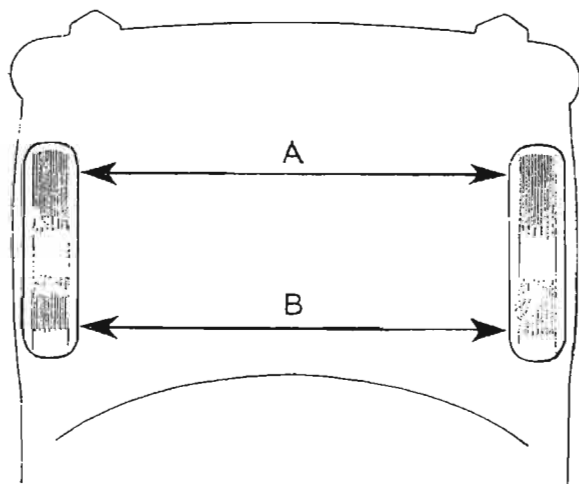
The design of the 1800 front end assumes that caster and camber will not need checking or adjusting, so can be ignored unless the vehicle has been involved in an accident involving the front end. Having said that, some guys have played around with these and gained changes which they thought were beneficial, for example lighter steering. As an aside, the caster angle was changed by the factory when the Mark II was introduced - from almost zero to three degrees. In this article I will refer only to toe-in.

**Toe in:** The best books tell us that the 1800 works well on a toe in of 1/8 inch or 3.18 mm. That means that the front wheels of the 1800 are "pigeon-toed" when stationary. By no means is this the case when travelling at normal speeds. As soon as there is motion, the front wheels must have zero toe-in, otherwise there would be a lot of scrubbing of the tyres.

My hint is to use metric measurements as it is a lot easier.

## FRONT WHEEL ALIGNMENT

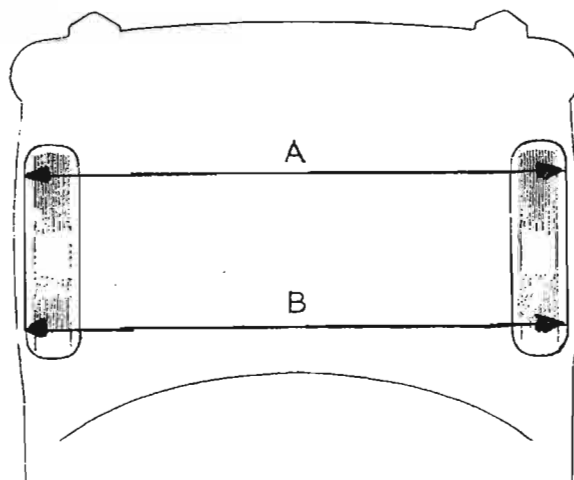
When correctly adjusted the front wheels must toe-in a total of  $\frac{1}{8}$  in. (3.2 mm.) or an included angle of 22 min. with the car in an unladen condition. To carry out any necessary adjustment first check that all tyres are inflated to the recommended pressures (see 'GENERAL DATA').



A53491

Fig. J.1

*The front wheel alignment check must be taken at the wheel hub centre height with the wheels in the straight-ahead position. Dimension (A) must be  $\frac{1}{8}$  in. (3.2 mm.) less than (B)*



The information on the left is straight out of the workshop manual. The diagram on the right is the situation that is used to measure toe-in as described in this article. A moment's reflection will show that the methods are equally accurate.

The question is whether toe-in measurement and (if necessary) adjustment can be done by any Tom, Dick and Harry in a home workshop. The answer is Yes. Here's how I do it.

The first requirement is a nice smooth concrete floor, possibly in a shed, with ideally a metre space on each side of the car. Also highly desirable is a toe-in measuring frame. A home made unit is perfectly OK.

1. Pump up front tyres to the correct pressure (28 psi). Make sure the wheels are in the straight ahead position. If using jacks, chock the back wheels, apply handbrake, lift the front wheels off the floor. If you use an endless chain as I do, use no chocks or handbrake. It is a quick and easy way. (See separate article for my method). Doing one wheel at a time go through these steps:

- a) Listen for any noise as the wheel is turned by hand. Any kind of noise indicates that there is something wrong with the bearings and the whole lot needs an overhaul
- b) See if there is movement if tyre is held top and bottom and moved laterally. Any slack is not acceptable. The problem could be loose axle nut, ball joints no good or wheel bearings worn.
- c) Check if tyre out of round by rotating the tyre with a pointed object (like a screwdriver) very close to the centre front of the tyre. The screwdriver must be held tightly in some way, e.g. held in a vice standing on a box. Any more than a mm out of round is not good. See if one of the back wheels or the spare give a better result.
- d) See if there is any sideways movement of the tyre as it rotates. This is done using the screwdriver method above, but this time having the point of the screwdriver at the side of the tyre. Have about 1 mm gap between the point of the screwdriver and the tyre. If the tyre touches the point of the screwdriver, or if the gap goes to 2 mm, there is something wrong with the rim or the tyre, and should be changed. See if the spare tyre or one of the back wheels is better.

While the main objective of this exercise is to do with toe-in, this is also a good time to check the steering mechanism. To determine if there is play in the steering components, hold the tyre half way up, one hand at the front and the other at the back, and try to move the front of the tyre first to the right then to the left. If there is any clunk, or any but the slightest movement before the steering wheel turns, the steering components need to be checked. A steering component check can also be done with the car on the ground. The steering wheel is moved one way and then the other, and anything but the slightest movement of the steering wheel before the wheels start to turn is not acceptable. If there is a clunk of any kind, that is bad news.

There is no point in going ahead with a toe-in adjustment if anything mentioned above is amiss. Fix the problem before going ahead with the alignment.

2. To do this next step, I assume you have made a frame as described hereunder, or you have bought one, or have come to my place and borrowed mine.

Lower the car onto the ground. Bounce the car a few times.

Put the frame at the front of the front tyres. Position the frame so that the left side pointer just touches the tyre at the widest part of the tyre. Make sure the pointer is being held tight by the bolt holding it in place.

Go to the other side of the car. Slide the pointer in until it just touches the tyre at its widest point. Fasten it in this place by the bolt which holds it tight.

Measure distance X to the nearest mm. Write it down. It may be about 20 mm. Call it Distance X-front.

Now move the frame to the back of the front tyres, and repeat the exercise to get distance X-Rear.

X-Front must be 3mm **more** than X-Rear to give the required 3mm toe-in.

If adjustment is necessary, see your manual for the procedure. This involves a bit of fiddly work with clamps, counting threads on the tie rods, loosening locknuts, turning tie-rods, and then re-measuring the distances X-front and X-Rear until the toe-in is correct. After each adjustment, roll the car backwards about one metre, then bring it back to its original position again. Not hard, just tedious.

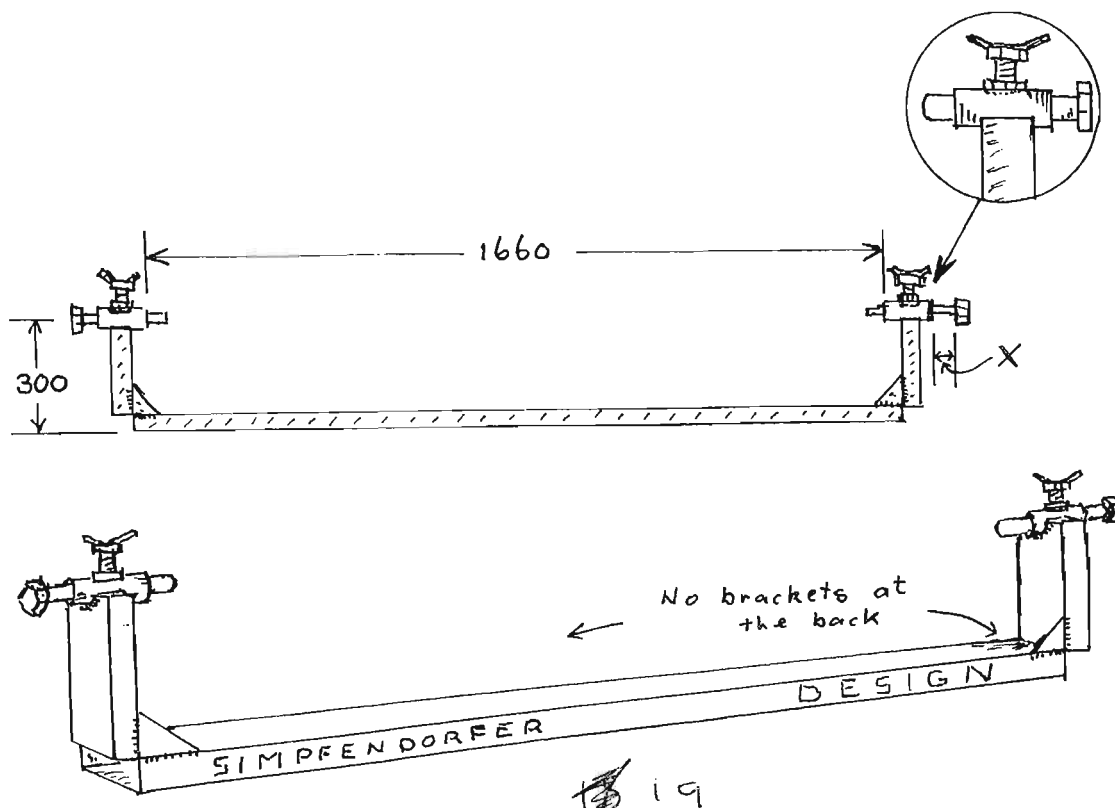
Adjustments can be done with the car on the ground, and a nice piece of carpet to lie on makes life a bit easier. Use of a pit would make it easier still. If the adjustment is done properly, the steering wheel spokes will be horizontal when the car is going straight ahead, and the two tie rods will be exactly the same length before they disappear into the tie rod ends, and the toe in will be 3 mm..

Toe-in check can be done without a frame, but it is awkward. I have used two stands and clamps of the type used in Science laboratories everywhere. I found them at an auction, and they must have been surplus to the requirements of some secondary school. First I had to make sure each stand had three points of contact with the floor, instead of the original wobbly flat base. I used three gutter bolts and nuts. I used the clamps in a way that they become pointers. I put the pointers touching the tyres half way up, then slide the pointers out of the way, roll the car out of the way, and then put the pointers back exactly where they were. The distance between the ends of the pointers can then be measured with a tape measure. But a frame is easily made and costs almost nothing and lasts for ever. I made mine in about one hour, using materials I had lying around.

**Making a frame.** I found a 2.5 metre length of RSJ (hollow steel rectangular tubing) 60 X 30. The frame must be rigid. I cut the RSJ and bent the ends up to give an overall inside length of 1680 and with end uprights 300 above ground level. For 13" tyres, 290 would be better, but it does not really matter. Onto the top of each of these uprights is welded a short piece of tube, which has a hole drilled through it at the top, onto which is welded a nut so that a short bolt through this nut acts as a locking device for the pointer going through the tube. Welding a piece of fencing wire across the top to make it like a wing nut eliminates the need to use a spanner when frame is being used. Triangular supports are welded at the base corners at the front as shown. Only a very small triangular support can be used at the back, as the tyre goes into this area. I have no doubt at all that our famous member Ken Patience would use his metal lathe to make some part of this device, but it can certainly be made using only a stick welder, a hack saw, a small square and a tape measure..

There are improvements that you will find out yourself, For example, gluing a small piece of tape from a busted tape measure onto the frame near the pointer saves time. Distance X can then be determined without using a ruler.

Also, since X-Rear is more difficult to measure than X-Front, it is useful to notice that X-Rear has to be measured only once, since any change made to X-Front also changes X-Rear by the same distance. However, it is probably best to check X-Rear right at the end of the adjustment, just to make sure everything has gone according to plan.



# LIFTING THE AUSTIN 1800 AN EASY WAY.

Herb Simpfordorfer

There are many maintenance and repair jobs on the Austin 1800 where it is necessary to get to something under the car.

Because this is common procedure for all vehicles, there are different methods for getting to the relevant spots.

Ramps are often used.

Jacks can be used to raise the car, then stands are used to make sure the car stays up in the air. (I've never tried it, but the book says that we are never to use two Austin 1800 jacks, one on each side, to lift a car. Apparently it will topple.)

Some rich people have a pit, and some richer people have one of those fancy hoists which lift the whole vehicle off the ground. Others have a friend with a service station. I am not over endowed with cash, and have no friend with a service station, so had to think of some other way

Here is another method which works well for me.

I use an endless chain. I bought a perfectly good one-ton endless chain at a swap meet for \$20, and have the top attached to a reinforced metal roof beam in my shed, ten foot from the floor. Now I am looking for ways to use it. Of course it is ideal for the engine out job. Since it is a device which can lift a lot vertically, surely it has other uses. Like lifting a car off the ground.

To lift the back of the car, hook onto the tow bar. You will be surprised how high the car goes in next to no time. Put stands or blocks under the car if you need to go underneath.

What about lifting the front of the car?

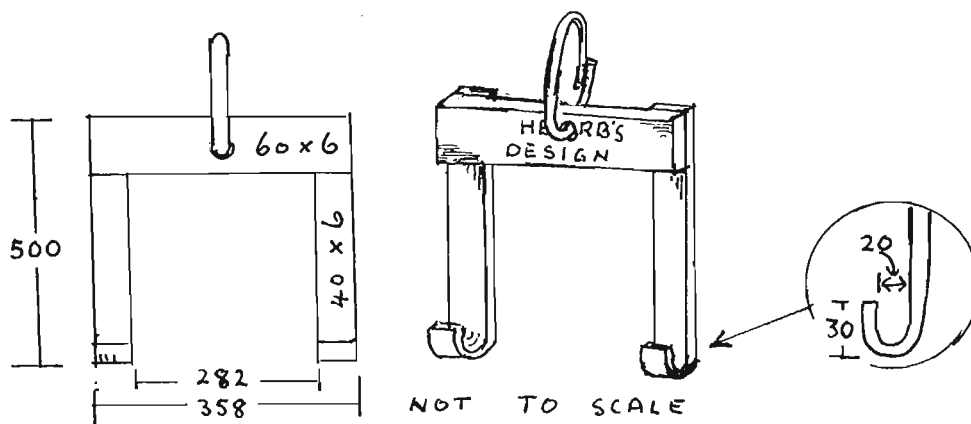
Use some part of the front bumper system? Not easy.

Use some parts of the front wheels or suspension? Too much gear required.

Well, I thought there must be an easy way, and there is.

I made a frame with the dimensions shown.

*What about a car that has no tow bar? It would not be easy!*

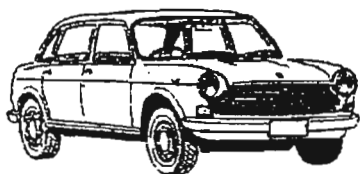


Mild steel throughout. It is a bit of hard work to get the bottom hooks into shape. I just kept hammering with a heavy hammer until the metal was bent to the correct shape. Be sure to do your very best welding when making this frame. Weld every line of contact where the uprights meet the cross beam. The oval loop at the top is 3/8 rod bent into shape, and welded carefully for a distance of two inches where the rod overlaps. This care is needed as the front of the 1800 is very heavy. The whole vehicle weighs something like 2500 lbs, which is well over one ton (2240 lbs), and much of that is in the front.

The frame hooks into two big slots

low down in the engine bay on a cross member in front of the engine. In the book its name is **CROSSMEMBER - Front**, a part of the Front End Assembly

Open the bonnet, and these slots can just be seen low down, in front of the engine. Hook on, put car in neutral, hand brake off, no chocks anywhere, pull the chain, and up she comes. The car does not have to be perfectly aligned below the endless chain, as it is soon pulled to the correct position. The bonnet can stay on. Use stands or blocks, of course, if you are going underneath.



# LANDCRAB

CLUB OF AUSTRALASIA INC.



Welcome to newsletter number 119 for December 2004 and January 2005





# Kimberley X6 and Tasman X6.

## Two brilliant new cars from the builders of Rover, Daimler & Jaguar.

**A**t last, the kind of car Australian motorists have been waiting for.

The new Kimberley X6 and Tasman X6 from British Leyland.

Two new cars built with the idea that luxury motoring should be within the reach of everyone.

**The Kimberley X6** Powered by a big transverse 6 cylinder overhead camshaft engine that develops 115 b.h.p.

Twin SU carburettors. Power assisted 10½" disc brakes up front. Heater/demister. Deep pile carpets. Body contoured bucket seats. Personal ventilation. Arm rests. Cigar lighter. All independent suspension. A fully instrumented dash.

All the things other cars call extras, the Kimberley calls standard equipment.

**The Tasman X6.** The most noticeable difference is the single headlights. And the spacious bench seats of the manual version.

The automatic has bucket seats like the Kimberley.

The Tasman is fitted with long-wearing rubber mats throughout. And is powered by the same 6 cylinder power unit.

The Tasman also is equipped with heater/demister, power assisted disc brakes, independent suspension, personal ventilation.

Both cars, Kimberley and Tasman, offer all the comfort, safety, performance and engineering excellence you'd expect from the people who

build Rover, Daimler and Jaguar.

At a price everybody can afford.



**From  
\$2,598** INC. TAX

**Austin X6  
Kimberley &  
Tasman**



BRITISH LEYLAND MOTOR CORPORATION OF AUSTRALIA LIMITED  
Austin Morris Division

BL3038

**Subject: Aircraft Carrier USS LINCOLN**

This is the transcript of the ACTUAL radio conversation of a US naval ship with Canadian authorities off the coast of Newfoundland in October 1995.

Radio conversation was released by the Chief of Naval Operations on 10.10.95.

**CANADIANS**

Please divert your course 15 degrees the South to avoid a collision.

**AMERICANS**

Recommend you divert your course 15 degrees the North to avoid a collision.

**CANADIANS**

Negative. You will have to divert your course 15 degrees to the South to avoid collision.

**AMERICANS**

This is the Captain of a US naval ship. I say again divert YOUR course.

**CANADIANS**

No. I say again, you divert YOUR course.

**AMERICANS**

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Prayer for Senility, God grant me the Senility to forget the people I never liked anyway, the good fortune to run into the ones I do, and the eyesight to tell the difference. Now that I'm older, here's what I've discovered:

**\*I started out with nothing; I still have most of it.**

**\*My wild oats have turned to prunes and All Bran.**

**\*I finally got my head together. Now, my body is falling apart.**

**\*Funny, I don't remember being absent minded.**

**\*All reports are in. Life is, now, officially unfair.**

**\*If all is not lost, where is it?**

**\*It is easier to get older than it is to get wiser.**

**\*Some days, you're the dog. Some days, you're the hydrant.**

**\*I wish the buck stopped here. I sure could use a few.**

**\*It's hard to make a comeback when you haven't been anywhere.**

**\*The only time the world beats a path to your door is if you're in the bathroom.**

**\*If God wanted me to touch my toes, He would have put them on my knees.**

**\*When I'm finally holding all the cards, why does everyone decide to play chess?**

**\*It's not hard to meet expenses. They're everywhere.**

**\*The only difference between a rut and a grave is the depth.**

I recently picked a new primary care physician. After two visits and exhaustive lab test, he said I was doing "fairly well" for my age.

A little concerned about that comment, I couldn't resist asking him, "Do you think I'll live to be 80?"

He asked, "Well, do you smoke tobacco or drink beer or wine?"

"Oh no", I replied. "I've never done either."

Then he asked, "Do you eat rib-eye steaks and barbecued ribs?"

I said, "No, I heard that all red meat is very unhealthy."

"Do you spend a lot of time in the sun, like playing golf / sailing / ballooning / motorcycling / rock climbing?"

"No I don't", I said.

He said, "Do you gamble, drive fast cars, or sexually fool around?"

"No", I said. "I have never done any of those things."

He looked at me and said, "Then why do you give a care if you live to be 80?"

# THE WIND BAGS

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# New member

Gerald Hiles

16 Lawrence Avenue  
Gawler S.A. 5118

08 8522 2160

mk 11

Thanks for my club card and all the info - I was more than pleased with it all.

The 1800 I purchased in September is very sound, internally almost 'mint' and with very little rust, except adjacent to the welded seam to the front and rear of the driver's side cill - but nothing dramatic, so I've merely patched it and flooded everything with Fishoilene (the whole car in fact, or at least all the interior body sections!).

I gutted the inside (just in case), removed and resealed the rear window (which was leaking, stripped enough out the engine compartment to repaint it (not all that fussily in matt black Rustguard Epoxy) and generally attended to minor details of hard-to-get-at nature.

I overhauled and/or inspected the running gear, e.g. brake linings, cylinders, CV boots, universals, etc., spending about \$500 I think (I paid \$1800 for the vehicle).

The paintwork looked as though it would compound-back satisfactorily, but I've just decided to respray it because of some patchy areas.

All-up the work will have taken about six weeks, but I've been running around for about a week and, as far as I can tell, there are no problems apart from noisy valve gear (the tip on shimmying will probably fix this) and 'hydraulic shift' (now that I know what to look for).

I improvised some repairs and it might be worth passing on what I did.

## Air Cleaner Securing Bolt (stripped thread)

Saw-off the square head neat behind the flange. Retain head. Drill and tap the sawn end of 'tube' to suit carby stud (5/16 UNC or Whit OK I think from memory, but check). Drill and tap worn end of 'tube' to convenient size. Drill retained head to accept selected size and bolt it to 'tube' using Loctite or similar. Back in business.

## Breather Diaphragm (perished and cracked)

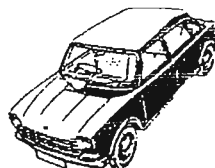
Thoroughly clean (petrol, metho and acetone). Evenly and fairly liberally coat upper face of diaphragm with silicon roof and gutter sealant. Sit diaphragm in valve body, fully assembled except for cover, and allow at least 48 hrs to cure. Cut a piece of black polythene to fit within the flat area of diaphragm (inside rib) - this is to avoid the chance of adhesion when the cover is secured. As far as I can tell the repair works satisfactorily.

## Brake Vacuum Unit

Liberal use of silicon gasket compound seems to have restored full working, seeing that I couldn't get hold of grommets etc..

## Swivel Joint Balls

I found that I could recycle these by selectively swapping around. I installed grease nipples by drilling and tapping through the sides of the knuckles. This was for three reasons: i) I wasn't too sure about possible damage to the main load-bearing area; ii) it minimized the chance of swarf entering the joint; iii) it enables easy lubrication without removing the road wheels. A bit of a disadvantage is that if and when the joints need adjusting, the hole through the threaded portion will not line up; but I guess it's easy enough to just redrill at least a few times.



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## **FOR SALE**

### **1970 AUSTIN 1800 Mk II UTILITY.**

It is with regret, that due to altered personal circumstances, I am forced to reduce the number of vehicles in the "car-pool". Unfortunately, the first to go is the beloved Landcrab ute. I originally purchased this with the idea of a complete restoration and whilst this has been progressed somewhat, I am now unable to complete the project. Following is a full description as accurately as I can describe.

It is a 1970 Mk II utility in full roadworthy condition and is registered until 30<sup>th</sup>. September, 2005. I drive it at least a couple of times a month to ensure its complete roadworthiness. The main "plus" points are:-

- New battery.
- Completely reconditioned brake system approx. 4,000 miles ago.
- Drive shafts modified to heavy duty "automatic" type.
- Steering completely reconditioned approx. 3,500 miles ago.
- Both door sills and drivers side floor rebuilt with metal plate (no bog except for contouring).
- Bottom of driver's side door rebuilt as per sills.
- Rust hole at front of bonnet repaired as per above two items.
- Dash panel and top crash pad professionally recovered.
- Tyres have plenty of life left.
- The engine is absolutely super – has bags of power, uses virtually nil oil, a non-smoker and is economical on fuel.

In my opinion, this vehicle has no major "minus" points, but does have what I call "hmmm" points and they are:-

- ❖ The gearbox has some backlash in it and the transmission (to me anyway) sounds a bit noisy. The syncro on second gear tends to be a bit lazy and the gear change cables have a minor leak (don't most of them?)
- ❖ There are signs of rust starting to appear in the tail gate and a couple of spots in the back floor.
- ❖ The windscreen wipers, although working, will not park when switched off.
- ❖ I am not fully familiar with the suspension of these vehicles, but it seems to work okay to me.

- ❖ Somewhere along the way, some previous owner has done a tacky re-spray job and the paint is tending to lift in some places and of course, it is not an original colour. It is now a greyish/beigy colour.
- ❖ A previous owner has pulled the bench seat and replaced it with two buckets which need a bit of work.

To sum up, I can confidently say that this is a good reliable car that starts first time every time, is solid on the road and can be driven confidently for 6 miles, 60 miles or 600 miles at anything up to 70 MPH. It looks respectable and is not like some of the later model worn out dogs that we see on the roads. Receipts are available for the parts and work which have been carried out. Photos of the metal repairs are available to verify their authenticity.

The vehicle is available for perusal in the Sutherland area of Sydney. It is being offered first to the members of LOCA and other persons who view the web sight for the period of one month. After that, if I don't reach my reserve price as listed, I will be advertising it publicly at a more inflated price to give bargaining space. Please view the photos herewith and feel free to ask me any questions via email or phone and I will do my best to answer them.

My price to you is

**\$3,690.00**

**Contact Bob Gilliland at 02 9528 2418 or email to**

**[bobgill@bigpond.net.au](mailto:bobgill@bigpond.net.au)**





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Simon Richardson

"Twice in a row,  
what can I say?"

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From : Ken Green &lt;kengreen@landcrab2.freemove.co.uk&gt;

Sent : Friday, 12 November 2004 6:54:05 AM

To : <hmsimpfendorfer@bigpond.com>,  
<stephensdaryl@hotmail.com>

Subject : Landcrab news

**Sent:** Wednesday, November 10, 2004 8:54 PM**Subject:** Landcrab news**Landcrab wins Classic rally in Australia**

On the weekend just gone, John Winspear and myself entered my Austin 1800 MK2 in the last NSW "Rally of the Year" for the Classic Rally Club.

After an absence of a couple of years from the front end of the field, we managed to get it all right over 350 kms to finish with a clean sheet!

2 other crews also clean sheeted, although we all agreed that it was not at all easy.

We shared our win with a Sunbeam Tiger and an Alfa Romeo.

85 cars started the event in 3 levels of competition and our team Mini also clean sheeted in the novice class.

An "Austoundingly" good time!

Bill Stevenson

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If you want, the seats will lay back to become a bed.

And the seats. They're deep and soft to give you the sort of comfort to remind you of a favourite arm-chair.



You have your own personal cool air vents and in winter a powerful heater.

And they're fully adjustable even to the point of lying right back to become a bed.

And just like a jet we give you the luxury feeling of carpets, and at your fingertips special air vents you adjust to direct cool air wherever you want (And in winter the warmth of a powerful heater).

And as if the comforts of a 1st class jet weren't enough we've added a few 1st class touches of our own. Like the convenience of a cigarette lighter, and the good looks



1st class comfort, 1st class performance second place outright in the London / Sydney Marathon. Second place teams.

of a dash padded in black vinyl, and panelled in walnut.

And 1st class performance. The sort of performance and rugged strength that took second place outright in the gruelling London to Sydney Marathon. And outright first place in the recent Southern Cross International Rally, and the rugged Snowy Rally.

Take a test drive of the new Austin 1800 Mark II soon. You'll be surprised how little true 1st class travel can cost.

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# Italian dressing

Anders Clausager looks at Pininfarina's 'British connection' – its fruitful and influential collaboration with BMC over two decades



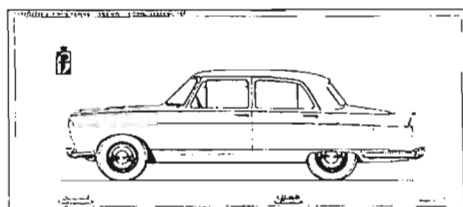
Farina mock-up for the A55 Cambridge – note reverse-rake front and squared-off side windows

It was George Harriman of BMC who in 1955 commissioned Pinin Farina to do some styling work for the corporation's new cars. At this time, Farina stood head and shoulders above any other Italian designer. Thanks to his work for Nash, Peugeot and even Volkswagen, he also had more experience with the grim realities of mass-produced saloon cars as opposed to those pure flights of fancy which still grace many motor shows.

But why should BMC go to Italy in the first place? The answer was probably that by employing an outside stylist, BMC management neatly escaped the dilemma of whether to give preference to Austin at Longbridge, or Morris at Cowley, when it came to design the next generation of cars.

The idea of developing a whole family of cars using one basic design – the philosophy that became known as badge-engineering – held strong appeal for Len Lord and George Harriman, and the prolonged and complicated gestation of the new Morris Minor (which became the Wolseley 1500/Riley One-Point-Five) had highlighted the difficulties of getting the two different branches of BMC to work together harmoniously.

In the mid-50s, BMC's leading stylist was Dick Burzi, a long-time employee of Austin whose portfolio included most of the Austin



Imposing proposal for 'A90 Berlina'



The original A40 mock, with slim pillars

designs of the previous twenty-odd years. The situation at Cowley was less clear. Traditionally, Morris styling was undertaken by the body engineers, and while Gerald Palmer had imbued his MG, Riley and Wolseley saloons with a timeless elegance, the bread-and-butter Morris cars – such as the 1954 generation of Cowley, Oxford and Isis – bore the unmistakable imprint of Issigonis-inspired functionality.

Palmer was about to up sticks and depart to Vauxhall while Issigonis, ever the joker in the pack, had rejoined BMC after a brief and resultless sojourn at Alvis, and was working on equally uncompromisingly functional cars in his own little 'cell' at Longbridge.

By 1956, even the most recent generation of Austin and Morris family saloons was beginning to look very stodgy and old hat compared to new offerings from Ford, Rootes and Standard.

BMC badly needed something new, something fresh. George Harriman believed that Italy and Farina would provide the panacea, and the maestro did not disappoint.

The first project commissioned from Farina was a replacement for the Austin A30/A35. To the BMC men at Longbridge, used to Dick Burzi's over-fussy detailing, Farina must have seemed like a conjuror pulling a rabbit out of a top hat.

The Farina mock-up which arrived at Longbridge in 1956 was a clean and simple car, almost totally devoid of ornamentation. In order to comply with strict BMC package requirements, and yet endow the car with a distinctive and graceful style, Farina extended the roofline almost to the rear of the car, brought a sloping rear window down to the rear edge of the boot. By contemporary standards this was a revolution. Farina had, at



**Issigonis XC9002 – 1100 starting point**



**Elements of 1100 styling apparent by '58**



**Almost – modified '59 Farina proposal**

a stroke, invented the two-box car.

The original proposal for the car that became the Austin A40 Farina in 1958 was somewhat modified. The very slim roof pillars were made wider and stronger, and the original doors with slim chrome-plated window frames were replaced by one-piece doors – cheaper and simpler in mass-production. An internal Longbridge proposal to give the car a small, shield-shaped radiator grille was luckily rejected, and Farina's full-width grille was reinstated.

Although not directly a result of the Farina influence, it deserves mention that BMC also pioneered the popular hatchback with the A40, when in 1959 it took advantage of the A40's estate car shape to make the Countryman version, with a horizontally-split full tailgate and a folding rear seat.

The basic styling themes of the A40 – and indeed most subsequent Farina-designed BMC cars – were the flat panels and straight, crisp lines pioneered by Pinin Farina with the Lancia Florida in 1955, forerunner of the Flaminia saloon. Among the typical Farina signatures were the little overhang over the rear window, the vertical tail-lamp clusters in fins, and characteristic windscreen shapes. The very modest use of chrome-plated ornamentation was a pointer to the 1960s, while two-tone colour schemes – effectively used on the A40 with its normally black roof – were more in tune with the 1950s.

The A40 won wide critical acclaim. Pinin Farina and his son Sergio both attended the model's launch at Longbridge in 1958, and were photographed together with Len Lord and George Harriman standing by the new car. They had every reason to be pleased – not only was here a car manufacturer who (unlike Peugeot) was prepared to give them their due credit, but the car had actually been named after them. This was an unheard-of gesture and one which clearly demonstrates how pleased BMC was with its new baby.

Two further Farina designs were quickly submitted to BMC and equally rapidly accepted. These were for the next-generation Austin Cambridge and Westminster saloon models, and although they shared most of the styling themes of the A40 model, they were not nearly as successful. With its narrow track and short wheelbase, the Farina Cambridge looked somewhat overblown, and the tailfins were rather prominent. The more generously proportioned Westminster was better, but neither car had the pleasing simplicity that Farina achieved with basically similar designs for the Peugeot 404 and the Fiat 1800/2100 family.

In both cases, Farina submitted the basic design to BMC, and the company's own designers then developed the badge-engineered



**Sharp, bright and airy – Farina's original 1959 proposal for 1100; note chopped front**

ered versions, adapting more or less successfully the traditional radiator grilles of MG, Riley, Vanden Plas and Wolseley to the new body shapes.

However, the Farina designs – which so far were all for traditional rear-wheel drive cars – were only part of BMC's future plans. Alec Issigonis – who always professed great contempt for all 'stylists', but normally excepting his great friend Pininfarina – had been working on a range of very different cars since his arrival at Longbridge in 1956.

### **THE FARINA MOCK-UP FOR THE A40 WAS A CLEAN AND SIMPLE CAR, DEVOID OF ORNAMENTATION**

These would eventually all incorporate his transverse engine and front-wheel-drive power-pack, as well as an all-independent suspension. Their styling was as functional as only Issigonis could have done it – with a common theme running through right from the first XC 9001 prototype of 1956: two-box cars such as the A40 Farina, with minimal overhangs, flat featureless panels, no ornamentation, and a pronounced driprail to the edge of the roof. The first to see production – and the only one to be made in its original

Issigonis form – was XC 9003, better known as the ADO 15 or the Mini. This was definitely a BMC design that Farina did not influence!

XC 9002 was next on the agenda, undergoing a metamorphosis to emerge as the ADO 16, and launched as the Morris 1100 in 1962 (and in five badge-engineered variations as well). XC 9002 originally looked like a scaled-up Mini, was turned over to Charles Griffin and the Cowley engineering department who tried hard to give it a bit of style, and finally Farina was called in to wave his magic wand.

The transformation was unbelievable. The original car was as ugly as Hans Christian Andersen's duckling, and the Farina design-production model was pure swan by comparison. While the usual Issigonis stipulation of minimal overhangs and short overall length had to be adhered to, and the handicap of short bonnet might have been insurmountable for a lesser designer, the 1100 emerged as quite the best-looking small family saloon of the 1960s, with proportions curious suggestive of the Volkswagen Golf a good decade later.

As ever, the badge-engineered version and the estate car were developed by BMC in-house stylists and engineers. The 1100 was incidentally the first car to feature curved side windows, a little trick to increase interior



width without getting either the roof too wide or the flanks too bulgy.

It is always the temptation for an independent design consultancy which has scored a bull's-eye to try to flog the same design to a number of manufacturers. As indicated above, Farina's designs for BMC found echoes in his designs for Fiat and Peugeot. But when in 1963 rumours started to circulate about a new small front-wheel-drive Peugeot with a transverse engine, and spy photos and sketches showed an uncanny resemblance to the BMC 1100, BMC reputedly made representations to the French manufacturer and Farina duly modified the 204 design. It did not, however, prevent Fiat from bringing out its 1100 carbon copy, the Autobianchi Primula, in 1964 – also with transverse engine and front-wheel drive.

Farina's next project for BMC turned out to be rather more problematical, in more ways than one. The original XC 9001 rear-wheel-drive car had given way to XC 9005, a medium-to-large front-wheel-drive saloon for which a novel V4 2-litre engine, mounted in-line, was under development. This engine was ditched at a late stage in favour of a bored-out transverse 1.8-litre version of the B-series engine.

The Issigonis proposal called for an even larger-scale Mini, with somewhat unsatisfactory proportions owing to the designer's insistence on a long wheelbase and almost too-generous interior dimensions. Farina's

first proposal was based on his design for the 1100, but failed to satisfy.

The next proposal was a six-light saloon, with double headlamps and a full-width grille like the Fiat 2100 'Ministero' luxury model, and very characteristic cropped tailfins, a rear-end theme later employed on the Peugeot 504. With a toned-down front end, featuring single headlamps and an 1100-like grille, this was getting close to final acceptance when Issigonis began to meddle with it.

His contribution was to replace the half doors, with their chrome-plated window frames, with one-piece doors with rather

### THE 1800 AS IT EMERGED WAS THUS A NOT EASY AMALGAM OF FARINA AND ISSIGONIS INFLUENCES

thick window surrounds. This robbed the design of some of its original airy lightness, but was perhaps justifiable, in view of the high production targets set for the Austin 1800. When these did not materialise, BMC felt it had to get some return on the expensive door tooling, and carried the 1800 doors over on both the 3-litre and the Maxi.

The 1800 as it emerged was thus a not altogether easy amalgam of Farina and Issigonis influences. Although its robust functionality was not devoid of charm if one approached the car in the right frame of

mind, its awkward proportions told against it, and even the original untampered-with Farina proposal fails to please in the way that the original 1100 still does.

There is little or no evidence that Farina contributed anything to the interior design of any BMC car – whether he was not asked to, or whether he was not interested we simply do not know. The very conventional interiors of the rear-wheel drive cars gave way to typical Issigonis minimalism on the Mini, 1100 and 1800. Only once did a Farina mock-up arrive complete with interior – the first XC 9001 proposal. This had a dashboard with overtones of the original Lancia Flavia and a steering-column gear change.

By 1965, every BMC saloon – bar the Mini and the Morris Minor – bore Farina's imprint to a larger or smaller degree. It was a different story on the sports car side, although both the Midget/Sprite and the MGB, in-house designs though they were, paid handsome tribute to the basic Farina themes. In 1962, Farina had built a coupé based on the Austin-Healey 3000 chassis, although it was not his own design. It had been the winner in a competition sponsored by Automobile Year, the creation of three young design students of whom one, Piu Manzu, was to gain fame as the designer of the Fiat 127, although he was killed in a traffic accident before that car went into production.

First prize in the competition was to have the design executed in real life. The resulting



Original Issigonis XC9001 – rear-drive



Farina XC9001 proposal, from 1959



Links with ADO 16 (1100) are obvious



Nearly the 1800 – but this 1960 mock-up car still has thin chrome window frames



Ostentatious grille was soon ditched



Simple 1100-style grille on 1960 proposal

car, badged as the 'Firrere', was cautiously inspected by BMC and is said to have inspired the MGB GT. The MGB GT was shown to Farina in prototype form, at a stage when there was unhappiness about Abingdon's design proposal. The master pulled the whole thing together by revising the design to incorporate a taller glasshouse.

No Farina proposal for a sports car was ever adopted by BMC although two very different submissions were made. The first was ADO 34/35, the project for a Mini-based Spridget replacement. This had a chequered career within the corporation, being originally conceived by Syd Enever at Abingdon in 1959 and finally ending up at Longbridge, with the ultimate Farina proposal of 1964. This was a chunky little car, looking very much like the Peugeot 204 convertible and coupé models from the same studio.

The other Farina sports car was conceived in co-operation with MG at Abingdon, was designated EX 234 and was seen as a joint replacement for both the Midget and the MGB. This bore a clear resemblance to the new Alfa Romeo Duetto Spider and was none the worse for it. Both cars were built up as running prototypes by Farina and shipped over complete with all interior trim. Neither was to go into production: BMC got cold feet over the idea of front-wheel-drive sports cars, while the rear-wheel-drive EX 234 was put

on ice in the muddle which followed the BMC-Leyland merger in 1968.

This merger destroyed the chances of seeing Farina's final saloon car proposals in production. Much as Triumph was favoured over the BMC makes, so was Triumph's tame Italian designer Michelotti favoured over Farina. Michelotti submitted some proposals – to Triumph at Canley – for new BMC saloon models, and was asked to facelift the 1100/1300 range; this last project became the Austin Victoria for Spain or the Austin Apache for South Africa. Farina was put on the shelf as far as BLMC was concerned, and his last designs were unheeded.

This was tragedy, for each in its own way was remarkable. First came the 'Berlinetta Aerodinamica' based on the 1800, and a sensation of the 1967 Turin motor show. It was a seminal design for the 1970s – witness the Citroën GS and CX, the Lancia Gamma, and even the Rover SD1.

A modern interpretation of the classic Kamm-tail shape, the 1800 Aerodinamica delighted all who saw it, including Issigonis, although the car flew in the face of the Issigonis principles of minimum exterior dimensions. However, unlike any Issigonis design, the Aerodinamica was designed primarily for high-speed motorway travel.

It was followed by a similar design based on the 1300 in 1968, slightly less generously

proportioned and clearly more realistic from a production point of view. The 1800 was shipped to Longbridge – only to be broken up in the mid-70s – while the 1300 is preserved in Farina's own collection. It is a moot point how intrigued the BMC top brass were, but there is photographic evidence of a mock-up of a three-door version of the 1300 Aerodinamica taken in one of the famous tunnels at Longbridge, so they did do some work on the idea.

The other Pininfarina design which was axed as a result of the Leyland merger was 9X. This was the final Issigonis proposal for a Mini replacement, with a new revolutionary overhead cam engine and three-door body, a little smaller, even, than the Mini but still roomier inside. Despite the usual package restrictions Farina's design was an attractive little car, and one can not but reflect that if BLMC had put this car into production in say 1970, it would have scooped both the Fiat 127 and the Renault 5, the cars which became the acknowledged European market leaders in the small car class.

The differences between the original Farina mock-up for 9X and the still extant prototype are subtle but the prototype does not quite have the inimitable lightness of line of the original.

After 1970, Farina was sometimes asked to submit proposals for new BL cars, including the Jaguar XJ40 and ADO 88 (which became the Metro), but the in-house designers always won these competitions. There was no Farina input the Maxi, nor to the later Marina, Allegro and Princess.

Not all of Farina's BMC designs were equally great, but both the A40 and the 1100 must rank as important in the history of car design, the 1100 probably being the more successful both in design terms and for its overall qualities. And the Aerodinamica and the 9X are the most fascinating of those that fell by the wayside.

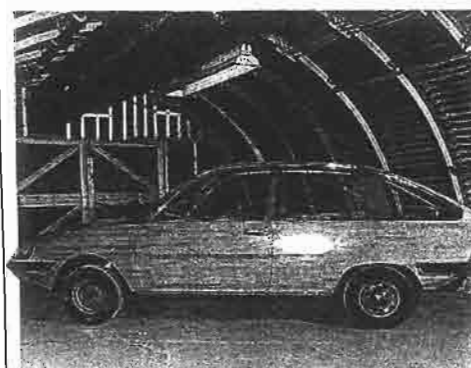


**EX234: shades of Alfa Spider, and would have replaced MGB:**

**Austin stylist Dick Burzi (in glasses) makes a point about the Pininfarina-styled 9X would-be Mini replacement of 1968 – Issigonis's last design for BMC; car has a hatchback rear**



**Some 204 in this Mini-based ADO 347**



**Longbridge mock-up of Aerodinamica**





Advisory committee

## **RACV GREAT AUSTRALIAN RALLY**

### **Historic motoring participants**

**Thank you for your support of the RACV Great Australian Rally.  
Our next rally will be run on the 23 Jan 2005 & if not already entered  
you and fellow motoring enthusiasts are INVITED to enter.**

**There is a free entry available to the London to Brighton Rally so  
take advantage of this offer.**

**The RACV Great Australian Rally is a red plate event & your fellow  
club members are welcome to photo copy the entry form & enter.**

**ENJOY the day.**

**Regards**

**Frank Douglas**

**Organiser**

**November 2004.**

**P.O. Box 201 Chirnside Park 3116**

**Telephone: (03) 8704 2533 Facsimile: (03) 9739 6324**

**Email Opals1@iprimus.com.au**

**This event is proudly sponsored & supported by the RACV.**

**All proceeds from this event will be donated to the Peter MacCallum Cancer Center**

# AUSTINS OVER AUSTRALIA

"A Century of Austins"

1905 - 2005

Warwick – Queensland  
24<sup>th</sup> – 28<sup>th</sup> March 2005



## Newsletter No.4

September 2004

**Hello again,**

Not a particularly good time to go to print.

The Broncos are gone, the Cowboys are gone, the Lions are gone, time to rebuild for next year. The Broncos were going up and down in the one place for the last 6 weeks, but what about them Cowboys?, if that field goal attempt had been delayed for a couple more tackles, and then gone over – game on, and the Roosters may be having a rest. The Lions just have old legs and ran out of running. Average age 5 years more than the Power, but 3 out of 4 is good going.

So now we turn our gaze to India, Caulfield and Flemington. Good Luck to the punters.

The Paralympics are a tribute to Triumph over Adversity. What a shame that even at this level they are tainted by drugs.

Congratulations to all the winners, home and abroad and good luck to the others for next time.

Weather is starting to warm up and nudge 30 even now which doesn't look good down the track.

Hope it isn't quite as bad as the 40+ of last year but all indications are that it will be.

Very, very dry still, the country is brown and we have started with our bush fires.

## **BBQ NIGHT**

A closer inspection of the Clubhouse facilities for this occasion revealed that the majority of the floor area was carpeted and therefore considered unsuitable for dancing.

Alternative entertainment options are being considered to complete your evening.

## **DINNER THEME**

The theme for the Official Dinner on Sunday evening will be **period dress or costume** for both ladies and gents.

Hopefully the variety of attire will cover the majority of the Centenary years.

## **NEXT NEWSLETTER**

The next and last Newsletter will be early January.

We will include a street map so that you may identify key locations and familiarise yourself with the city layout.

Email Address: k.p.airton@bigpond.com.au

Event Updates: [www.shannons.com.au](http://www.shannons.com.au)  
and select  
Car Clubs



Correspondence to:

AOA 2005,  
119 Crowley St,  
Zillmere,  
Brisbane 4034  
(07) 3263 5352

Telephone:



## ROCKER COVER DERBY

A number of enquiries regarding rules pertaining to the constructors' championship. We don't want to get too bogged down here with regulations as it is still very much only a fun thing, but a little information may assist you in your preparations.

1. Classes of competition will be decided on the day depending on the Covers presented.  
e.g. Type and size of wheel (small or large)  
Weight of Cover (light or heavy)  
Cover material, (tin or aluminium )  
Length of cover (short or long)  
Modifications and additions  
Classes will be kept to a minimum.
2. The ramp will be 4.8m (16 ft.) long with twin tracks.  
Each track will be 290mm wide ( just under 1 ft.) with edging material to keep the Cover on line.
3. The competition will be held in heats of two, similar to drag racing.
4. The finish line will be about 1 metre (3ft) past the end of the track on the grass or other available suitable surface. Winners will be first to the line.
5. Judges decisions on all matters will be final and no correspondence or appeals will be entered into.

## TRAILER PARKING

One of our members, Stephen Wilkins, has purchased a property 2 km out of town and has offered yard space for trailer parking should it be required. Security cannot be guaranteed but trailers can be parked out of sight, behind the house, at the trailer owner's risk.

If this will benefit you, please let me know an expected ETA so that arrangements can be made. The property is on a main bitumen road and is easily accessible.

## UP AND RUNNING

Winter has now been and gone, the garage doors are flung open, covers off and hope "she" starts. Time now to make sure that everything is still hanging together (on the car), and preparing for 2005. Best of luck to all, hope your plans and desires car wise are fulfilled.

## XMAS TIME

Xmas is coming and the stores are gearing up

Waiting for your dollar in their Xmas Specials cup.

The geese may still be getting fat, but very few people will be chopping their heads off.

My Grandfather used to pluck and clean poultry for our family gatherings, but I can't remember him doing it after about 1950 or so.

On behalf of our Committee, may I wish you all a very Happy and safe Yuletide season and a sincere hope for a prosperous and healthy New Year.

Kind Regards to all,



G. Brewster  
Event Secretary

# Editorial

Here are my excuses for late/ unanswered e mails, letters and phone calls over the last 6 months or so. This is also doubling as an apology.

- I run a one man business from home. I.e. always on call. [When I arrive at a customer's house in my 1800 it is most interesting to see me mentally dumped in the pheasant basket because I arrive in a classic. A second look shows that the car has been restored, and there seems to be no basket to put me in! ]
  - I play pennant{ D grade} table tennis at least one night a week
  - Sunday morning sees us at the local Baptist Church. Also quite often Sunday night, The night service is not for those who wish to avoid ear problems! Quite often a spin off from this involves a little time during the week
  - I am in a cycling group and we will often pedal 100 ski on an outing[They call me Stack Stephens]
  - I maintain 3 1800s is my own, Daughters and Fathers. All use the set and forget Nissan Pulsar electronic ignition. Saves lots of time messing around with points and condensers. As a side effect new plugs come pre gapped at 35 thou which is perfect the electronic dizzy.
  - Here last winter, we completely gutted our kitchen and family room and started again[ Note to daughter Naomi the new kitchen has a wide entrance so that if you should ever accidentally stumble in to it, you can find the way out]
  - That showed up the rest of the house and we currently have the laundry, one bathroom and on en suite in pieces. To add insult to injury, when I lifted the laundry floor tiles, there was nor much underneath. Just what the termites did not want.
  - During this process, a phone call home while I was at work went something like this "Hi Naomi, is Mum there?" "No, she is not available" "Is she on the throne?" "Yes She will call back in a couple of minutes"
  - My phone rang 30 seconds later. "Are you finally off the throne?" Voice on the other end went gasp and then, "Bec from Ikea here. Your cabinets are in."
- That's why correspondence has sometimes gone unanswered.
- **On a more interesting note, we are floating the idea of** inviting those with Morris 1100s 1100S's, 1300 s, 1500s and Nomads into this club. [For overseas members, the Maxi 1500 engine was installed in the Morris 1100 when production of the 1100 finished The Nomad was an 1100 station wagon- completely Auzzie designed with a strong Maxi influence. The Maxi never made it here.
  - The basic plus for us would be more members. Who knows, we may even land a President and Social Secretary. Perhaps if quite a few join, we could

change our clubs name to the 1100/1800club, or the BMC club or the Hydrolastic club etc etc.

- **Input would be most welcome to either Patrick or myself**

## - For sale

- Austin Tasman head, starter motor, alternator, lights and seats and many other bits Peter Jones at the Gold Coast 0413 379 410
- White/ blue '68 Mk 11 70, 000 miles Hampton Park Vic 0413 455 396 offers

And the winner of the man of the year goes to Ken Patience

Photographed here with Gwen Patience



Merry Christmas to all