

LANDCRAB

CLUB OF AUSTRALASIA INC.



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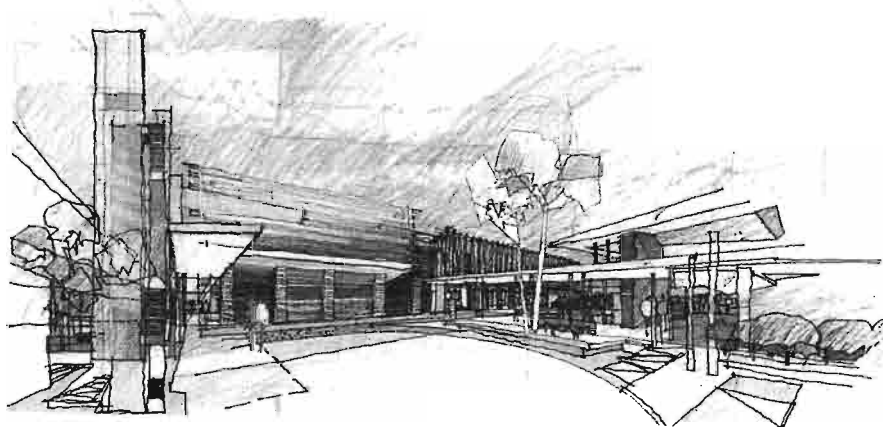
SALE OF THE CENTURY

SATURDAY 18/2

9 AM SHARP IE NOT BLUNT

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New member

Stuart Angus 166 Henry Street, Greensborough Vic 3105 03 9444 8820
Mk 1 1800

The 1800 has been in the family since new. In their time, my Grandparents drove it all over the eastern states. I can remember as a 6 year old sitting in the back seat on a trip to Wangaratta. Great family memories which my wife and 3 year old daughter continue to build.

Rubber radical

*Malcolm McKay found
Dr Alex Moulton,
inventor of innovative
suspension for Mini to
MGF as well as of
trend-setting bicycles,
still hard at work*

Meeting Alex Moulton at an exhibition to celebrate 100 Years of British Invention in 1991, Prince Philip remarked: "Ah, a real live inventor. The trouble is, if you attend too many shows like this you will end up fossilised in one of these cases..."

There's no chance of that with Alex Moulton. At 75 years old he's as sharp as a new pin. A modest, unpretentious man, he takes a genuine interest in everything new that he encounters. He has no desire to wallow in past achievements: "My interest in classic cars is purely from a historic point of view - I wouldn't want to live in the past!" He does, however, recall one exception: "Around 1960 I was given my first ride - to Wales - in an open Rolls-Royce Silver Ghost. I was astounded by the sweetness of it, the quality of the engine and its running. I was deeply impressed by that car."

So how did this man come to be the provider of BMC and its successor companies' unique suspension media, from the Mini through to the new MGF?

Alexander Eric Moulton was brought up at his grandfather's glorious Jacobean hall at Bradford-on-Avon, where his early influences included the railway line running through the estate ("the glamour of the steam locomotives sparked my curiosity for how things work") and the estate carpenter, who cultivated that interest. The family business was run from a factory on the estate: the firm, Spencer Moulton Ltd, had been engaged in the production of rubber since the 1840s.

Motor cars had been a family interest from early days - photographs of 1908 and 1910 NEC cars hang in the hallway - so it is not surprising that the young Moulton should embrace this interest. At the age of 15, he took a Vintage GN chassis and fitted to it a Locomobile twin-cylinder steam engine, for use around the estate.

He attended Marlborough College and was pupilled to the Sentinel steam engine works at Shrewsbury, where he met Abner Doble, designer of Doble steam cars, before going up to Cambridge to read Mechanical Sciences. He was running an Austin Seven Speedy by then, and raced it at Donington; he also prepared and raced a Scott motorcycle in the university speed trials. After just a year of his course, war was declared and

Moulton joined up. Waiting to be assigned in the RAF, he was given a position at Bristol Engines. He spent his war as PA to Sir Roy Fedden, a fascinating position that showed him the astonishing pace of technological development and invention in the face of war. He travelled all over the country to factories with which Bristol was working at the time.

Moulton's cars at the time were a Gordon England fabric-bodied Austin Seven and a Morgan 4/4. Early in the war, one of his private projects was the conversion of a Ford 8 to run on producer gas - he contrived a neat conversion that enabled use of a valuable alternative to strictly-rationed petrol.

After the war, Moulton returned to Cambridge to complete his degree before joining the family business (a public company by then) as Assistant Works Manager. He was particularly interested in seeking alternative applications for the technology, which then included manufacture of railway rubber buffer springs, and he developed successful bonding of rubber to metal, which opened up many new markets.

An early experiment, in the late Forties, was the fitting of rubber suspension - a series of rubber rings - to his pre-war Morgan. This proved to be of sufficient interest for Peter Morgan to come down and take a look at it. Moulton recalls: "It worked quite well but we concluded that the chassis wasn't really stiff enough for it to be completely successful."

Moulton's first unquestionable success with rubber suspension experiments was for trailer applications with the simple, compact and effective Flexitor units. The first car to benefit was his friend David Fry's little hillclimb/sprint car, the 'Freikaiserwagen', and it was through Fry that Moulton had a casual introduction in 1949 to Alec Issigonis, who was then racing his own

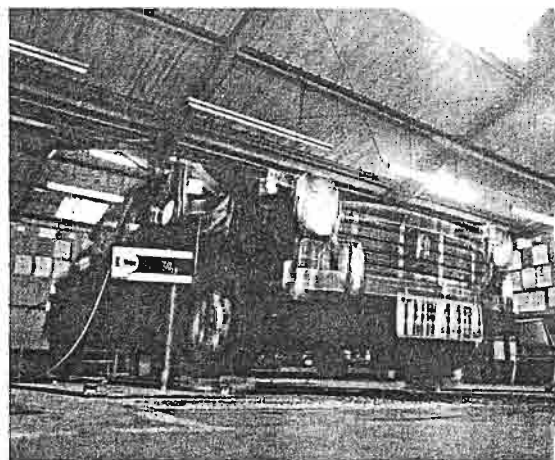
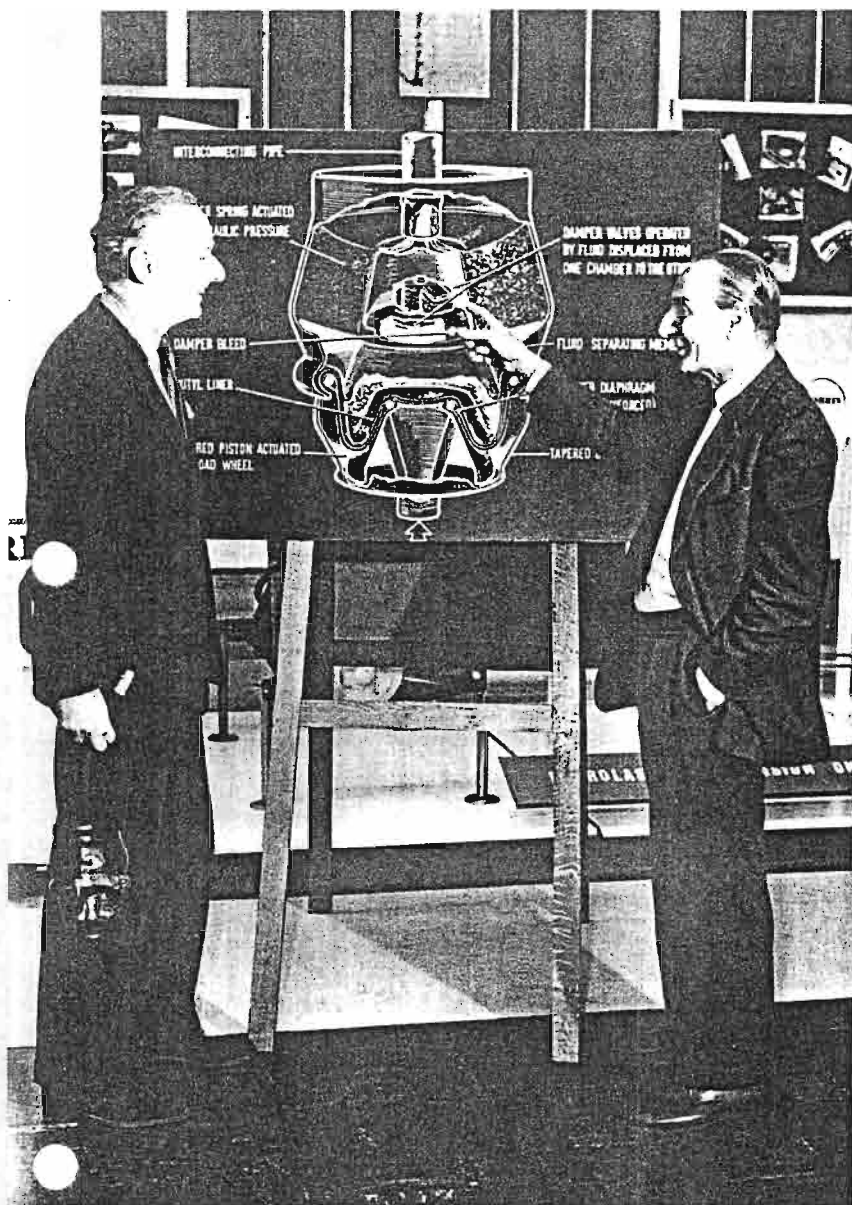


*... Alex Moulton today, as
...ly and enquiring as ever,
... his remarkable Cooper
... and the test AM bicycle.
... Moulton (in 'Saint'
... pose) with Alec Issigonis
... and the Hydrolastic-
... suspended BMC 1800*



PHOTOGRAPH BY A. WICKHAM





Left, Moulton and Issigonis analyse Hydrolastic. Above, Morris 1300 on Moulton's test rig in 1971. Right, '71 again, testing settings through a slalom test



Above, from 1961-63 Moulton ran this Ferrari 250 2+2. When it broke down, he discovered Bentleys...

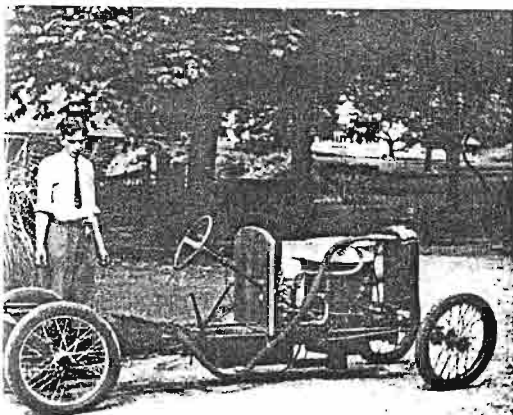
rubber-suspended Lightweight Special. This sparked a friendship that was to change the face of motoring in Britain. Although Issigonis was 14 years older, the two men found a mutuality of understanding and interest: they were on a level, able to bounce ideas off each other and thrust forward the frontiers of technology. Moulton recalls, "Issigonis was a super, super chap – tremendous fun, lively, yet very serious in engineering matters. He could be prejudiced – he held strong views – but he had a wonderful, imaginative mind while remaining a realist about what could and couldn't be done. I owe a tremendous amount to him, his sketching, drawing and the rigour of his experimentation."

By then, the Morris Minor was well into production. Moulton had, and enjoyed, an early one. "Issigonis was not interested in disturbing the Minor but around 1952 he encouraged Jack Daniels, his right-hand man, to collaborate with me on converting a Morris Minor to rubber suspension. We used Flexitors on the front and another of my suspension units, called Rotashear, on the back axle. That car did 1,000 miles on the MIRA pavé and proved the integrity of rubber as a suspension medium. At that time normal steel suspension only lasted a few hundred miles on the pavé."

In 1952, with the Austin/Morris merger looming, Issigonis moved to Alvis, where he designed from scratch a completely new V8-powered five-seater saloon, of which one prototype was built. This car's suspension was of Moulton's design, using hollow rubber cones in compression. The most exciting feature, added to the running prototype around 1954, was the interconnection of front and rear springs on each side, using fluid inside the cones and piped between them.

The purpose of interconnection is to maximise roll resistance while minimising suspension harshness over bumps. When the front wheel on one side hits a bump, it transmits the force to the back, causing the rear wheel to rise slightly; and vice versa when the back wheel hits it. Properly controlled, this gives a smooth, compliant ride; yet when cornering, with both front and rear wheels loaded, there is nowhere for the fluid to go and it gives good roll resistance. Moulton recalls the installation on that experimental Alvis showing "...the magic of the big car ride, by slowing the pitch of the suspension".

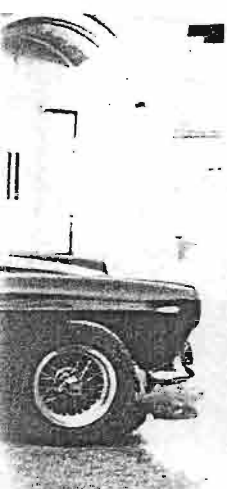
Sadly, finances precluded the new Alvis' entering production. Late in 1955 Sir Leonard Lord tempted Issigonis back to BMC and the Alvis prototype was destroyed. Moulton recalls discussing Lord's approach



Left, a young Moulton with the steam-powered GN he built when aged 15.

Above, during the war he converted this Ford 8 to run on 'producer' gas

Right, Alex Moulton has owned his Mini-Cooper from new and used it as a mobile test bed. Here he holds the incredibly compact rubber suspension



with Issigonis at the Turin Show and encouraging him to go. "Lord and Harriman wanted a new range of cars: they decided to start on the smallest because of the pressure of petrol rationing. That was the start of the amazing endeavour of the Mini," recalls Moulton.

The Suez crisis of September 1956 sparked a spate of bubble cars and a determination in Leonard Lord to emulate his predecessor, Herbert Austin, who had introduced the Austin Seven in answer to the cyclecars of the early Twenties. Moulton had been continuing with the family business, had tried his suspension on lorries and on the back of motorbikes, and even found time to co-operate with Raymond Mays and Tony Rudd in the design of bump-stops for the BRM project. The year was a turning point for him, though, as Issigonis and BMC wanted his full co-operation: "I sold the family interest in Spencer Moulton to Avon Rubber Co and set up my own company, Moulton Developments, to develop suspension for the exclusive use of BMC." This was the start of a fruitful relationship that continues to this day.

Moulton recalls that the Mini was always to have rubber suspension: "My suspension is enormously compact and has the advantage of a continuously varying rate." This is of particular benefit on a small, light vehicle, where addition of passengers and luggage has a considerable impact on overall weight: it's no good having light coil springs that give good compliance one-up if the car's on the bump-stops when fully laden.

Jack Daniels paid tribute to Moulton's importance in the Mini project when he said, "Don't separate Moulton from the Mini achievement." The negligible intrusion of the suspension into passenger and engine spaces was as vital to the packaging as inclusion of the gearbox in the sump. The good ride, laden and unladen, and the spirited handling were crucial to the car's public appeal; the low cost, long life and simplicity of the components were of great benefit to the production engineer.

Moulton would have liked the Mini to have had his interconnected Hydrolastic suspension – as first tested on the Alvis in 1954 – right from the start but it wasn't ready for the launch. One can't help feeling that production costs and the desire to keep the quality of ride for later models may have had some bearing upon the decision to hold back the more complex system. Anyway, it wasn't long in coming.

Peddalling ideas, spaceframes and other projects

"Just after the launch of the Mini," remarks Alex Moulton, "my confidence was high enough to attempt to improve on the classical Starley bicycle. I was able to do a fundamental study and found that the problem was probably not the riding position or components but the frame. The changes for size and sex are too great. I immediately saw that, by reducing the wheel size, a whole new form emerges, with easy step-through, better acceleration and the ability to carry things low down. Suspension front and rear then allows you to use high-pressure tyres, giving low rolling resistance.

"I offered it to Raleigh, who turned it down. At the 1962 Earls Court Bike Show, I showed my own bike. Leonard Lord had said, 'Don't hesitate to take orders – we'll make it for you,' and Moulton bicycles were actually made at BMC's Kirby factory for a time."

The cycles sold well but Moulton sold out to Raleigh in 1967, staying on as a consultant for a while. After Raleigh wound his bikes down, Moulton looked to other areas. In 1969 he produced a prototype eight-wheeler coach of advanced design: a side project, it wasn't tested until 1985, when MIRA's director said that he considered it compared favourably with the best of current practice.

Moulton returned to bicycles in the early Eighties: the current AM range was launched in 1983. High-priced but advanced, these spaceframed machines are exceptionally light and comfortable. An AM took a world speed record in 1986. Moulton's great-nephew is following him in the bike business, so family involvement will continue. He hopes soon to open a museum on the estate, containing his bicycles and suspension components; but sales of the bikes are going so well in Japan at the moment that he has allowed his agent to borrow the collection for display there. Moulton was honoured with a CBE in 1976 and still regularly receives design and engineering awards – we've surely not yet seen the last from his fertile mind.

Below, Moulton (right) with Ferrari 250 2+2 and his first Moulton bicycle



In 1962, the next of Issigonis' new range of cars was launched: the 1100, which was originally intended to replace the Morris Minor. Its interconnected Hydrolastic suspension set a new standard in light car ride and handling while still being incredibly compact, playing an essential role in the legendary Issigonis packaging that made all his cars so roomy inside. Other applications followed in quick succession: the 1800 in 1964, the 2-litre in 1967 and the Maxi in 1969. The big 3-litre's Hydrolastic suspension incorporated self-levelling and it was a fine car, but its sales were low, paradoxically, this was probably largely because of its close similarity to the other models in the range.

The appearance of the Marina marked a temporary return to traditionalism and reflected the confusion of the early British Leyland period. "The people in charge at the time reacted against the unorthodoxy of the Issigonis years," recalls Moulton. But he was still working hard with BL engineers on the introduction of his best suspension in Austin's replacement for the 1100, the Allegro of 1973. It is unfortunate that Hydragas suspension – which is excellent – hit the market with such an unpopular car. It took the BL organisation a long time to get over the departure of Alec Issigonis, who had so monopolised the design of its new cars that there was no-one in the wings to take his place.

Moulton's latest system was his best yet, and would go on being developed to the present day. The next car to use it was the 1800's successor, known from 1976 as the Princess. Leyland still lacked a properly integrated design policy but it was coming. "I was heavily involved in the development of the Metro, with Rob Oldacre," remarks Moulton. "He's now a director of Cosworth. We developed it further for the Rover 100 (Moulton shared the MacRobert Award for Engineering in 1991 for this work – Ed) and I'm delighted to see that it has been used with the Rover 100 platform for the new MGF. Hydragas should be ideal for a small sports car. It has very low unsprung weight and a very small polar inertia. You have to anti-dive and anti-lift it, of course."

Moulton Developments' exclusivity agreement with Leyland was terminated in the late Seventies – when the Rover organisation was shedding everything it could – and it's not surprising to learn that Moulton did some work then with Citroën, a company whose cars he has always admired. He has owned a couple of GSs – "I still have a GSA and very much admire it."

He has owned and run an intriguing selection of cars. "I had a very early Jaguar XK120 in 1949. At the Motor Show I was leaning on the front wing to see what the suspension was like and of course it was an alloy body. I put a dent in it! The Jaguar people were horrified and I was so embarrassed, I thought I'd better order one on the spot. I enjoyed it very much. But it had Dunlop Road Speed tyres, which had zero wet grip and, one time in Switzerland, I had to stop driving altogether because it had no grip. I reverted to Lancias: I'd had an Aprilia and I managed to get a licence to import an early Aurelia. Later I had a B20 Coupé. In 1960 I had a Ferrari 250 2+2; it broke the rear axle pinion when I was about to go to Scotland and the garage lent me a Bentley SIII. This introduced me to a long and friendly relationship with Rolls-Royce and its Chief Engineer, Harry Grills.

"I had three Shadow IIs; I didn't like the sharpened handling on Shadow IIs. I must have driven a quarter of a million miles in Shadows and over 100,000 in Minis. In 1970/71 I had a Dino Ferrari, which introduced me to the magic of mid-engined handling; that may be reflected in the character of the MGF. I remember covering 120 miles in the hour in the Dino, in France."



"The current Moulton fleet comprises a Citroën XM ("a remarkable car for covering the ground"), a Jaguar XJ12 Series III ("I think Jaguar still has the edge in the ride/handling compromise, though I'm looking closely at Lexus: that's a remarkable car"), the GSA, a Rover Metro and his MkII 1275S Mini-Cooper.

The latter is no ordinary Cooper. When petrol rationing threatened in the Seventies, Moulton had it modified to be chauffeur-driven and used it quite a bit in this form. The front passenger seat folds right forward and a really comfortable armchair is set in the back, with loads of legroom and a locker door opening through into the boot alongside. A full-length Webasto sunroof completes the obvious civilising but there's much more under the skin. Careful soundproofing keeps noise levels down; the engine, originally Downton-tuned, has now been further modified by Richard Longman to 1,400cc spec and a Jack Knight five-speed gearbox with high-ratio diff was added a few years ago.

But the *pièce de résistance* that makes this Mini different from any other is full Hydragas suspension. It makes a 10in-wheeled Mini feel like a limousine; it really does. "Why," I asked incredulously, as this enthusiastic septuagenarian sped me around the Wiltshire lanes, "aren't all new Minis fitted with this?"

"The Mini was neglected for too long," says Moulton. "But perhaps we'll see it on a future Mini," he adds, brightening. As we trickle through village back roads, he remarks on the small size and friendly nature of the little car. "I think the future will bring more traffic management and a downsizing of cars while retaining their merit. Size, weight and aerodynamics are the areas that will get most attention. Downsizing is a benign thing – it brings better fuel economy and gives more space on the roads."

Above, Moulton at his desk in 1971, photographed by Maurice Rowe for Motor magazine. Desk, man and model are still there, but his technology marches on...

Hydagas should be ideal for a small sports car. It has very low unsprung weight and a very small polar inertia. You have to anti-dive and anti-lift it, of course

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Eric & Helen DAVISON
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10th December 2005

Mr D Stephens
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Dear Daryl

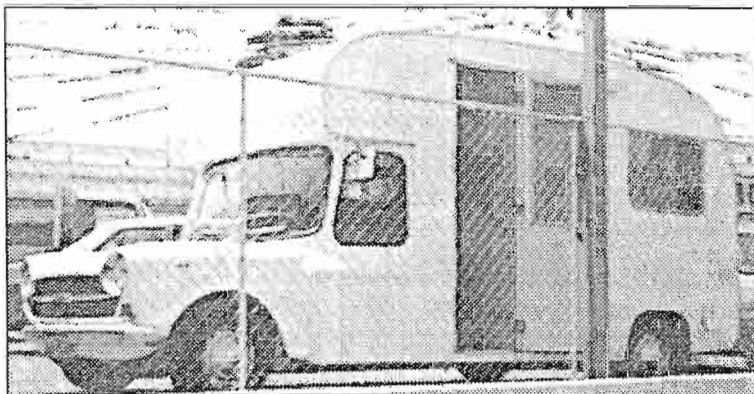
I was looking through an old copy of Australian Classic Cars (Nov. 1993) and found the letter and photo (copy enclosed) of an 1800 camper. I thought that you might like to use it, or even know of it. If, in fact, you have used it before then so be it.

Thanks for the continuing good work with "Landcrab" and very best wishes for the Christmas Season.

Dear Sir

The two photographs of the 1800 camper van were taken many years ago, south of Sydney. I am trying to find out as many details as possible on this and any other 1800 camper vans made (I believe that there were only three). I have seen a Mark II in south east Queensland and another Mark II is known to exist in Victoria. Could you possibly print the photos with a request for further information?

Peter A Jones,
4 Yarandin Court,
Worongary 4213



1800 camper van. Do you own one?



8

How British Leyland Australia led the way in the Seventies

DID you think the Austin 2200 of 1972 was the first transverse six-cylinder front-wheel-drive car? Well, it was and it wasn't.

because that engine and layout had first appeared in British Leyland Australia's hope for the Seventies, in November 1970. It took the form of a substantially re-engineered Austin 1800, sold either as the Austin Tasman or Austin Kimberley.

The most dramatic innovation was the 2.2-litre overhead-camshaft straight six. BL Australia took a Maxi 1500 engine and added two cylinders: the camshaft and crankshaft were about the only different moving parts! The engine was manufactured in Sydney and the 1800's transmission was used. The same engine was not to reach British roads until the announcement of the Austin 2200 and Wolseley Six in March 1972. Strangely,

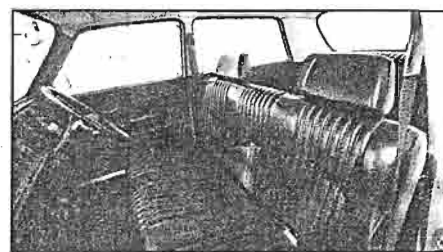
Australians were told that the new engine was 26lb lighter than the 1800, but when it reached Britain it was 20lb heavier!

Believing that high local content and identity were more important to sales than economies of development and production, the front and rear ends of the 1800 were redesigned and retooled for the Australian market: the styling was simple and clean, but not inspiring. Even the interior and dashboard were redesigned and the massive investment in tooling was to lead to financial problems for British Leyland Australia. Truth is ever in the eye of the beholder: *Wheels* reported to

Australian readers that local content was 98%, while *Motor* in Britain reported it as 85%... After \$4.5 million of capital investment, it was also rather naïve to sell it for just \$1 more than the 1800 and the result was a \$2 million loss for the 1970/71 trading year.

Tasman and Kimberley were well received in their home market; the latter with its twin SU carburetors and higher trim levels attracting more attention than the single-carb Tasman. With a serious 118lb-ft torque at 3,500rpm and 115bhp (gross) the Kimberley was claimed to top 105mph. The 102bhp Tasman was not so fast, but still packed 116lb-ft of pulling power.

Former Deputy Editor of *Motor*, Rab Cook, found himself in Australia in September 1971 and wrote back in raptures, recommending Britons who wanted something a bit different in saloon cars to consider importing a Kimberley! Particularly liked were the tremendous



This Tasman (above and below) is owned by Australian Robert Dudley - PO Box 192, Wodonga, Victoria 3690, Australia - who might be persuaded to sell...

torque, pulling cleanly in top from 5mph, the stability in crosswinds, lack of torque steer or roll, relaxed 90mph cruising, better performance than an Austin three-litre, good ventilation and the uprated hydroelastic suspension. Rab's only hates were the ghastly cable gear linkage (replaced by rods for Britain's 2200) and the poor seats. "It's a fair dinkum beaut motorcar", he wrote...

TASMANIAN



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Contact Patrick Farrell for these Club specials.



Austin - 100 Years Rally and Vehicle Display

Herbert Simpfordorfer

On Sunday November 20th, at the Science Works Museum in Melbourne, 94 vehicles bearing the Austin badge assembled to celebrate 100 years of Austin motor vehicles. The weather was perfect, the planning meticulous and the company incomparable. It was a big success. The rally pack has lots of goodies including bars of chocolates. The organisers, the Australian Austin A30 Car Club Inc, produced a booklet for the event, and this had the usual list of all entrants and also a well researched summary of the life and achievements of Herbert Austin. There was also a colourful rally badge, which will no doubt grace many Austin grilles for years to come.



The Rally badge

An unusual feature of the rally was the lack of semi or unrestored vehicles, which one often sees at rallies. Indeed all vehicles were well presented. It was a pleasure to be there, although the requirement to stay in position for six hours was a little wearisome for me and some others.

Austin 1800s were well represented. They were, in order of rally number:

| | | |
|-------------------------------|---|--------------------|
| 1970 Austin 1800 MkII utility | - | Mark Taylor |
| 1970 Austin 1800 sedan | - | Ron Maddocks |
| 1969 Austin 1800 utility | - | Bruce Austin |
| 1966 Austin 1800 Mk I sedan | - | Herb Simpfordorfer |
| 1970 Austin 1800 Mk II sedan | - | Patrick Farrell |
| 1967 Austin 1800 Mk I sedan | - | Katrina Baistow |

And our next of kin:

| | | |
|-----------------------------|---|-----------------|
| 1970 Austin Kimberley sedan | - | Bob Talbot |
| 1972 Austin Kimberley sedan | - | Graham Anderson |

As expected, there were hosts of Austin 7s, A30s and A40s, and a sprinkling of the other Austin marques.

Photographs were taken of every vehicle, and all owners were invited to fill in a form giving the history of their vehicles and other comments. This information may then be used to produce a booklet which would be distributed. An unusual and somewhat tongue-in-cheek photograph was taken of me and Bruce Austin. The caption could then read something like. **Prominent at the Rally was Herbert...Austin**, where the dots would represent the words "Simpfordorfer and Bruce".

I will now add some personal notes. This was my third Austin Centenary Rally this year, the first two being at Warwick in Queensland and at Jindera near Albury. The Warwick rally was the biggest so far, with well over 200 vehicles. The fourth and possibly the last in eastern Australia will be held in Sydney early next year. For the 2006 event, the hosts are the Austin Motor Vehicle Club NSW Inc. And I'll be there just to make sure that there is at least one black Austin 1800 in the line-up. Indeed, it

is also clear that I have a moral obligation to be at every possible Centenary celebration, as I have the same first name as the founder of the Austin empire.



Austins galore in Melbourne. In front, 1800s of Patrick Farrell and mine

We had free entry to the museum, and I went there, totally naive, to see the wonders therein. After a bit of wandering around, I wondered where the mechanical section was, and was told by a nice girl at the desk that the main section of the museum was geared to children. So there were no cut-away engines or anything like that for adults. There was a Pumping Shed some distance from the main museum, which once pumped sewerage for Melbourne folk. There were some interesting exhibits for adults there.

My black Austin performed well for the whole 1048 km of the trip, and it also looked pretty good at the parade. There was lots of time to chat with other 1800 fanciers, and I learned a thing or two. Patrick and Sandra Farrell were next door to me, so I had lots of time to share information with them.

On the way down, I went straight to a caravan park, which was conveniently close to the museum. I put up the tent and cleaned the car. Not knowing how long travelling from A to B takes in Melbourne, I set off early, and arrived in good time.

After the rally, I had one more night in the caravan park, then set off on an adventure, going back home through Bairnsdale and then through the high country along the Omeo Highway, camping two nights on the way. The car performed admirably all the way, even though I got down to second gear on two of the steep pinches. So you can see that I was given no fuel at all to use for a section in this report on breakdowns.

To soak up the atmosphere of the mountains, I stopped for a cuppa at various roadside parking areas, and revelled in the smell of the trees and listening to the bird songs. Omeo was my second camping spot on the way home. I went for a drive through the town, and it seems to me that Omeo must have close to the steepest section of main street for miles around.

I went through two snow resorts, Dinner Plains and Mt Hotham, and went up and down the streets. At Dinner Plains the only colour allowed on buildings, apparently,

is grey. This gave the whole resort a drab appearance. Maybe in the snow season, the place looks a lot better when there is a lot of white around. I'm not a snow person, so I don't think I'll be back there again.



A proud moment for the Car of the Century

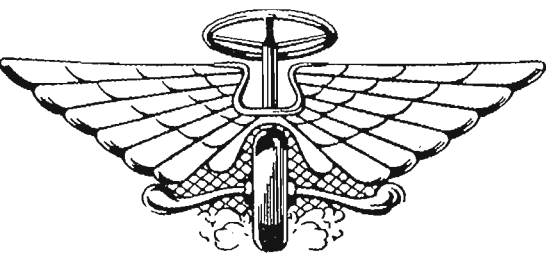
I could say that my black Austin received many a second look as I motored along. My biggest worry was nothing to do with onlookers, but steering failure or brake failure. I've never heard of steering failure on an 1800, but brake failure is always a possibility if a hose breaks. Of course, I checked the fluid level before doing this section. In my car there is a single system, so a hose breakage would be a disaster on a steep downhill slope. To minimise the possibility of such a disaster, I changed to a low gear on steep downhill slopes, and used the brake pedal very gently. Since there was virtually no traffic on the road when I was there, and since I was in no hurry to get anywhere, it was OK to do this.



Camping first class

What amazed me was the low fuel consumption for the trip. I did not do any accurate recording, but I certainly went a long way on every litre. I did put in Premium Unleaded on the way home, and this seemed to improve the mileage. As usual, I always added one mL of Flashlube for every litre of fuel put into the tank.

I'll do this until I change to hardened valve seats when the head comes off next time. In the present climate of high fuel prices, I think the Series B engine and the Austin 1800 do a good job in the hands of a careful driver.



Austin Centenary Display

*Austin Motor Vehicle Club NSW, The Sprite Car Club of Australia Inc, A40 Club NSW, Austin 7 Club NSW,
Mini Car Club NSW, Austin Healey Owners Club Inc, Wolseley Car Club (N.S.W) inc*

Event: The Austin Centenary Display Sunday March 12th 2006 at Castle Hill Showground will be the biggest single gathering of Austin motor vehicles in Australia for 2006. This event is supported and organized by all Austin motor vehicle clubs within NSW. Support of over 200 vehicles has been gained from the organizing clubs with invitations extended interstate.

Participants will receive with their entry ticket a package of historical items, and assorted items from our sponsors.

Apart from club attendance a range of vehicles best representing the marque will be sort out from participating clubs and centrally displayed to provide a chronological history of the cars we all love.

There will be no concours event but a number of trophies will be presented on behalf of our sponsors for vehicles of their choice.

There will be catering provided at Castle Hill Showground or bring your own picnic there is plenty of shady places available to get out of the sun. Two pavilions will be operational one with trade stalls and the other with items of historical interest.

History: Lord Herbert Austin was born in Buckinghamshire in 1866 and was a founder of modern production and engineering principals. He spent 11 formative years from 1883 to 1894 working at various engineering firms in Australia.

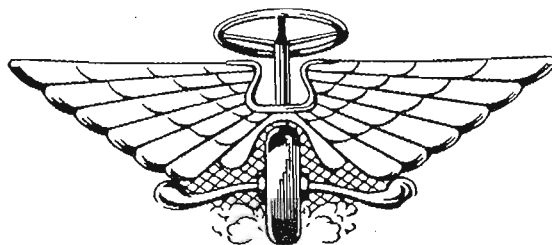
In 1887 aged twenty one, Lord Austin's design and estimate for a swing bridge over the Yarra River received a "favourable mention" from the Government of Victoria.

Near the end of his time in Australia, he joined Frederick Wolseley where he perfected the Wolseley Sheep Shearing Machine, which was the basis for comb and cutter shears that revolutionized the industry.

In 1929 Lord Austin wrote of his time in Australia:

Quote "During my work in the Australian bush my life's greatest ambition found birth. It was then that I discovered the urgency of the transport need, for I was able to observe the difficulties and dangers under which the outback settler was compelled to live and labour. Embedded in my memory are journeys through the bush in every kind of conveyance. Even today, I find it hard to realize just how the folk of the "never-never" managed so wonderfully to perform their allotted task amid such dreadful isolation. It was in these same isolated places, and greatly affected by such circumstances, that I made a kind of pact with myself that I would one day, by some means or other, build motor cars that could be used by these lonely but loveable people of the bush."

Lord Herbert Austin's ambition came to fruition at Longbridge in 1905, with the first car being released in March 1906 and reached out to the colonies, with many memorable vehicles being sold in Australia this event coincides with the release of the first vehicle.

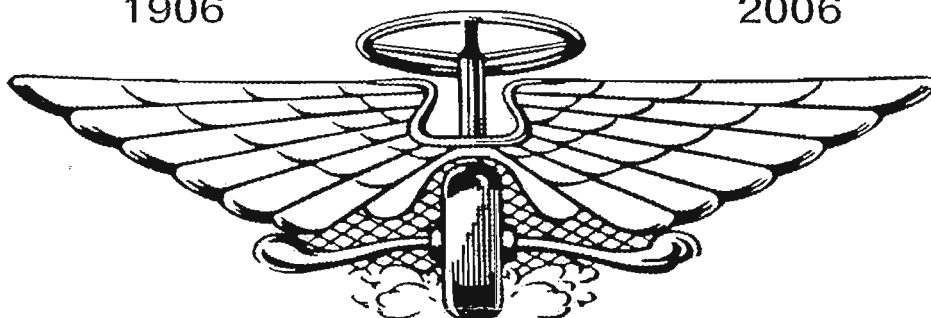


AUSTIN

CENTENARY DISPLAY

1906

2006



Do you have an AUSTIN
Come and join in THE DISPLAY

| | | |
|----------------|----------|-------------|
| TRACK RACERS | C | RALLY CARS |
| COMMERCIALS | A | DRAGSTERS |
| J40 PEDAL CARS | R | AUSTIN TOYS |
| | S | |
| MEMORABILIA | | |

March 12th 2006

CASTLE HILL Showgrounds NSW

GENERAL PUBLIC AND CAR ENTHUSIASTS WELCOME

Display entry AUSTIN and derivative vehicles only

Auto Trader enquires most welcome at this display day

NSW Austin Centenary Committee

Pete(02) 4572 5621

Steve 0411 022 321

WITH THE STORM raging, the captain realised his ship was sinking fast. He called out, "Does anyone here know how to pray?"

One man stepped forward. "Yes, Captain, I pray a lot."

"Good," said the captain. "You pray while the rest of us put on life jackets. We're one short."

IN SELICK/HEADPRESS

EARLY BIRD ENTRY FORM
NSW Austin Centenary Committee

AUSTIN

CENTENARY DISPLAY

1906

2006

March 12th 2006 CASTLE HILL
Showgrounds NSW

Name

Address

State Post Code

My AUSTIN is a: MODEL
 YEAR

Historic Rego ☐ Full Rego ☐ Trailer Vehicle ☐
Trailer parking area
provided on the grounds

Early Bird Entry Fee: \$15.00 Payment included ☐

Display entry AUSTIN, WOLSELEY and derivative vehicles only
AUSTIN'S ON PARADE

On the day we will have a display of as many different models as possible, as a select group. If you wish to join the parade please send the latest photo of your vehicle and include your phone number on the back.

Vehicles selected will be notified prior to the event, photos may be collected on the day.

Please POST ENTRY to Austin Motor Vehicle Club
PO Box 3943 Parramatta NSW 2124

Auto Trader enquiries most welcome at this display day, entry forms available
Peter (02) 4572 5621 Steve 0411 022 321

EARLY BIRD ENTRY FORM
NSW Austin Centenary Committee

AUSTIN

CENTENARY DISPLAY

1906

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Peter (02) 4572 5621 Steve 0411 022 321

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show-pony.

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Today

Mail

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Contacts


stephensdaryl@hotmail.com  Messenger: Offline ▼ Reply |  Reply All |  Forward |  Delete |  Junk |  Put in Folder ▼ |  Print View |  Save Address

From : Ken Green <kengreen@landcrab2.freemove.co.uk>

Sent : Friday, 27 January 2006 2:55:28 AM

To : "Daryl Stephens" <stephensdaryl@hotmail.com>

Subject : Silverstone 2005

 Attachment : S3.jpg (0.51 MB), S2.jpg (0.41 MB), S1.jpg (0.42 MB)

From Australian publication "Unique Cars" mag for Jan 2006

Nice pics of the 50th anniversary weekend

Ken



LONG DISTANCE LANDCRAB

THE 'LANDCRAB' 1800 was a success in Australia as well as in Britain and was the most Australian of all the cars that came out of the Abingdon preparation shop. 'No.32' (pictured far left) was built for the 1968 London-Sydney Marathon, where it achieved 21st-place. It stayed in Australia after the rally, and was used for the 1969 Southern Cross and Alpine rallies. In 1970, it was brought back to marathon spec for the London-Mexico event. It's now back in the

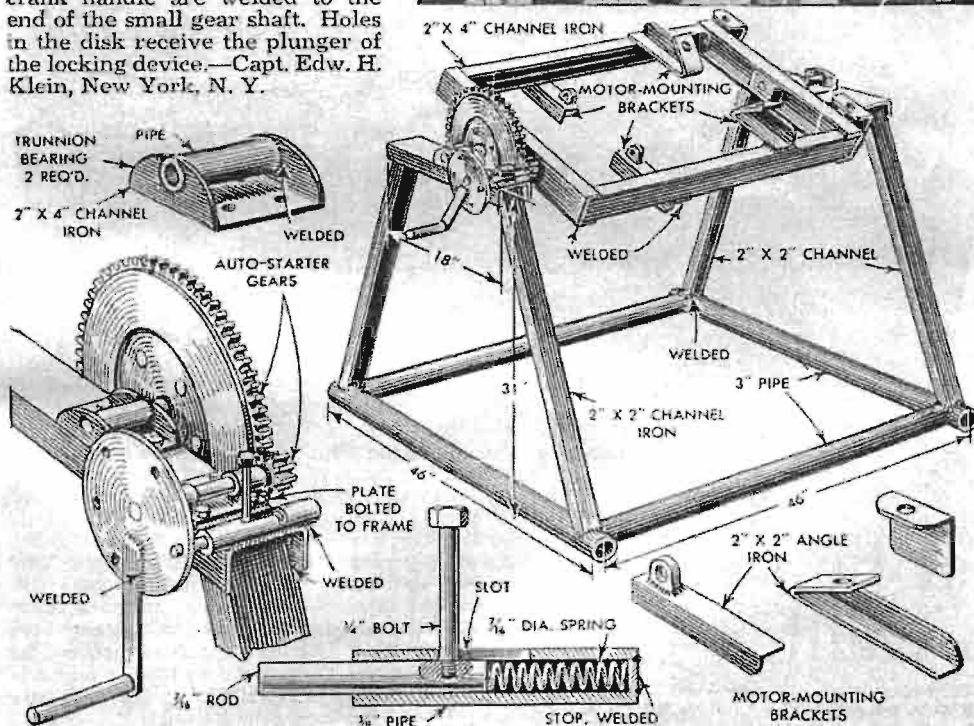
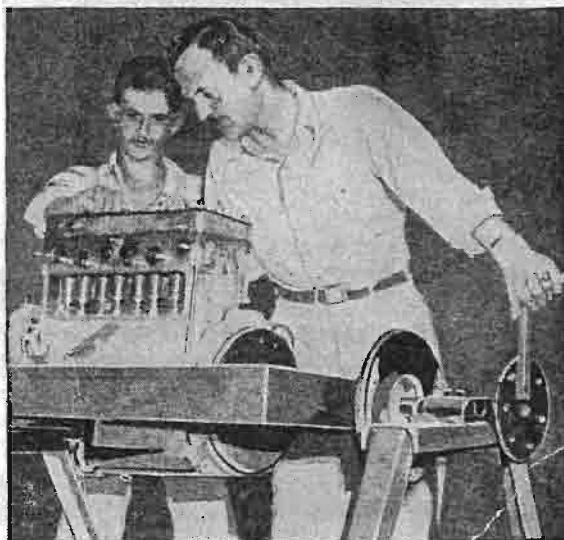
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Adjustable ENGINE POSITIONER

has many uses

CONSIDERABLE time can be saved when repairing or rebuilding automobile motors by using this adjustable engine cradle. Although ideally suited for garages specializing in one particular type of car, the cradle can be provided with different motor-mounting brackets as needed. The details below clearly illustrate its construction. The tilting mechanism is made from auto-starter gears, the pinion shaft rotating in two short lengths of pipe welded to a plate, which is bolted to the frame to obtain proper clearance between the gears. The auto-engine flywheel with its ring gear is welded to the tilting frame that turns in two bearings made as shown. To hold the engine at the desired angle a metal disk and crank handle are welded to the end of the small gear shaft. Holes in the disk receive the plunger of the locking device.—Capt. Edw. H. Klein, New York, N. Y.







For Sale

1970 mk 11 auto 63,000 miles Blue/ white reg to September 06 mechanically excellent interior VG body needs paint \$1100 Phil Gibbs 02 9534 2276

1800 mk 11 auto 1 owner no reg \$1500 9484 5398 Beecroft NSW

Freebie mk 1 manual g/box Peter Collingwood Narree Warren Vic 9704 1822

From : macpenn <macpenn@macpenn.wanadoo.co.uk>     Inbox
Sent : Friday, 13 January 2006 2:30:02 AM
To : <stephensdaryl@hotmail.com>
Subject : haynes manuals

Hi, sorry for an email out of the blue, but I wondered if you or any of your members would be interested. I bought a load of old stock from a bankrupt car parts shop, in amongst a pile of Haynes manuals there are some sealed in original wrappers BL manuals. I will list them below. I am open to any offers either singly or as a lot. I know it's a long way from the UK to Aus but if you are interested I'll see how much it would cost to send them. Each manual is still in perfect condition, not a grubby fingermark anywhere.

Many Thanks in anticipation. Rob McGlew

BL Princess & BLMC 18-22 series 1975 to 1982 Sealed new

BLMC 1800 & 18/85 Mk I, II, & III 1964 to 1975 Austim Morris Wolsley 1798cc Sealed New x2

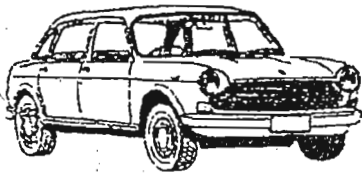
Ambassador 82-84 1700 & 1994 cc

Morris Marina 1.8 1971 to 1978 1798cc

1800 mk 11 ute runs well- lots of new parts including a new bench seat needs paint \$2000 Rob Williams Mackay QLD 0428 4800 2 ~~2~~
Wnted mk 1 grille

She who must be obeyed would not say what she wanted for Christmas. The only clue on offer was that it had to go from 0 to 100 in 4 seconds.

I bought her some bathroom scales !

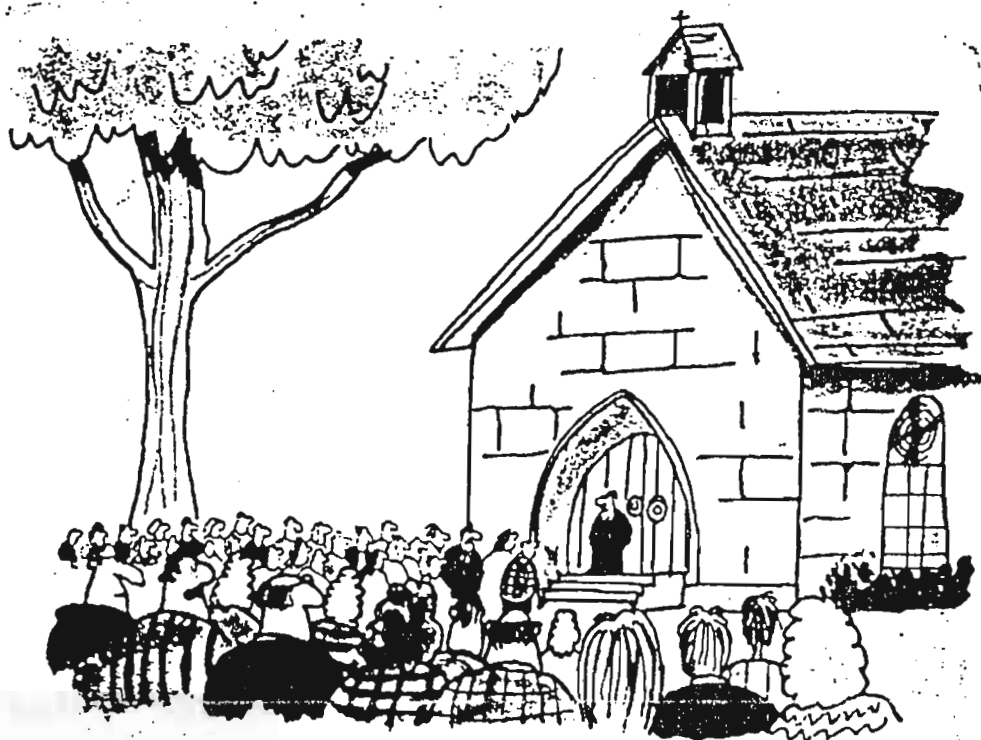


LANDCRAB

CLUB OF AUSTRALASIA INC.



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



"Have I ever told you the parable of the man who left his keys at home?"

THE WIND BAGS

PRESIDENT

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

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Sydney Nil

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

Ben Brewin 280 Brookes Point Road, Appin NSW 2560

Mist Green 1970 mk 11 1800. Formally automatic, until the box decided to give the ghost. Rebuilt motor 2005, twin SUs, extractors, 24/64 cam grind, 1st over size pistons, head fitted with VN Commodore valves and ported and polished. Manual gearbox fitted to rebuilt motor with a 2" exhaust system and a Cat sports muffler

Here are my membership details:

Name: Angela Higginson
Address: 9 Daventry St West End 4101
Home Phone: 07 3846 0464
Mobile: 0400 047 720
Email: ahigginson@emergency.qld.gov.au

Vehicle description & short history:

266HXX 1965 Mark 1 Manual, Toga White with red interior
18AMW/U/H16064, Car No 796

Bought from MiniPro in Brisbane July 2004 who were selling it for a customer in lieu of repair bills. The car is unrestored original apart from being negative earth & having black Peugeot front seats installed. I have a red original passenger seat, and am hoping to pick up a red driver's seat to bring her closer to her original glory.

The car's name is Mrs Jorgensen, named after the lady over the road from my house as a kid, who had a landcrab (new back then!) of the same colour.

She was sold with the wrong spare in the back, so of course, the first thing she went and did on her first decent sized trip was blow out a tyre. On a Sunday at 5pm no less! And worse, on the way to my honeymoon! She eats uni joint u-bolts, has needed wheel bearings, brake master & clutch slave cylinders rekitted, has blown a suspension line, and had a new brake booster. But in between all these little fiddly things, she runs really well!

This week she is evil and being threatened with being put down, since she went and broke her clutch and is causing me grief. I made the mistake of saying how well she was running, and we all know what that makes a car do! Now have plans to do an engine out job (with the aid of fellow LOCA members - thanks!) and renew all the rubber bits and bobs while we're at it. Should be fun... After all, I have to keep her, I have a little cartoon of her tattooed on my lower back!

Cheers,
Angela.

a fluid-drive Mini

Smart Alec

There's enough material to fill a book, so selecting gems from it proved frustrating; but I wouldn't have missed it for the world.

After Sacramental Union of
 Wines and — Liquid, Reception is follow.
 Wines and
 Mod and
 Best Mod

8th of Dec. 1844.
 467 94
 464 44



MG 1100 of 1947 was a desperate attempt to make use of the Morris Minor concept that Lord Nuffield hated: it did have been very good...

MINOR WORK STARTS EARLY

Lissigonis joined Morris aged 30 in 1936 after two years' experience at Rootes, preceded by a couple of years working for a small firm on automatic clutch control design. He soon began work on independent front suspension proposals for the Morris Ten and was testing a torsion bar IFS with threaded trunnion kingpins in 1938 (it was to be ten years before this saw production in the Minor). He was not impressed by others' IFS arrangements, citing: 'Typical American/Continental layouts fall short on cost, friction and weight considerations'.

Slip is considerably higher than figures quoted by
 Swob which ^{the test} obtained from actual road tests.
 They quote 1.5 to 6.0 as the values, but they leave
 probably behind not these tests on an absolute type of
 100 ft. with hard tarmac.



| | |
|-------|--------|
| 10000 | 0.0011 |
| 10000 | 0.0012 |
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| 10000 | 0.0028 |
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| 10000 | 0.0030 |



DRAG FACTORS were hardly a top design priority in the Forties, but Issigonis noted this analysis of drag effect variations caused by changes in shape and detail

RUBBED OUT and hidden under Issigonis' trademark detailed inner panel drawings, this is a 1938 sketch that already has the feel of the post-war Morris Minor, ten years before it went on sale

RETRACTABLE ROOFS were not just an American idea: Issigonis seems to have been considering the concept for his Minor-based MG 1100

AMPHIBIOUS, featuring a low-mounted flat-four engine with all-independent suspension, this was an ingenious wartime plan that didn't quite make it

WE SHALL FIGHT THEM ON THE BEACHES...

He was also a great fan of rack-and-pinion steering, which offered vastly lighter (and more precise) steering at parking speeds than the then traditional worm-type boxes. His test reports from 1938 make fascinating reading. He favoured the use of a lever-arm damper as the top suspension link, since it could act directly on wheel movement without rubber-bushed links compromising its function.

The biggest problem noted on test was steering kickback on rough surfaces. Issigonis proposed fitting a hydraulic steering damper, directly

linked to the suspension damper and acting on a friction pad so that sharp wheel movement would drastically stiffen the action of the rack. This may have been effective but would have been likely to have felt most disconcerting when severe bumps were met in mid-corner.

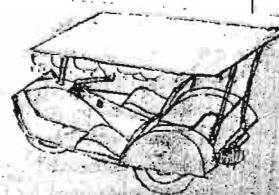
Intriguingly, Issigonis carried out experiments with rubber as a suspension medium in 1938 and was clearly impressed. Though he used it at that time in his privately-built Lightweight Special, it was not to appear on a production Morris car until the Mini, 20 years later.

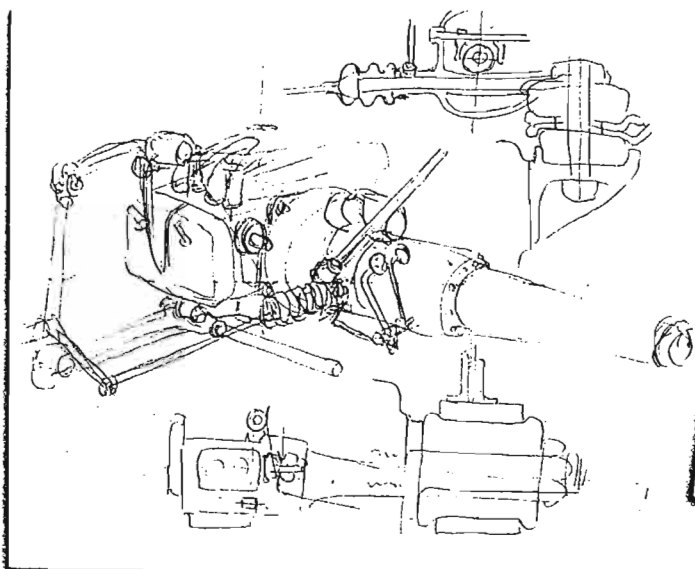
The intervention of war gave Issigonis ample opportunity to explore new ideas, including amphibious vehicles and Jeep-like cross-country machines. Meanwhile, particularly later in the war as the tide began to turn in Britain's favour, plans for the Minor – then known as 'Mosquito' – continued.

One proposal was for a horizontally-opposed two-stroke twin-cylinder engine of 500cc – an idea he would revive in planning the Mini. The Minor was designed from the start around a 'boxer' engine and prototypes were built of a flat-four 1100cc unit, which

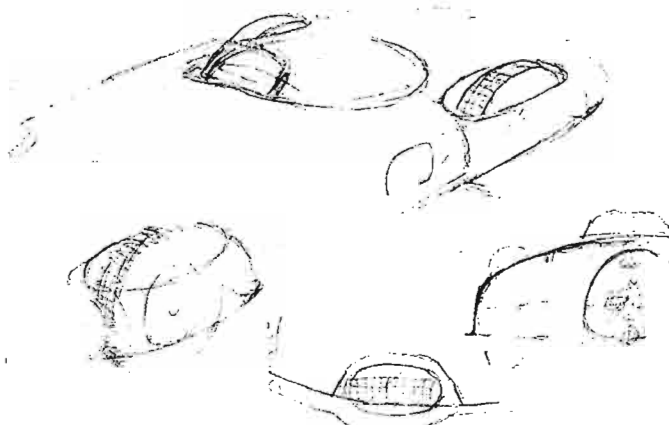
features in almost all the early Minor sketches. Lord Nuffield – and the Morris engine men – were dead against it and Issigonis always reckoned that their reluctance influenced the prototype motors' poor performance. 'Short-stroke engines are unquestionably more

On wartime Filofax paper, this appears to be a golf cart trike...



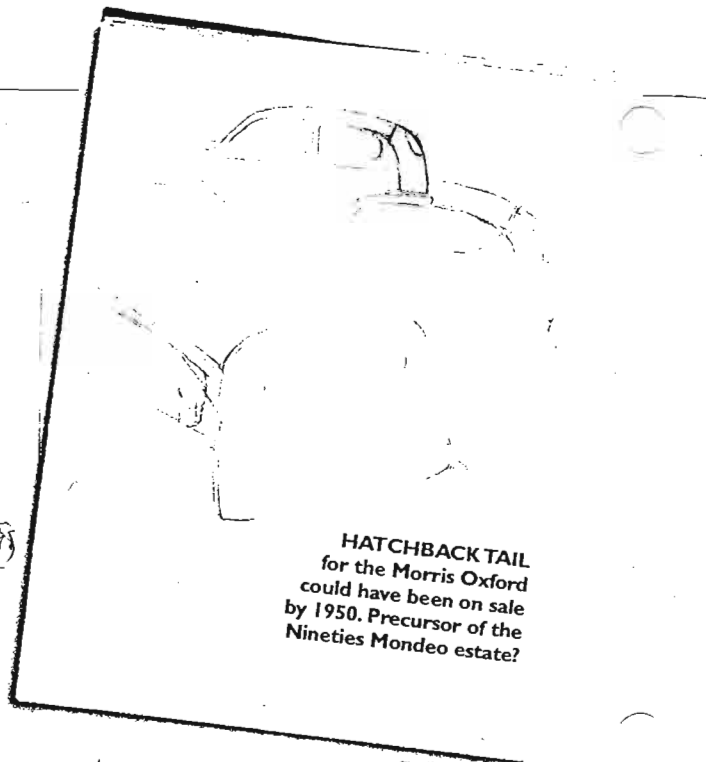


DREAM ENGINE for the Minor was Issigonis' flat four. Morris engineers built it but couldn't – or wouldn't – make it work efficiently enough. Steering rack went through the bellhousing

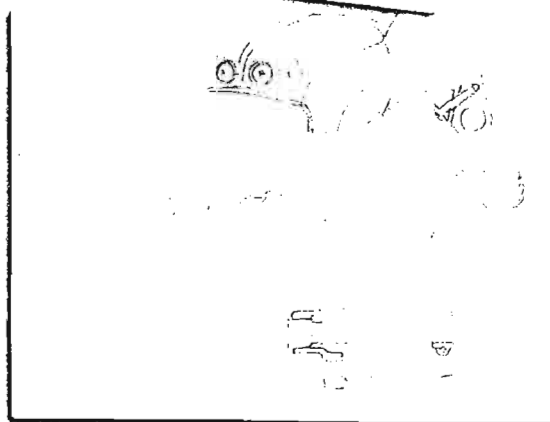


DROPPED IN among the 1952 Minor redesign thoughts is the neat machine above: an MG record-breaker plan, perhaps?

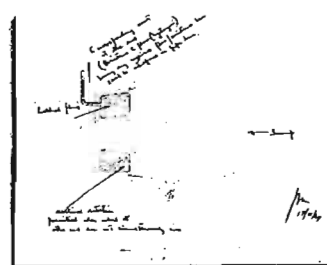
Minor idea that looks like a Jowett Javelin



HATCHBACK TAIL for the Morris Oxford could have been on sale by 1950. Precursor of the Nineties Mondeo estate?



OF BUGS AND BRACKETS: this drawing shows Issigonis' own answer to US headlamp height regs – he hated the high-wing solution



OKAY, SO WE DID DESIGN hydroelastic suspension? This (left) was penned by 'John' of SU in 1949 after meeting Issigonis and Alex Moulton – 14 years before the 1100

...AND IN THE BOARDROOM

economical,' he argued, 'since piston speed is reduced. The flat four is ideally suited to a short stroke: in-line is not.'

Like the engine, the rear suspension adopted for the Minor was influenced by conservatism and the desire to reduce costs. Issigonis in the mid-Forties already had

plans for torsion bars to run the length of the car, supporting both the front wheels and the rear axle, with a Panhard rod for sideways location. This design had a torque tube to the rear axle, which also featured in independent rear end ideas using swing axles or wishbones.

The Minor's shape was pretty clear in Issigonis' mind from that first rubbed-out sketch in 1938, though he toyed with a Jowett Javelin-style fastback – and headlamps set into the bonnet front.

In 1947, when Lord Nuffield, who hated it, was fighting hard against the Minor, there was a proposal to turn it into an MG sports car. Issigonis' papers make it clear that a full-width mock-up

model, known as the MG 1100, was played with. With low-mounted flat-four engine, rack-and-pinion steering, torsion bar IFS and possibly even independent rear suspension, it could have revolutionised post-war British sports cars: Austin and Triumph might never have sold the Healey 100 and TR2 if it had been making this sophisticated machine instead of the antiquated T-series.



'PLASTIC CONSTRUCTION,' says the note; this is 1952, before any glassfibre body had been produced in Britain. BMC was never to use it

B. • You must be small to Design.

6. 5.
 Spending
 significant
 disbursements
 disburse with
 in the organization.

Large (100 ft)
Sandy and silty
with occasional brown bits

largely for my. necessitating for
near standard. of
very comfort 80 60
any of final have at 100
series of vehicles are possible
possibly more 100
100

Woods, Hark
Berkley & Co. both
Grafton & Co. and
Lowell & Co.

if you love
I want to do it
for the first time
most of the time
of your own
choice.

new ing. anal.
Dishes can give
outstanding
comfort & stability.
No wear
parts and
complete
absence of
damages.

independent
near school
Superior 1900.
The kids. Smooth
ride without
swobbling wheel
clanking.

Low breath
floor gives
comfortable &
not too heavy
medium higher
of cast and to left

Long but less 104' (81)
new standards of
accuracy have

Small oval length. 20.
13
Emptied with small
flaring, as to simplify.
padding feathers.

life.

Equal weight distribution - young safety in control of food transfer to mother

XC 9003 MADE IT to body mock-up stage, above, but the Mini's cheeky look was seen to be too ungainly on this scale. The chicken came before the egg...

15 NEW CONCEPTS in Small Car Design,' Issigonis wrote on this extraordinary document. It's the car shown above and dates from 1956. Interesting features include an Alfetta-style rear-mounted gearbox, hydrostatic suspension and huge internal space

PHOTOS: THE ERA OF DOWNSIZING...

Once the Minor was in production, Lissigon's thoughts were on improving it. He focused on maximising interior space and one answer he envisaged lay in moving the engine as far forward as possible. With independent front suspension, this engaged 'safe' understeer, and enabled the passengers to be brought even further forward, too.

One design shows the suspension attached to a separate subframe, with the in-line engine fully ahead of it and drive taken from that to a body-mounted differential driving the rear wheels through independent driveshafts. Springing was by coils with leading-arm location.

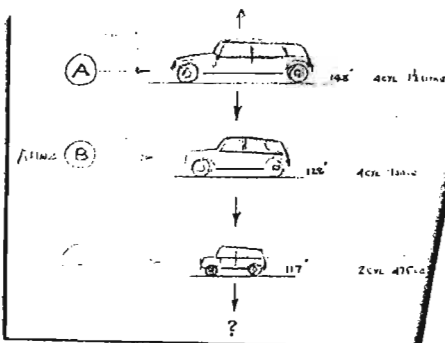
Other projects included a stillborn 4.5-litre chassis (his own note says

In 1956, his thoughts for the successor to the Minor were already beginning to

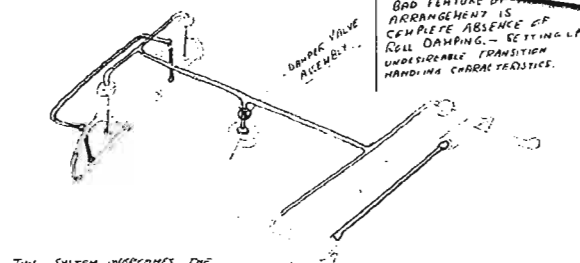
look like the Mini in style, but featured an in-line engine with a separate gearbox between the seats, and rear-wheel drive. It was to use a 1-litre all-aluminium single-overhead-camshaft unit and feature an 88in cock-



Issigonis roughed this out in 1956, beating Citroën (just)

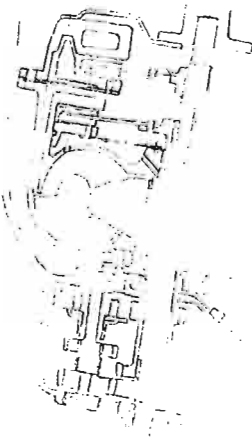


IF ONLY LIFE were so simple... Issigonis envisaged scaled up or down Minis for every pocket; but what did he have in mind for 'C', below the 475cc two-cylinder version...?



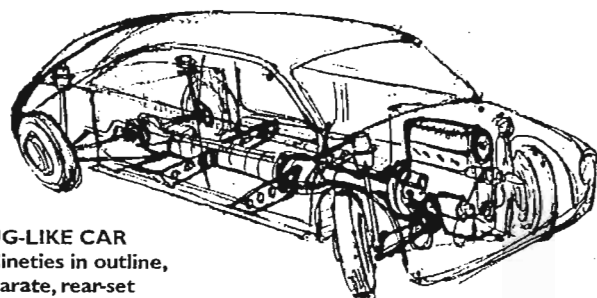
THIS SYSTEM OVERCOMES THE DIFFICULTY OF A REAR RATE SPRING UP IN ROLL DUE TO INTERCONNECTION REQUIREMENTS IN SOLVING THE PROBLEM. REAR RATE BUILT UP INSTEAD OF OVERSTEER. TWO TORSION BAR ONLY ONE BOUNCE SPRING IN ONE ASSEMBLY ARE REQUIRED. FRONT & REAR ROLL STIFFNESS CAN BE ADJUSTED TO MEET HANDLING REQUIREMENTS ONLY.

INTERCONNECTED hydraulic suspension went through all sorts of odd tests on road cars before the most effective solution was reached; here Issigonis' notes indicate the frustration of solving one problem at the expense of creating another



AUTOMATIC TRANSMISSION continued to interest Issigonis; sketch on left dates from 1952

ONE MINI REVOLUTION was putting the gearbox in the sump – yet there's remarkably little reference to it in these papers, other than crossed-out drawing above, dating from around 19...



A WILD, BUG-LIKE CAR that looks Nineties in outline, with the separate, rear-set gearbox idea, tiny wheels and all-independent suspension

...LEADS TO THE MINI

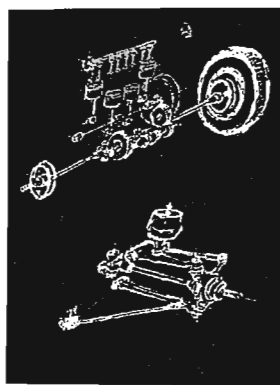
pit length and a 104in wheelbase, within a total length of 12ft 4in. Hydraulic suspension was planned, too, though a telescopic spring/damper set-up was sketched as 'an alternative... should fluid suspension not be ready in time'. Prototypes of this car were built and some of its attributes made it to production.

For the Mini, Issigonis wanted to use a two-cylinder two-stroke engine. This was actually built and tested in early 1957 in an Austin A30 body, alongside the standard 948cc A35 engine and another A35 unit with two cylinders blanked off. These were compared to the Lloyd 600cc small car of the time, which was found to be faster and

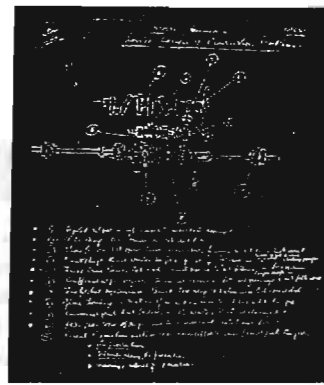
more economical than the BMC two-stroke. A 475cc two-cylinder version of the A-series engine was then tried but the weight advantage was far outweighed by high frictional losses and the idea was abandoned.

Of the Mini development ideas, one of the most interesting – and something which, who knows, might yet one day make it to production – was the hydrostatic transmission. In this, conventional drivetrain components are abandoned altogether: the engine drives a pump, which pushes fluid through pipes to turbine units on each front wheel (or, indeed, on all four wheels). Quiet, smooth but liable to severe throttle lag, we suspect.

SORTING THE MINI



The final element of this Issigonis collection is a treatise on the problems experienced with early production Minis and how to solve them. Curiously,



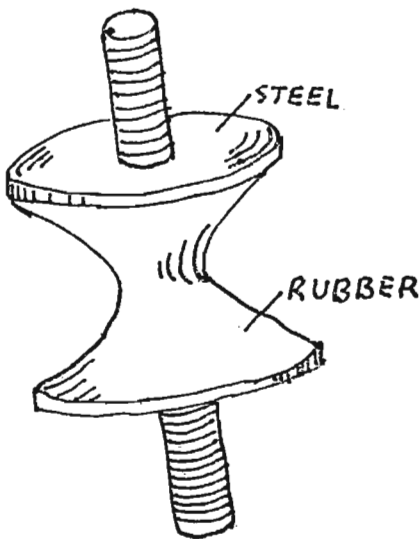
leaky floors hardly get a mention. ● Christie's auction takes place the National Motor Museum, Beaulieu, on September 13. Tel 0171-389 2851.

The Flimsiest Part on an Austin 1800

Herb Simpendorfer

The question arises as to what is the flimsiest part in an Austin 1800. Your answer comes quickly: The nut behind the wheel. Yes, of course, this may be quite accurate, as we drivers have but a short course to run, and parts on the car could well last a lot longer. But come now, be serious!

Maybe you would vote for the blinker stalk, badge on the grille, or front indicator light lenses on the Mark 1. What about the window winders or panel switches on the Mark 2?



Mounting - Control Box

In this article, I am concentrating on another flimsy part, called MOUNTING - CONTROL BOX in the Parts List book. There are four of them on manual vehicles. Three hold up the heat shield which has the rear end of the gear change mechanism attached to its top. The heat shield stops heat from the exhaust heat getting to the gear change cables. The fourth holds up the tail end of the exhaust. The automatic vehicle has only one, the fourth mentioned above. Each of these mountings is a piece of rubber which has been vulcanised to a bolt at top and bottom.

The middle of the rubber of these mountings on many of my cars is quite thin, and this gives the parts a short life as rubber perishes and then loses strength.

The mounting at the back of all cars looks exactly the same as the others, but the Parts List book gives it a different part number. It is called MOUNTING - TAIL PIPE. It has horizontal orientation, so is much more likely to break, because of shear forces. I have seen these mountings (both tail pipe and control box) last somewhat less than 30 years. Not at all good for the reputation of the Austin Company! All this time I have thought that the Austin Company had no truck with built in obsolescence! Just as well that Ralph Nader did not come and have a look! The part could have been made much stronger, with thicker rubber at the centre, but then more vibrations and noise would have come into the interior. So we are faced with these parts that come apart, most probably at some very inconvenient moment.

A problem is that it is very unlikely that these items are ever looked at when the vehicle is being serviced or being checked, and in any case, it is very hard to detect if they are about to break. They can only be seen from under the vehicle, and you have to know exactly where to look.

How do you know if one of these has come apart? You'll see the tail pipe down a bit lower and dangling if the one back there breaks. If one of the other three comes apart, and it will most times be one of the two at the rear, the gear lever will feel

sloppy, and be leaning a bit to one side. You should be able to get home OK if any of these break, but it is certainly not good to go for a long distance.

So, if one of these breaks, and a spare is at hand, the broken one must be removed and replaced by a good one. For the one at the tail end of the exhaust, this is fiddly, but not hard, as there is only a little room to swing spanners. For the others on a manual vehicle, it is not easy. To get at the ones at the rear of the heat shield, first the gear lever must be uncoupled (when in neutral), then the front carpet and underlay must be moved to gain access to the base of the gear lever. Then the eight screws are undone which allows removal of the metal cover surrounding the base of the gear lever. The nut holding the top of the broken mounting can then be undone. The bottom nut of the mounting is undone from underneath the car, with an open ender $\frac{1}{2}$ inch spanner, without undoing anything else first. The broken bits are easy to take out from the top.

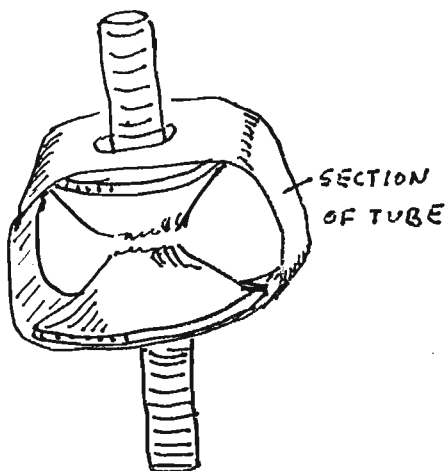
Putting the new one on is simply a matter of putting it in place, and doing up the nuts top and bottom, then replacing the cover, underlay, carpet and gear lever.

To take off the top nut of the front one, only the carpet and underlay have first to be moved out of the way.

Because of the ever present chance of these mountings breaking, all 1800 owners should plan on being able to get one of these in a very short time, or having a few on hand. I have been told they are readily available, as they are used on all sorts of machines as vibration and noise dampeners and these have the thicker rubber at the centre. I've tried Clarks Rubber and Cheap Auto Parts. No joy. Newport Motors in Adelaide has them for \$10 each.

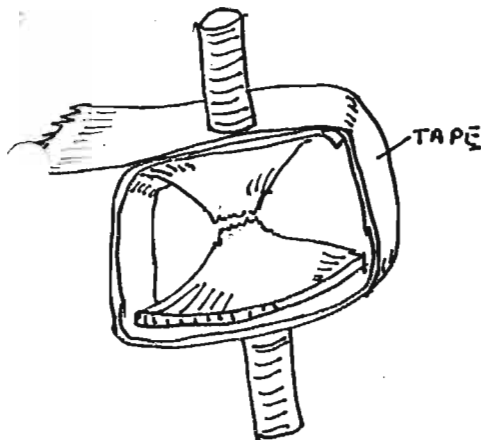
Fixing the mountings yourself

What if you want to fix a broken one yourself? There you are with the broken bits in your hand, thinking, thinking. You could think about glueing the broken bits together, and hopefully give up before you start. Glue is no good.



Using a section of tube.

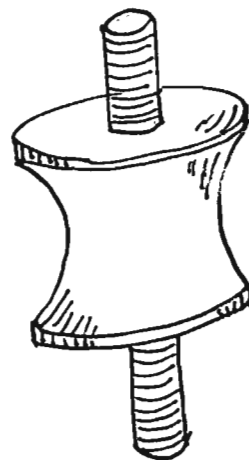
Method 1. Find an old tube from a mountain bike. Cut off a three cm section. Cut two small holes in this section, diametrically opposite each other. Put the broken pieces into this section of tube as shown in the diagram. This will last a long time. To make it a bit more rigid, fill it up with silicone which never hardens to rock solid. (Plumbers Silicone will do). If you make a few of these, they will be ready to use.



Gaffa tape repair

Method 2. Another simple repair is to use Gaffa Tape or similar cloth backed sticky tape, to go around the broken mounting about three times, making a hole with the sharp point of a scissors or screw driver when the tape comes to one of the bolts. This kind of tape is very strong, and sticks well to itself. When the mounting is in place, this sticking to itself is no longer important, as the tape cannot unwind once the mounting is fitted. I always have some of this tape in my kit.

I mentioned above that mountings with much thicker rubber at the centre, as in the diagram at right, are available. But I have no way of knowing if the people at Zetland saw the error of their ways and then produced a stronger part, or if these improved parts were non-genuine, fitted by disillusioned Austin owners and/or dealers. I suspect they were genuine Austin parts as the thread is the same as the ones with thinner centres - 5/16 inch UNF. I have never seen one of this stronger type broken.



The much stronger mounting

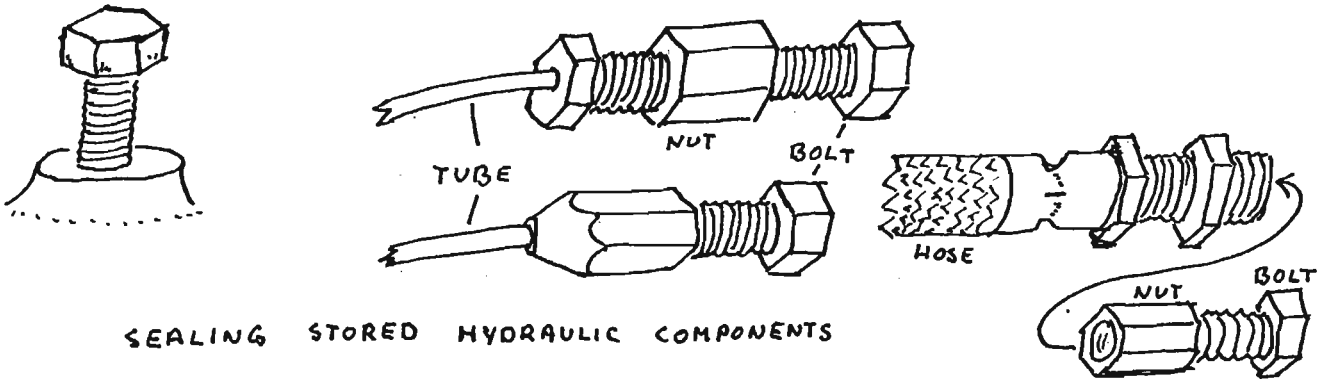
TAPS AND DIES.

For anyone doing work on the 1800 and especially in the engine compartment, it is mandatory to have a tap and die of the size mentioned above - **5/16 inch UNF**. This is the thread size wherever a 1/2 inch SAE nut is found, and also for most 1/2 inch bolts. For some studs with 1/2 inch nuts and 1/2 inch bolts which go into a casting, there is a coarse thread at the bottom. This is **5/16 UNC**, and it is good to have a tap and die of this size. For 9/16 inch SAE bolts and nuts, and for many hydraulic components, what you need is a tap and die for **3/8 inch UNF** and a **3/8 inch UNC** tap and die for some studs. For 7/16 inch SAE nuts and bolts, you need a **1/4 inch UNF** tap and die. I think I am right in saying there is one spot in the whole car where you could use a 1/4 inch UNC tap and die, but it is unlikely ever to be needed. Do you know where it is?

All the above taps are available with **three kinds of tips**: square, semi tapered, and tapered. To clean out an existing thread, as in all restoration work, and especially if it is a threaded hole with a square bottom, you need a square tipped tap.

So, every time a nut is taken off anywhere, or a stud removed, both the outside and inside threads can then be cleaned up. This becomes very important in places like the thermostat housing, where both ends of the stud can become awfully grotty. With these taps and dies, you can clean up most of the threads in the engine compartment and in any other places too.

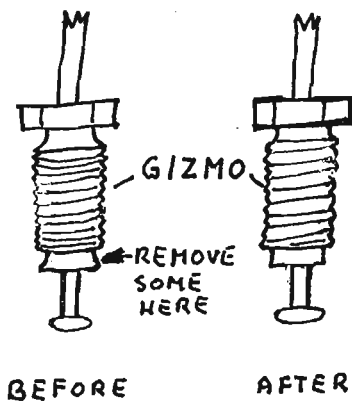
1. If brake components are stored, it is appropriate to stop grit getting into units like brake booster units, master cylinders, slave cylinders and hoses. For the fittings where you use a 7/16 inch spanner, just use very clean short 9/16 bolts to seal the holes where tubes were connected. For the ends of tubes and hoses, turn on a 9/16 nut a few turns first and then add a bolt. Head nuts are best because they are longer. This system also works if other size spanners were used, as all threads in the hydraulic system are UNF, so you can find the appropriate nuts and bolts somewhere on the car's systems.



2. If a Mark 2 booster is used in a Mark 1 vehicle, which has only a single brake system, I block off the outlet at the top nearest the radiator, but I think it would not matter which outlet is sealed off. This blocking off can be done with a short 9/16 bolt or a bleed screw from the hydraulic system.

3.

It is sometimes extremely difficult and frustrating to connect a tube to a component in the brake system because it jams.



This happens when the end of the bottom of the gizmo that you put the spanner on gets wider when an overzealous mechanic used a lot of force on the spanner, and the bottom gets wider. The bottom of the gizmo then gets stuck when you try to screw it back on. To make it go on easy, just file or grind off a bit at the bottom of the gizmo, reducing its diameter, as shown in the diagram. It then goes on just as easy as a bolt goes into a threaded hole. Magic.

Misfiring on Number 2

Herb Simpfendorfer

What do you do if the engine is not sounding good? Misfiring. Of course, you pull off the spark plug leads one at a time to see which cylinder lacks power. It is Number 2. Why Number 2? Because it is usually Number 2. Read on to find out why. Hold the lead a short distance from the end of the plug and hear the spark jump. If the cylinder then fires better, it is a crook plug. We will assume that this does not change the power of Number 2 one bit. Swap two spark plugs to make quite sure it is not the spark plug. No change. If there was a nice fat loud spark at Number 2 cylinder, you can forget about the distributor and all its parts as being faulty. So the list gets shorter.

what could it possibly be?? Broken rings? Burned out valves? So now you get real worried. You start to think how many dollars you have in the bank for an engine rebuild job. Let us further imagine that the compression was checked, Number 2 would be the same as the others, and that checking the tappets would find nothing amiss. That would give you something to think about, wouldn't it? To summarise, all these are OK: spark plug, compression, tappets, ignition system. But Number 2 still lacks power.

Before you start thinking of selling the stupid car, or start taking out the engine, pause and think a bit. It could be something very simple.

It so happens that the brake booster gets its vacuum from the inlet manifold very close to Number 2 cylinder. And if the brake booster diaphragm has a hole in it (it is usually a long slit), or the booster is otherwise faulty, air from the atmosphere is sucked straight through the booster into the inlet manifold and into the firing chamber of Number 2 cylinder, bypassing the carburettor. That means that Number 2 (and to some degree the others too) is not getting the correct mixture for power. Indeed there is very little petrol in the mixture, it is mostly air. So the cylinder delivers very little power.

To see if the booster is faulty, an easy method is to block off the vacuum tube going to the booster. An easy way is to pull the tube off at the booster, and use a clogged silicone tube nozzle as a blocker. If this restores the power to Number 2 cylinder and the engine now sounds ever so much nicer, the booster is faulty, and you can smile again. If the booster is faulty, you can take it apart and try to repair it, but this is hardly worth while unless you have a few spare units of exactly the same type lying around. There are firms that rebuild all types of boosters fitted to the 1800, and sell them on an exchange basis, but it is not cheap. I'm a bit lucky, as I can go to my line-up of wrecks, and find one that is still OK.

Classic Car Care

Tricks of the trade

There's always a hard way and an easy way to tackle jobs — a few wrinkles from our workshop wizard can save your time and temper.

By Harry Carter

I suppose one of the signs of getting old is that the dodges and tricks of the trade which were once everyday practice to you are no longer required in normal commercial life. Take getting things apart, for instance. Any mechanic working on the shop floor in the late 1940s and 1950s knew all the dodges because pre-war and even vintage cars were run-of-the-mill stuff. Dealing with rounded nuts, screws with slots like eroded valleys and bushes that didn't want to shift was all part of the day's job.

Nowadays, many mechanics don't want to look at cars more than a few years old, and they've never come across these things, but the chap restoring his classic is likely to come across them almost every time he takes a component off.

Rounded nuts are always caused by one of two things. Either someone's used a wrong size spanner, or an old spanner with sprung jaws that ought to have been thrown away, or the nut and bolt have rusted together so that even a properly fitting spanner takes the corners off the nut before it moves.

So, the first requirement for dismantling parts which have been bolted up for years is a decent set of spanners. Sometimes it's impossible to get anything except an open-ended spanner on a nut, but where possible I like to use either a ring spanner or a socket because you're spreading the pressure on all six corners of the nut instead of only two with an open-ender.

Even so, nuts can still round off, or they may have been rounded off before you got the car, so anything which will help matters along is welcome. You can get quite a number of good easing and freeing chemicals, usually in aerosol cans with a short plastic pipe so you can direct the stuff where it's most needed, and a very good job they do, too. But you can make their job easier and more certain if you clean the nut and any exposed bolt threads first with a stiff wire brush.

If this fails, either because the thing really is corroded together, or because the nut's so rounded your spanner can't even start to get a grip, you have to resort to other methods. The first is a Mole or similar self-gripping wrench which doesn't mind what the shape of the nut is, but there is a danger here. The wrench might get a grip, or come to that, your socket might get a grip, but the nut still doesn't want to shift with even the strongest heave you can manage.

First reactions, of course, are to use a

longer handle on the socket to get more leverage, or shove a piece of pipe over the end of the self-gripper with the same object. Then things come free with a bang and you breathe a sigh of relief only to find that instead of the nut unscrewing the bolt has sheared off.

This may not matter if it's a common or garden bolt, but if it's a special bolt of any sort you're in dead trouble if it's no longer available. Another trap for the unwary are studs instead of bolts because when these shear they usually go at or just below the part in which they're screwed, and if they're tight enough to resist a force that will shear them you could be faced with an even bigger problem getting the stub end out. So, please, make absolutely certain you know what you're dealing with before you resort to brute force.

What's the alternative? First stand back and calm down and take a good look at the situation. If you're dealing with standard nuts and bolts that are easy to renew it doesn't matter if they get mauled or broken, but special bolts or studs need care. You're much less likely to come across special nuts that are corroded on, though it could happen, so if something has to be sacrificed let it be the nut.

If you can get a hacksaw, or even a hacksaw blade, to it so much the better. Cut downwards, parallel to the bolt as near to the thread as you can without actually cutting into the thread. If the thin part that's left doesn't give way, cut down the other side and you'll be able to tap what's left of the nut away. Even on ordinary bolts cutting the nut is much better than trying to cut through the bolt at the base of the nut unless the nut's loose enough to get the hacksaw blade behind it. If it's tight you have to cut through the base of the nut, or the washer underneath it which is a longer job — and if it's a spring washer it's tough steel to cut.

As an alternative to hacksawing, if you've got a lot of corroded nuts to tackle, it's worth investing in a pair of nut crackers. This is a tool rather like a very strong pair of pincers with some form of screw to tighten the jaws. They're hardened, and they cut through the average mild steel nut easily till it cracks apart.

If you're dealing with set bolts that go through one component and into another without a nut at the back you're in a slightly more tricky situation. If all else fails, the only way to get these apart is to cut the head of the set bolt off being as careful as you can not to score the face of the component. Then, after you've got the thing

apart, you're left with one or more headless bolts which you've got to get out.

You've got the advantage that now things are apart you can get at the threads with a freeing agent, and in many cases the fact that the bolts are no longer under tension makes them easier to get out and they'll respond to a Mole wrench. Be careful, though, because you're still faced with the possibility of them shearing off.

Many of the components held in this way are aluminium, so you can try a spot of differential expansion. This is much easier than it sounds, all you have to do is put the component in boiling water. The aluminium expands at a different rate from the steel bolt so there's likely to be a movement between the two which will crack the corrosion that's holding them immovable. Remember, though, that a hole in a component closes up as the metal expands with heat, so while it's hot it will grip the bolt even tighter. Wait till it's cooled down before you try to undo it.

Of course, the inevitable's going to happen, no matter how careful you are, and sooner or later a bolt or stud is going to shear off. The best way to get the broken bit out — best because it leaves the original threads undamaged — is to use a tapered left-hand-thread extractor, assuming, it's a right-hand-thread bolt or stud. If it's left handed you'll need a right-hand-thread extractor.

In case you haven't come across them, these extractors are like tapered self-tapping screws, and the top end finishes in a square which you grip in a tap wrench. You drill a hole down into the broken piece of bolt or stud, as near central as you can get, and screw the extractor in. The size hole to drill will be on the chart which came with the extractor, or sometimes engraved on the extractor itself. As you tighten the extractor down it grips the bolt and, because it's the opposite hand thread, it unscrews the broken end.

These extractors are also very useful for gripping the chewed end of a screw that once had a screwdriver slot, and for coach bolts, the sort with plain mushroom heads with a square underneath which was supposed to grip in the wood and stop the bolt turning. When the bolt's been in place for years the square never grips, and I've seen some horrible examples of wooden bodywork cut about where someone's cut down to get a spanner on the square. Using an extractor is a much better way of going about things, and better than cutting a screwdriver slot in the mushroom head because it grips much more securely than a screwdriver.

If an extractor fails to shift the broken end, you're still not finished. Drill down the bolt again but with the largest size drill that will avoid touching the thread. If you're very lucky, and started your drill dead centrally in the broken bolt, you can go up to a full tapping size drill and then all you have to do is pick out the few threads remaining in the hole with a sharp pointer.

There's yet another weapon in the armoury if this fails. As a last resort, drill out the screw complete with its threads and tap the component for the next largest size screw, or use a Helicoil thread insert to restore it to the original size. If you don't use a Helicoil you'll either have to drill the clearance hole larger in the component the bolt went through, or have a special stepped stud made up, larger where it screws into your new threaded hole, and original size the rest of the length. Watch

out that there's enough metal round the hole to take the larger diameter thread without bursting out of a boss or going into a water jacket. Generally speaking you'll be all right because designers don't skimp metal round threaded holes if they can avoid it, but you might just have a case of mis-placed core in a casting. If you do, I'm afraid your luck's run out.

Moving on now from fasteners to other bits that don't want to come apart, possibly the most headache-provoking are the older type of king pins in beam axles. The first thing you're faced with here is a cotter pin that won't budge no matter how hard you hit it. There's only one thing to do. Go round to the other side, the end of the cotter without the thread on it, cut it off flush with the axle beam so you can centre-punch it, and drill down through it with a drill the same diameter as the outside diameter of the thread on the other end.

Take things gently, because if you're not dead central, which you won't be of course, drill will brush on the hardened king pin as it goes through. Normally this will just

deflect the drill slightly, and there's enough metal on the other side of the cotter to save you breaking through and damaging the axle beam. If the drill goes tight instead of wandering, you're way off centre and likely to break the drill off inside the hole, so take it out before this happens and use a size smaller to clear the king pin. Once you're through and left with a hollow shell instead of a solid pin go back to the front again and have another go at driving it out with a drift. The hole through the cotter will let it close slightly and you've got a good chance of drifting it out.

Once the cotter's out you want to get the king pin out, and this isn't always plain sailing. There's only one way to shift it, and that's force. I'm strongly against using heat to try to free a seized king pin because of the dangers of messing up the original heat treatment of the axle beam and stub axle. This can lead to local stress points and in extreme cases to a fractured beam. If heat has to be used, let a specialist do the job because he'll put the whole lot in an oven afterwards to normalise it and avoid stress lines in the steel forging.

Before you try driving out the old king pin make sure it isn't one with a stepped diameter and you're trying to drive the large end of the pin through the small hole in the stub axle — don't laugh, I've known it happen.

Support the stub axle really firmly on a solid block before you start driving the pin down, and if you're getting someone to help you by wielding a heavy club or sledge hammer while you hold the drift, hold the drift in a pair of tongs which will take the force of the hammer if it slips much better than your hand will.

As an alternative to a hammer and drift you can use a king pin extractor, if you can find one. These are made from a heavy forging which sits round the stub axle, and either a tough screw or a small hydraulic ram to push the king pin out. They used to be very common years ago, but since the introduction of independent front suspension they've been dropped from many tool catalogues.

As a last resort, unship the axle from its springs, cart it along to your local garage, and ask them to push the pins out with their hydraulic press. If you speak nicely to the service manager the chances are he'll oblige.

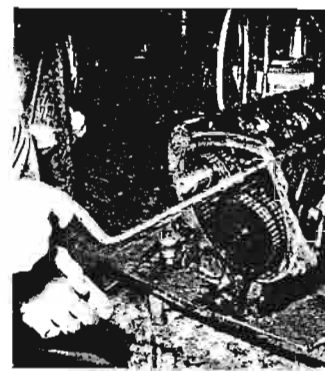
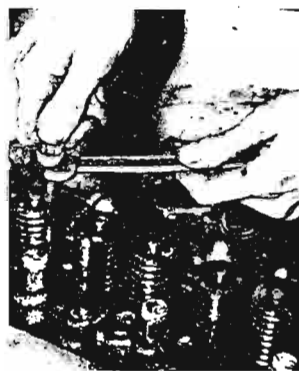
A few last random thoughts on dismantling. If you're taking the car completely apart for a chassis-up rebuild, take it apart in the minimum number of sub-assemblies and deal with them one at a time to avoid getting two thousand and one bits and pieces all over the garage floor. Post-war cars, and a few pre-war ones, often had things pieced together with large counter-sunk cross-head screws which were tightened on the assembly line with pneumatic drivers and resist any attempt to undo them with an ordinary hand driver. Rather than use an impact driver, which I find often distorts or even goes right through welded sheet metal components, use a cross-head screwdriver bit with your socket set. These aren't all that common, but larger tool shops keep them in various sizes.

Old long-stroke engines which have seized, not uncommon if they've been standing for years, can often be persuaded to move if you fill the bores with diesel fuel and leave them for a few days. Sometimes it helps penetration if you mix a spot of methylated spirit with the diesel.

Old bushes that won't come out will usually yield if you thread a hacksaw blade through them and make a cut through the wall of the bush. Then it closes up when you drift it and comes out easily. A cold chisel's a fast way of chopping through rusted nuts and things, but it's a brutal way and often damages components. Try a hacksaw first. See you next month.



Above, even the most professional rebuilds can hit problems. Left, a little heat sometimes helps along stubborn nuts. Right, the well known lock-nut trick aids removal. Far right, extra leverage can assist things.



LEMON!

I recently came across a pair of motoring books that I found thoroughly enjoyable to read. "**Lemon!**" and the follow on book "**Extra Lemon!**" both by Tony Davis.

While there are numerous books out there covering car manufacturing disasters, what's different about these books is that they're Australian and include quite a lot of cars that we've all seen on our local roads as well as a few exotics from overseas. There are also some unusual Australian attempts that most of us may not have heard of.

To qualify for inclusion in these books cars had to be either poorly designed, badly built, excruciatingly dull, unreliable, or just unsuccessful. Just because a car was expensive and had a famous name doesn't mean it escaped the attention of the author. Several local Austin models also receive the honour of appearing in these books for various reasons.

Written with a dry, dead pan cynicism, the books are very entertaining and once you start reading it's hard to put the book down. Some classic quotes from the book...

* *"When an owner stood by his Triumph Stag, it was usually because he couldn't get the door open."*

* *"The sales slogan was 'Make way for the Austin Freeway'. Car buyers did more than that. They gave it the widest birth possible."*

* *"If you required a sudden burst of acceleration in the Goggomobil Dart, it was best to jump out and run..."*

The books are approx. A5 in size, 160 pages each and retail for around \$17 each. Ideal for leaving on the coffee table when fellow car enthusiasts come to visit.

Review written by Eriks Skinkis..



FOR SALE
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Phone: (07) 3277 2717

AUSTIN 1800 MK1,1½,2
SECOND HAND SPARES

| QUANTITY | DESCRIPTION |
|----------|---|
| 1 | 1800Mk 1½Engine (No transmission) – incomplete |
| 1 | Bell Housing (Auto) |
| 1 | Differential |
| 1 | Torque-converter (worn ring gear) |
| 1 | Rack and pinion |
| 2 | Sets of brake-pedals (1 auto and 1 manual) |
| 2 | Alternators “Email” 4 ¾” 25 amps @14.2 volts |
| 2 | PBR brake systems |
| 2 | PBR brake callipers |
| 2 | Distributors and coils |
| 1 | Radiator (new) |
| 1 | Water pump |
| 1 | Windscreen wiper motor |
| 1 | Front windscreen |
| 1 | Rear windscreen |
| 2 | Sets of quarter vents |
| 2 | Sets of bumper bars (front and rear) – no dings |
| 2 | Sets gravel guards |
| 1 | Boot lid with hinges and lock |
| 1 | Engine bonnet with hinges and lock |
| 1 | Rear door – driver side |
| 2 | Mk2 grills – slightly damaged |
| 1 | Mk 1 grill – slightly damaged |
| 1 | Pair - rear suspension arms, brake drums and cables |
| 1 | Mk2 Hand brake and cable |
| 1 | Manual gear change unit – cables leak oil |
| 2 | Exhaust systems complete with tail pipe and muffler |
| 4 | Headlights and surrounds |
| 4 | Taillights |
| 2 | Horns |
| 1 | Knee guard for parcel shelf |
| 1 | Rear seat – fawn coloured upholstery |
| 4 | Engine mounts front and rear |
| 1 | Tow bar ball and tongue |
| 2 | Front hydrolastic units with new hoses |
| 3 | Rear hydrolastic units with new hoses |
| 9 | Hubcaps Mk1 (13”) |
| 4 | Drive shafts |
| 4 | Constant velocity joints |

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Sent : Sunday, 26 March 2006 4:01:48 PM

To : <stephensdaryl@hotmail.com>

Subject : SPARE PARTS SCHEME

SPARE PARTS SCHEME

AS FROM 1st JULY 2006 THE SPARE PARTS SCHEME WILL CEASE TO OPERATE IN ITS PRESENT FORM.

LOCA WILL NO LONGER HAVE A STOCK OF SPARE PARTS AND PARTS THAT LOCA RE MANUFACTURE eg BUSHES, ENGINE MOUNTS, Z9 ADAPTORS, ETC WILL ONLY BE AVAILABLE TO SPECIAL ORDER WITH A LEAD TIME OF ONE MONTH, PARTS WILL ALSO HAVE TO BE PAID FOR AT TIME OF ORDER AND CHANGE OVER PARTS WILL NOT BE SUPPLIED UNTIL RECEIPT OF C/OVER PART.

The following parts are still available while they last:

Z9 Filter adaptors \$A12

Urethane Engine Mounts rear only, \$A50 each

Mark 1 Front Indicator/Parking light assy \$A35 each

Indicator Switches \$A100 each

S/Hand Mark1 Rear Light assy \$A25 each

Mark 1 Dash tops NOS \$25 each

There are also lots of Mark2 Front and Rear Lenses \$A5 each.

THE FOLLOWING PARTS WILL STILL BE AVAILABLE TO SPECIAL ORDER:

Z9 Adaptors (change over)

All the Suspension Bushes in Urethane

Urethane Engine Mounts (change over)

Steering Racks (change over)

Hitachi Distributor conversions (changover)

Water Pumps (cast type only)

Anything else which may take our fancy to remanufacture at any given time, at the moment one of our members is working on a geared starter motor, which is in the prototype stage.

ALL PRICES QUOTED inc GST AND are PLUS FREIGHT

If at any time any member has a problem locating a specific spare part we will always endeavour to locate it for them

Patrick



| | | Inbox

<http://by102fd.bay102.hotmail.msn.com/cgi-bin/getmsg?msg=C4DA6CAB-0DAE-4F80-8...> 3/29/2006



Our stand at the Historic Motorsport show last weekend

Andrew Cowan re-united with the Southern Cross Trophy he won in SMO 974G in 1969



Sales

New Parts

Steering rack 2 cv joints complete set of chrome strips
Engine oil filler cap diaphragm rubber 6 window winders
As new front and rear screen rubber and chrome filler strips

Second hand indicator stalk, displacers manual sump gear cables
Complete set of car glass BMC radio and speaker tow bar
Perspex windscreen protector bolt on insect screen
Boxes of various parts

Contact Terrance Copeland 11 Windsor Street Margate QLD 07 3284 8876

X6 new fuel pump \$50 Michael Clark Bayswater Vic 03 9729 4005

Mk 11 1800 re built motor man Beige/ green 116,000 miles \$3,000 Keith Nunn
Ringwood Vic 03 9879 2224

1970 auto ute complete one owner for last 20 years \$3000 Morwell Vic 03 5191 8217

Austin 1800 Manual 1969 Red

Recent work:

Full professional engine recondition & conversion to ULP.

New clutch. New gearbox bearings & Synchros. New driveshafts. wheel bearings, unis & CVs.

New radiator, heater core and all hoses etc. AM/FM radio / tape player. (not a modern one, looks authentic)

New electric fuel pump with isolator switch

Body ok with minimal rust in two doors. Inside good but with damage to rear seat back from sun. New carpets and seat covers. Tyres 75% good. Drives well. Plenty of other work done but I am unable to finish it now.

Comes with 2 Workshop & 1 Parts books for 1800 & 1 Workshop book for Kimberly & several Special Tools (all genuine BLMC) and various Club Bulletins

And repair hints.

Best offer around \$3 000

John Harding

20

02 66868482 or 0411 508 483 or jonwynni@bigpond.net.au



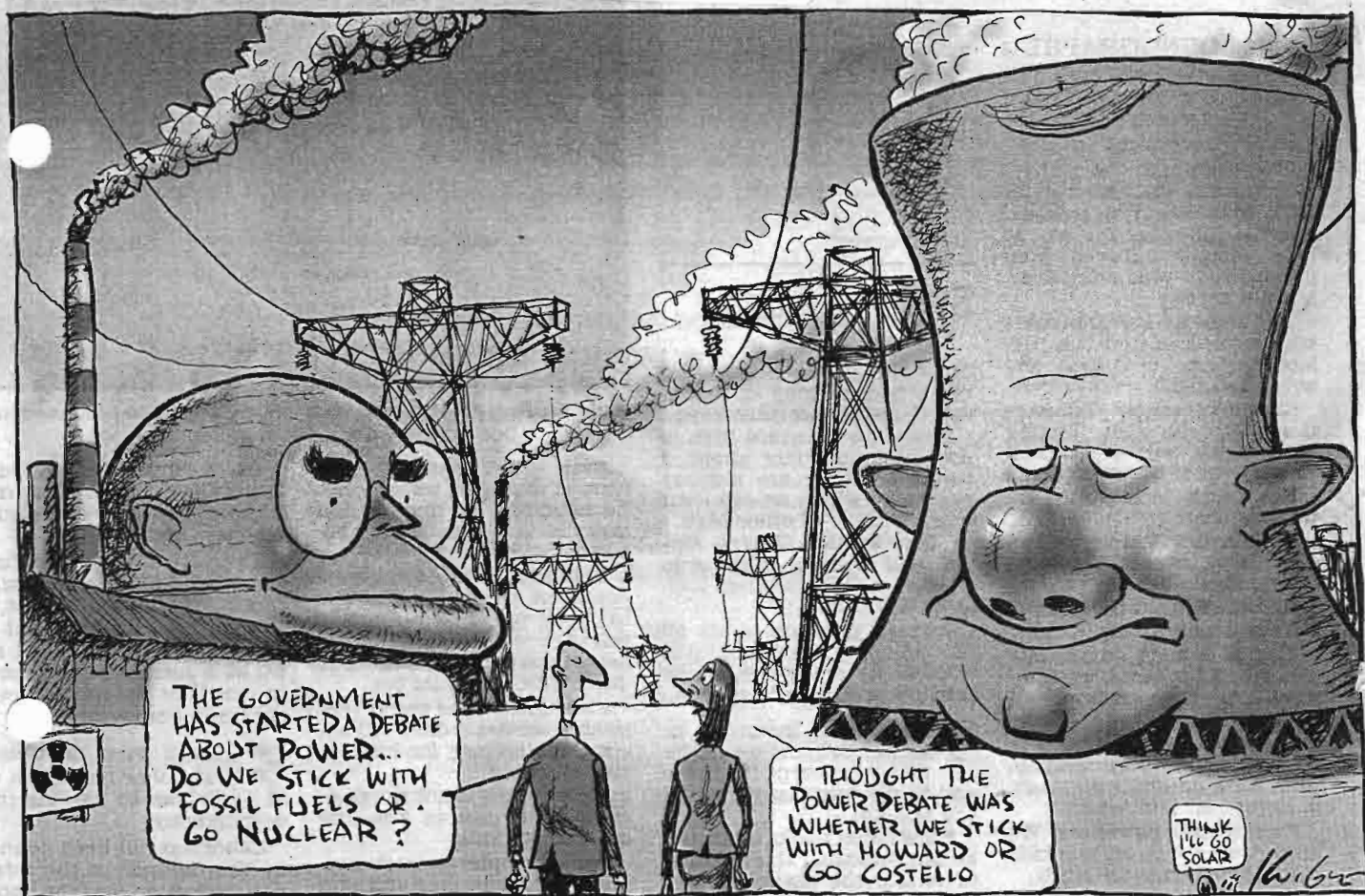
LANDCRAB

CLUB OF AUSTRALASIA INC.



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

Welcome to newsletter number number 131 for June and July, 2006



New members

Bill Kelly 141 New Ferry Road, Wirral, Merseyside England

18/85

Graeme Eldridge 12 Hayes Drive, Horsham Vic

Editorial

I am not chained to a desk like some poor unfortunates. Recently, I was working at a block of flats. Some old stick – the old coach roach was probably about 90 –i.e. the same age as Ken Patience -had bailed me up with her life story, while waiting for her taxi.

In the fullness of time the taxi duly arrived and rescued my ears.

He opened the rear door for her, but she declined entry. "I am no longer any good in the back seat" she explained. "Can I get in the front?" Taxi driver quietly to me, "I bet she is no good in the back seat!"

Moving on. Our Camper Trailer- not a poxy Jayco, but a quality Goldstream is back from the repairers. Camper Trailers are only a tad higher than the car when folded up. On site, the roof winds up and beds drop out each end. Perfect to use for a camping holiday, with escalating fuel prices.

On a recent holiday in Ulladulla- those who have never heard of it, consider you lucky –it rains more than Darwin in the big wet- we had a slight communication problem.

End result? At 110 skis, the roof on one side went fully up about 1 ½ meters, and the other side did not. Everything that was involved in the raising of the roof bent or broke. Insurance is a wonderful thing!

Club annual fees of \$A35-00 are due 30/6. Send cheque or money order to the Landcrab Club 22 Davison Street, Mitcham Vic 3132.

Pay now and avoid the rush!

THE WIND BAGS

PRESIDENT

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

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Sydney Nil

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

Starter Motor Improvement

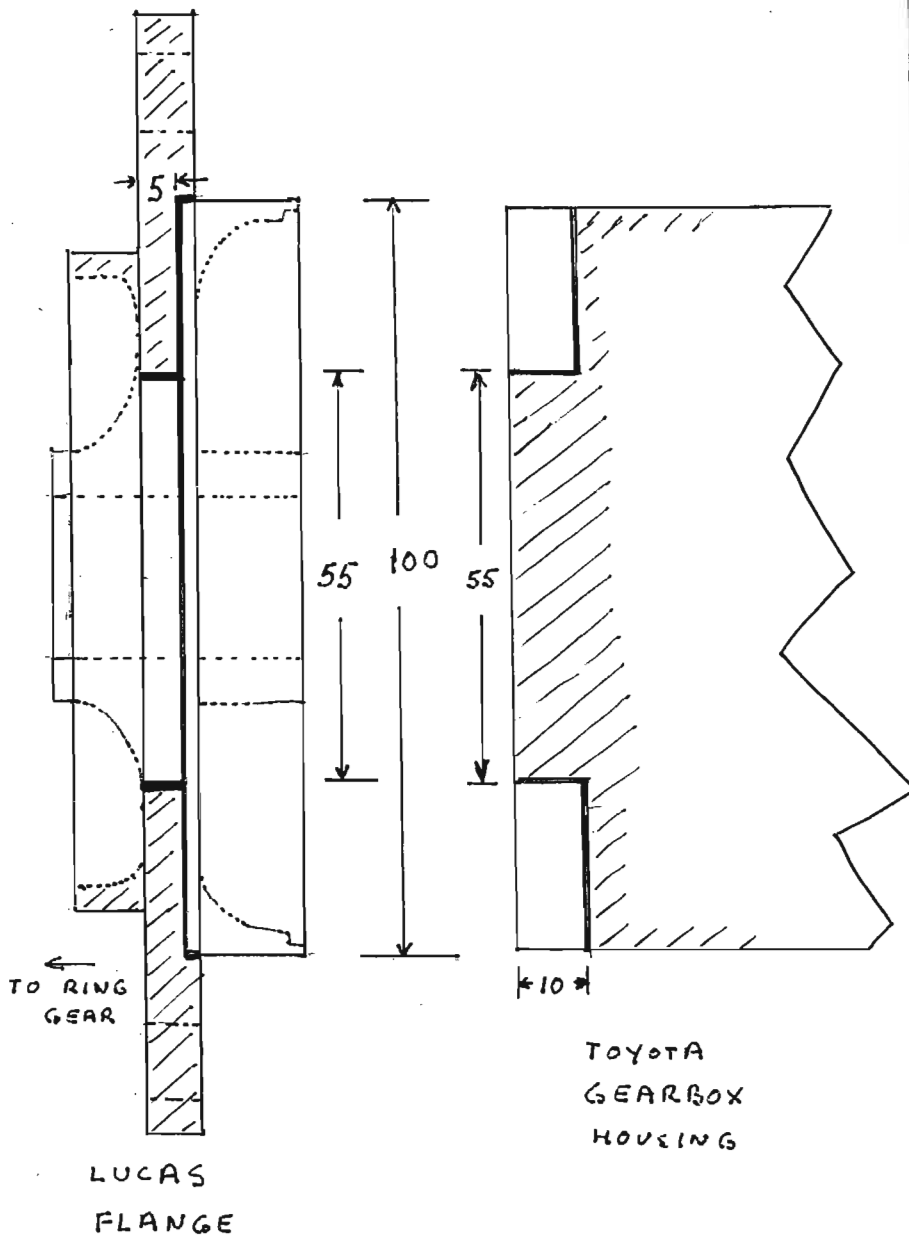
Written by Herb Simpfordorfer

Club member **Ken Patience** has found a significant improvement to the Lucas starter motor of the Austin 1800. He uses a geared starter motor from Toyotas of the mid 1980s, both for the V6 and the 4 cylinder motors. The starter motor of the latter are far easier to remove. This modification gives an improved starting torque, and is also advantageous if the ring gear on the fly wheel of the 1800 is well worn, as the Toyota starter motor engages on the other side, thus using the unworn section of the ring gear.

To do this change, some lathe work is to be done on both the Toyota starter motor and the flange of the old Lucas starter motor.

Here are the steps to be taken:

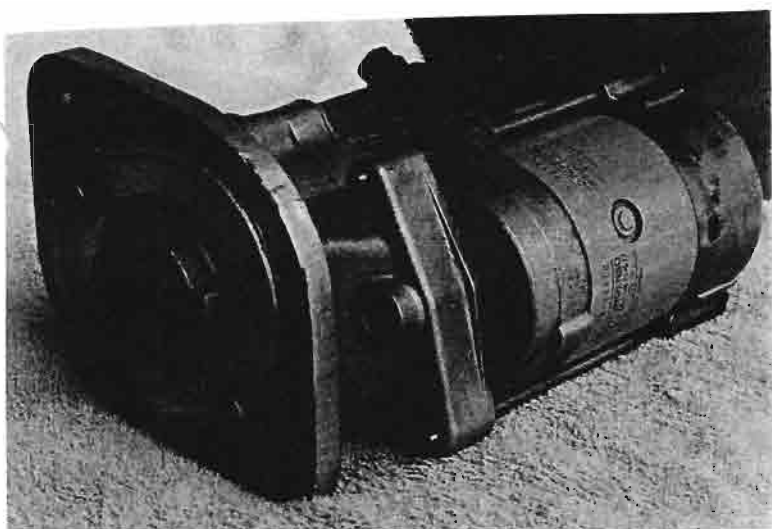
1. Remove gearbox from Toyota starter motor. Be careful not to lose any parts.
2. Machine the front section of this gearbox housing in the lathe, which needs to have a throw of at least 7 inches. Take off 10 mm at a diameter of 55 mm as shown in diagram.
3. Re-assemble the starter motor.



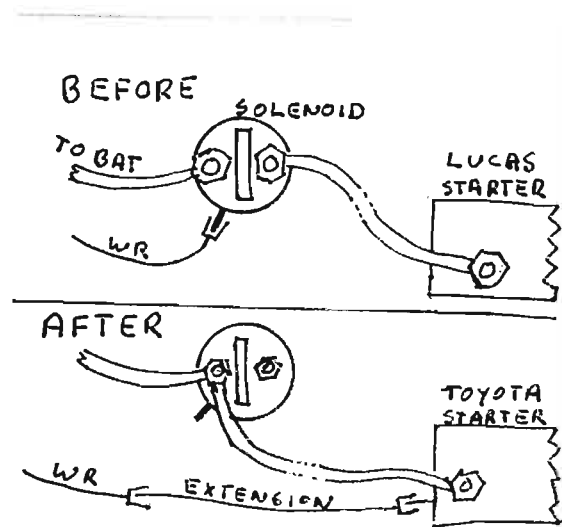
Full scale diagrams showing how to machine both the Lucas flange and the Toyota starter motor gearbox housing.

The diagrams show the original shape of the parts in light lines. Heavy lines show where machining is done. Sections which are shaded are the sections remaining after machining, considering only the cross section.

4. Remove Lucas starter motor from 1800.
5. Take apart this starter motor, use flange only.
6. Machine flange as shown in diagram:
 - a. Machine a 55 mm hole right through the flange.
 - b. Machine off a section of 100 mm on one side as shown. Leave a thickness of 5 mm on the ring gear side.
7. Join Lucas flange to Toyota starter
 - a. Position starter behind flange, using the photo below as a guide to get approx the same angle.
 - b. Two bolts are to go through the flange into the starter motor. Note where the bolts are to go. Remove sections of the locating ring of the flange where the bolts are to go. Drill holes for the bolts. Fit the bolts. File off parts of the bolt heads so that the now complete starter motor can fit flush into its hole.
8. Fit Lucas starter motor into 1800 engine.
9. Connect wiring. Note that the solenoid activating wire (colour is white with red tracer, i.e. WR) needs to go to the newly fitted starter motor, (as the Nissan starter motor has an inbuilt solenoid), and not to the separate solenoid as in the original Lucas system. The existing wire is not long enough, so a 30 cm extension needs to be made up. Also, the existing solenoid is no longer used as a solenoid, so the terminals at this solenoid for the heavy leads (one from the battery, and the other to the starter motor) need to be bridged with a solid piece of good conductor metal. (at least 1mm thick and 10 mm wide.) Or the ends of the cables can be brought to one place, under the nut where only the lead from the battery went before, as shown in diagram below. Be sure to file or grind the ends of the cables to ensure a connection is made which can transmit a heavy current.



The unit ready to fit to an 1800



The old and new wiring.

If you are going to try this, and if there are any questions, phone Ken Patience on 03 9337 4661

Some articles by Herbert Simpfendorfer (not related to Herbert Austin)

Have you checked your magnet lately?

The magnet I refer to is in the engine of your 1800. There is definitely one there, and I'll tell you where it is. There is a fairly large vertical removable aluminium cast plate into which the speedo cable goes. Behind this plate is a sieve and a magnet. It is there to collect the odd bits of ferrous material that may be wandering around in the oil system. As these bits should not be wandering anywhere, it is best to collect them. The magnet is cylindrical and quite big.

There is nothing in any manual I have that lists checking this magnet during normal services, so it is apparently something that is done when an engine overhaul is done. It is quite easy to get at. The oil is drained, the speedo cable is unscrewed, a dozen or so ½ inch nuts are undone, and the plate comes off. With it comes the magnet and sieve. You could have it off in ten minutes after you come home from the supermarket, it's that easy. The manuals say that everything is to be cleaned and checked for wear. The bits of metal on the magnet can be wiped off or blown away. Clean out all the sediment behind the plate, because this is the very bottom of the engine/transmission. There is not much in this area to wear, so it is a matter of getting a new gasket and putting it back together again. Making a gasket for this plate will take about ten minutes if you do not have one. Dead easy. Gasket paper is sold at Repco by the metre, and a few metres on hand is a good idea. I use the thinner paper for this gasket.

Penrite Fluid

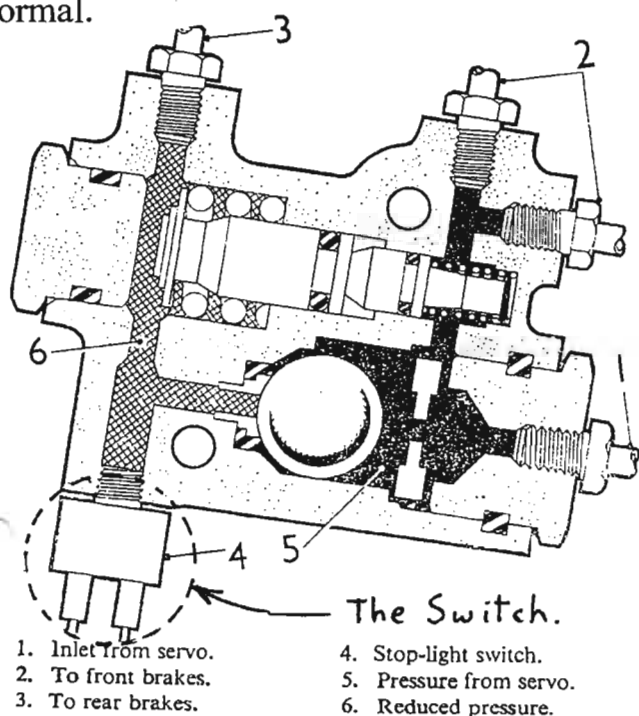
Our illustrious editor Daryl Stephens told us in a previous Landcrab magazine that Penrite suspension fluid is available. That is correct, but according to the Penrite headquarters in Melbourne, they no longer make it. I was interested in the local outlet for this product, and rang the national Penrite headquarters to find out. I was put on to the production manager. He said they do not make it any more, as the demand has dropped to about zero. He suggested I make it myself. The formula he gave me was the same that most of us use when making our own: Fifty- fifty radiator coolant and meths spirits.

While on the subject of suspension fluid, I am perplexed as to why the fluid gets awfully dirty while it is in the car system. One would think that it is in a sealed container, so would get as dirty as fluid in a bottle, that is, not at all. Maybe someone has worked it out. One theory is that the insides of the steel pipes get rusty, tainting the fluid.

Reducing Valve and the Stop Light Switch

The other day, the brake lights on my 1966 sedan did not work. So I had to do a bit of chasing to find out where 12 volts was up to in the circuit. Fuses were OK. I have a piece of board that is the right length to hold the brake pedal down, jammed between the seat and the pedal. I use this board to keep the brake pedal down while I check brake lights. I used this board to continue finding the fault. I had to take the battery out of its spot to trace the voltage through the switch which is under the reducing valve next to the battery. I found the problem right there. The switch was not working. So what to do next? I had to replace the switch, which turned out to be quite simple. I had a few

switches on my wrecks, and found a good looking one. I blew a lot of air in the vicinity of the failed switch, unscrewed it, put a clean finger on the hole where it came from, and quickly screwed on the replacement. Put back the battery. Viola! Everything back to normal.



The reducing valve

Is this important? No, according to most car manufacturers, but the Austin people must have thought it was. At least for the Mark 1 and some Mark IIs. Then they had a change of thinking, and got rid of it. To do a similar job, a much simpler device called a line pressure reducing valve was installed in the back wheels.

The manual tells me that when the PBR system was introduced in the Mark IIs, and in the Aussie utes, there was no reducing valve. In these later model Mark IIs, there is no brake light switch in the engine bay, so the switch was then put at the brake pedal, a much better idea. Why better? The hydraulic brake system does not have to be disturbed to replace the switch and the complex reducing valve was gone. The switch is much simpler, and therefore less expensive. In all service manuals there is a sentence that utmost cleanliness is important when working on the reducing valve, which includes this switch. It so happens that you can replace the switch at the brake pedal in a snow storm, a thunderstorm, a wind storm, a dust storm, a hail storm, or even when there is a combination of all five of these, and also when your hands have mud, oil and grease all over them, whatever, and there is no possibility of polluting the fluid in the brake hydraulic system or causing loss of fluid and then requiring to do a brake bleed, which is awkward and messy. It's also easier to get at, as the battery has to be removed to get at the switch in the engine bay, and nothing has to be removed to get at the later switch.

In the red BMC Service Manual, it is stated that all seals in the reducing valve have to be replaced every three years, or after 36,000 miles. It is my personal experience that

this is obviously a typing error. These units last at least 40 years without servicing, and for well over 100,000 miles! The only problem I have had with them is a failure of the above mentioned brake light switch, and that has happened only ONCE. And if the unit did fall apart, or leaked or whatever, it would be fairly simple to change to the system of having no reducing valve, by connecting inlet and outlet pipes, obviously with negligible ill-effects, unless you are of the very hard braking type. You would connect point 1 in the diagram to points 2 and 3, using a few fittings. A switch would then have to be put at the brake pedal, obviously. A bracket has to be made up to support the switch. Getting this bracket from a late Mark II wreck is the quickest way, of course. Another possibility for owners of the earlier cars is to have two switches in parallel, one at the reducing valve, and the second at the brake pedal, so that if one fails, the other one will illuminate the stop lights. That's the kind of thing that aeroplanes have, fail-safe systems.

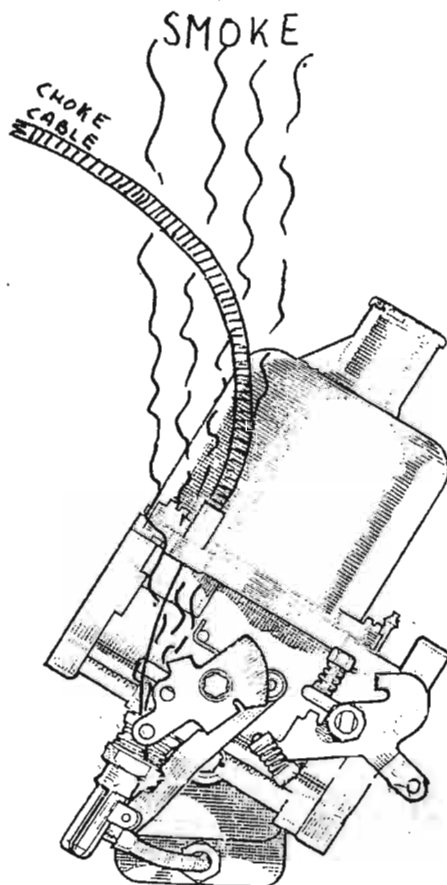
It is also interesting to think of a test to determine if the reducing valve is still operating properly. Imagine you are on a dirt road. Apply the brake pedal pretty hard. Do the back wheels skid first? This could indicate that the ball bearing in the reducing valve did not roll up the slope thereby reducing the fluid pressure to the back wheels.

Smoke from the choke cable

The other day, I was starting the engine of an 1800 after doing some restoration work in the engine compartment. At a time like this, I like to start the engine while looking at it, so I turn the key to put on the idiot lights, make sure the thing is in neutral, pull on the handbrake, then stand in front of the car, and use a short lead to temporarily connect battery positive to the solenoid activating terminal with the left hand. The engine then turns over. The choke can be partly or fully closed at the same time with the right hand by pulling the cable up.

Anyway, I was doing that and I noticed smoke coming from the carby region. The engine did not start, and was turning over rather slowly. I tried again, and there was more smoke. A close look showed the smoke was coming from where the choke cable connects with the carby. Very funny. Surely the choke has nothing to do with electricity, so how can there possibly be smoke connected with the choke, and especially when the engine is not going.

Normally, there is a thick metal connection all the way from battery negative to battery positive while the starter motor is engaged, so that nothing heats up. The metal includes body metal, nuts and bolts, cables, wiring inside the starter motor, flexible straps, and so on.



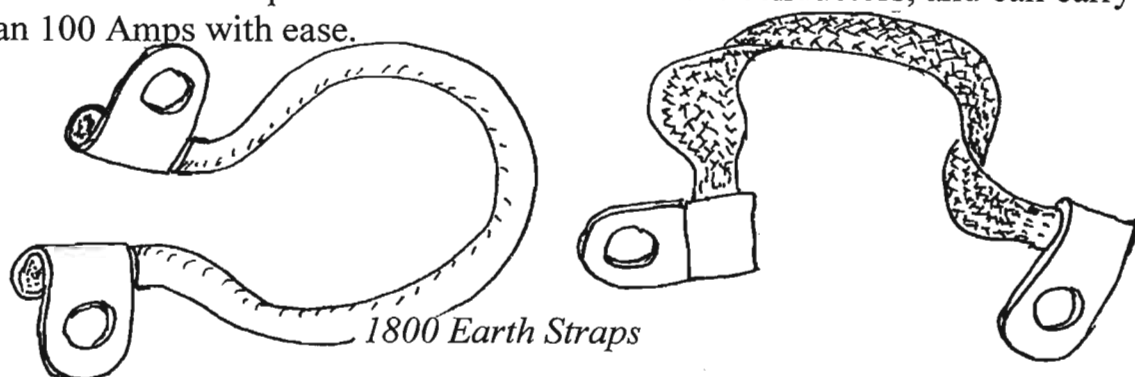
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What happened in my case is that I forgot to put on the earth strap which connects the metal of the engine to the body of the car.

What happens then is that the electrons look for metal that allows them to get back to the battery, as they can only move freely through a metal. They look for any metal, even tiny bits. If you think about it, there are precious few pieces of metal from the engine to the body in an 1800 if there is no earth strap. There is a lot of rubber, but very little metal. In fact, the only three are the choke cable, the accelerator cable and the speedo cable. And these cables are not solid connections, they are metal cables going through holes. So the amount of metal solidly connected to metal is rather small. Hence the smoke. The tiny metal to metal connections overheat because of high current, boils the oil there, and this makes smoke. The slow turning over of the engine occurred because very few Amps went through the starter motor windings.

The problem was easily solved, of course. I found the earth strap, and bolted it on so that engine metal was connected to body with good conducting metal.

I have seen two types of earth straps, one a fat insulated cable, and the other a non insulated flat braided strap. Both of these are excellent conductors, and can carry much more than 100 Amps with ease.



When my earth strap was installed, the starter motor then turned at its normal speed, and the engine started as expected. And there was no smoke anywhere.

The review question is:

Does the above-mentioned earth strap still perform a useful function once the engine has started?

A further note on mounts.

I wrote in a previous article that small mounts like the one found at the tail end of the exhaust pipe and under the gear lever, are not easily found. I now know that there are available in exhaust places. Price is \$10 each. I went to the Carline Exhaust place in Albury. No mounts in stock, but were ordered in and arrived in a day or so.

Hint from Patrick Farrell:

Do not leave the battery connected if your 1800 is stored for a some time. Electrolytic action can occur causing metal transference from the big end/main bearing, which, of course, is detrimental to the engine.

[Austin 1800 home page](#)[Bulletin Board](#)

West End, Queensland get together on Saturday 13th May 2006

Well five Austin owners showed up at West End, Brisbane last Saturday along with partners and family members. Angela and her partner, Ben came with their Mk 1 sedan. Kernis and her partner Grant came and brought her parents who were on their way to a holiday in NZ. Damien and his young daughter came in the Mk 11 ute. David came down from Noosa and drove his Kimberley, that has been living temporarily at my house since he bought a Rover Vanden Plas. I drove over the Mk 11 sedan so that made a great turnout for a first unofficial Brisbane Austin Saturday afternoon out.

Much in the way of parts was discussed. I was trying to give anything anyone would take just to clear out the garage a bit. Damien as it turned out had a set of trailing arms from a ute that I was interested in as they have the larger cradles. Now I have larger cradles that I can fit to the sedan.

There was also a discussion about the different front swivel hubs that were around on the 1800's. Seems Damien might have a mixture of parts: upper control arm from one and swivel hubs from another...but David and Damien sorted it out and I think all who has/had a problem is good now.

The barbeque got a workout and some brought nice bread/sandwiches. All had a nice time and it was agreed to have quarterly meetings like this. No newsletters and no one doing a lot of work... just a few phone calls. Maybe next time we might get a few more interested. The more the better.

Looks like around Aug/Sept for the next one heh?

Clyde - Landcrab1970 - Marshall



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Sent : Monday, 29 May 2006 5:16:10 PM

To : <stephensdaryl@hotmail.com>

Subject : Landcrab Parts

G'day Darryl,

My son and I still have MkII Austin 1800 utilities. As well, we have a number of spares that we are willing to donate. These include a full set of utility body panels which are in reasonable condition, including doors and tail gate, rear bumper and so forth. As well doors for a blue MkI sedan and many other parts - like a good front engine mount. I do not want to dump them so would be interested in giving them to any member prepared to collect them from me in Canberra. As I do not have an email address for Patrick Farrell I would be grateful if you would pass on my offer to him. Glad the club is doing well - I would be happy to join up if you would be kind enough to send me a form.

Regards

Warwick Wright

Can you
see yourself
in this?THOMSON
EDUCATION DIRECT

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For Sale

Adelaide 1800 resprayed- engine rebuilt unfinished restoration offers Damien 0412 097 206

1970 1800 mk 11 Auto Excellent condition One owner 74,000 ks registered till September RWC \$3,000 inner suburbs, Melbourne 03 9417 4077 Sue Splatt

Austin Models (or model Austins)

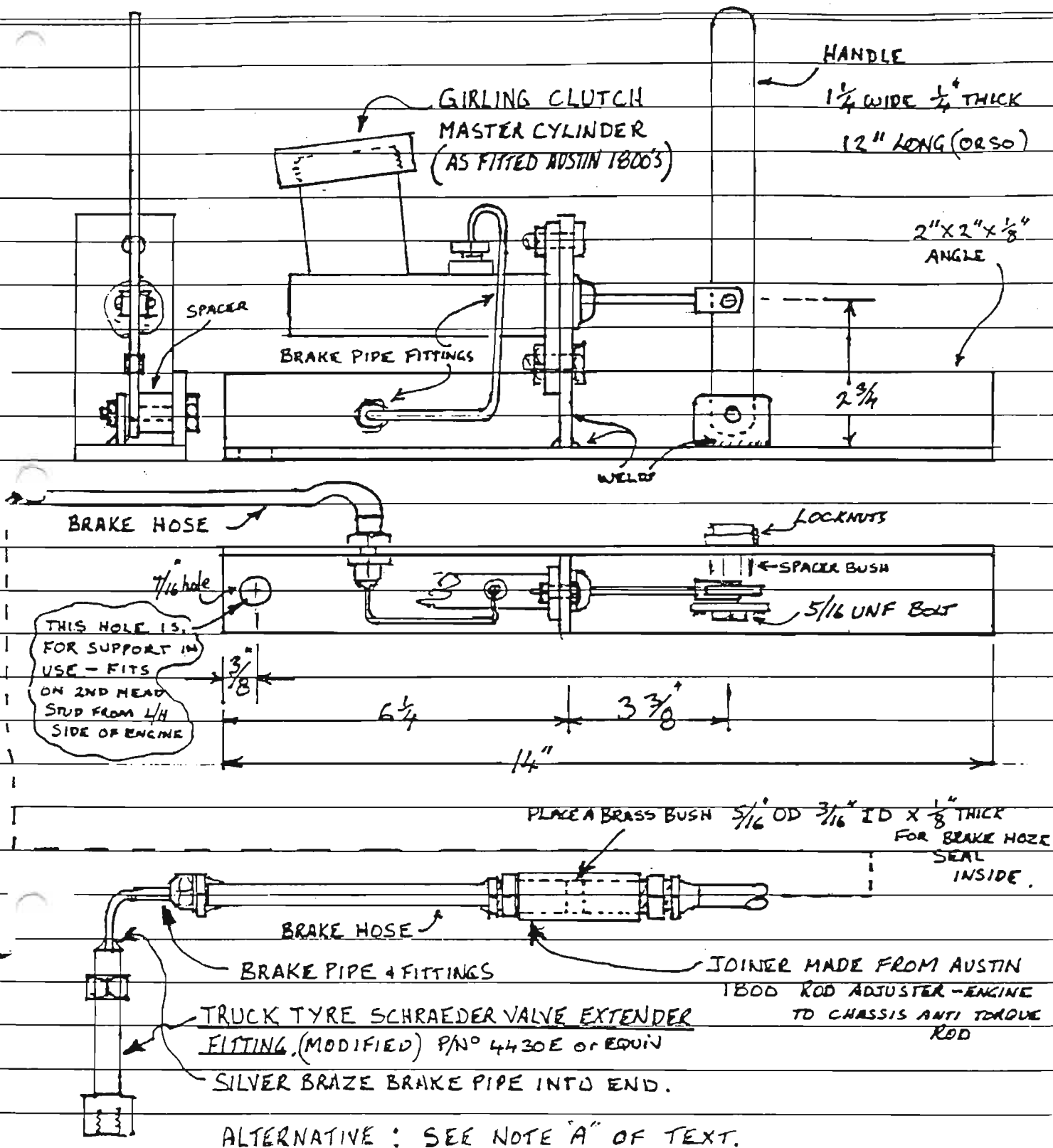
Late last year there was a reference, in the Landcrab Newsletter, to somebody in Warracknabeal, Victoria, who was making one-off models (Scale 1:43) of Austins. It took some tracking down but finally I found that he is Jim Hyland and he specialises in Australian cars, or variations of Australian cars. He has registered his hobby as "Aussie Model Creations" and his work is superb. I have just received a model of my Austin 1800 ute and it is detailed right down to the correct Registration Number. Jim used to work in an Austin Dealership in western Victoria and so has a personal interest in these cars. However he does not confine himself to Austins and I have seen photographs of several other cars as well. Jim can be contacted on 03-5394 1115 or Fax 03-5394 1052.

A woman accompanied her husband to the doctor's office. After his checkup, the doctor called the wife into his office and said, "Your husband is suffering from a very severe disease, combined with horrible stress. If you don't do the following, our husband will surely die.

"Each morning, fix him a healthy breakfast. Be pleasant, and make sure he is in a good mood. For lunch make him a nutritious meal he can take to work. And for dinner, prepare an especially nice meal for him. Don't burden him with chores, as this could further his stress. Don't discuss your problems with him; it will only make his stress worse. Try to relax your husband in the evening by wearing lingerie and giving him plenty of back rubs. Encourage him to watch some type of team sporting event on television. And most importantly, make love with your husband several times a week and satisfy his every whim.

If you can do this for the next 10 months to a year, your husband will regain his health.

On the way home, the husband asked his wife, "What did the doctor say
"You're going to die," she replied



"HYDROLASTIC SUSPENSION PUMP-UP"

DIMENSIONAL DETAIL AND COMPONENT SOURCE DETAIL

(MOST COMPONENTS ARE AS FITTED TO AUSTIN 1800)

DRAWING NOT TO SCALE.

PORTABLE HYDROLASTIC PUMP

Occasionally we are required to evacuate the hydrolastic system; and then to repressurise it as in the case of suspension failure.

I suspect that garages in the UK who have the proper equipment are few and far between. In Australia they are almost extinct. The answer, of course, is to make up one of your own.

A basic hydrolastic pump was designed by an enterprising member of the Aussie Landcrab Club in 1990 and a drawing and dimensions are shown in the illustration.

The pump utilises a Mk1 Girling master cylinder and all brake pipes and fittings are from an 1800. My own pump incorporates a non-return valve fitted to the end of a flexible front brake hose. This can be obtained from any reputable hydraulic specialist.

Attached to this valve is a high pressure hose of sufficient length and fitted with a snap-on Schrader tyre inflator at its end. I have a second shorter hose also with a tyre inflator fitted in which to depressurise and capture the fluid.

It has been suggested that a small ball bear-

ing placed in the master cylinder outlet will also act as a non-return valve, but I cannot vouch for it. The 7/16" hole is for support whilst in use and fits over a convenient cylinder head stud.

Although there is no provision for evacuating the air from the system, this does not appear to be a problem and I have used my pump for several years now with no ill effects.

THE FLUID

Regards the hydrolastic fluid (there is no 'Moulton' secret about this), is a solution of 49% alcohol, 49% distilled water, 1% sodium mercaptobenzthiazole, and 1% triethanolamine phosphate, which is of a constant viscosity with a freezing temperature of -31 degrees C.

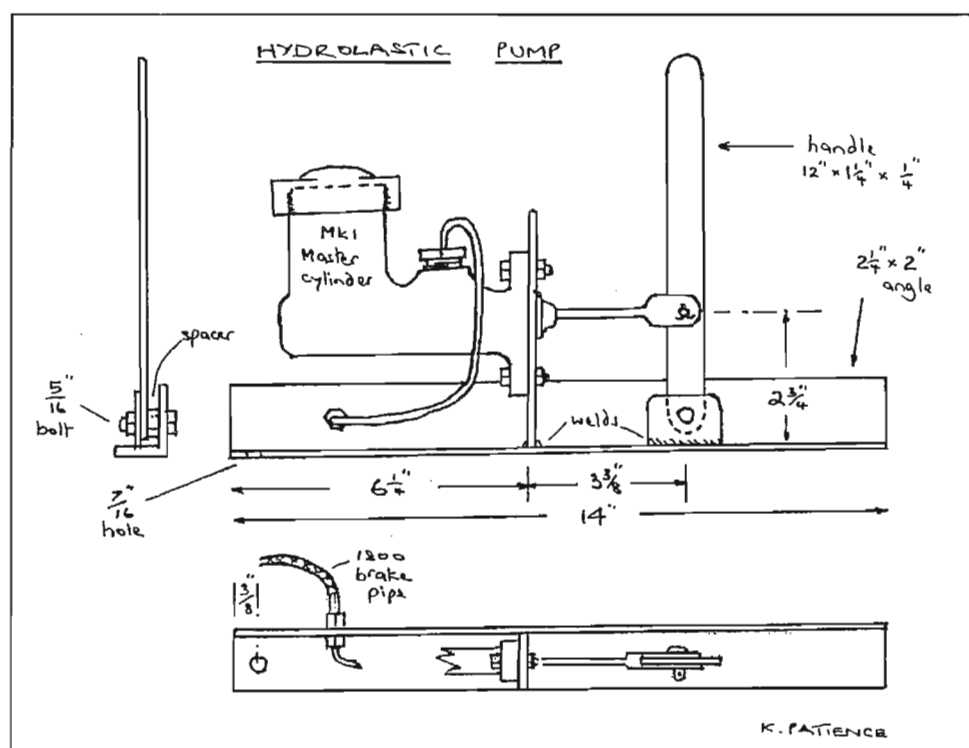
According to BMC, the particular reason this fluid is used, instead of distilled water with an anti-freeze is that this fluid IS an anti-freeze solution of constant viscosity containing a rust-inhibitor with an agent added to make the fluid distasteful – a legal requirement at the time.

In Australia this formula varied slightly and was made up of 50% alcohol; 24.45% water,

0.05 % Bentmazol, 3% Ethylene glycol, 0.50% Bo₂er, (sic) and 22% Union Carbide HB 5100 – a viscosity improver.

Armed with this information our club decided, at the time, to use a 50/50 mixture of Methylated Spirits and Anti Freeze/Boil together with a little radiator corrosion inhibitor.

This solution has been used successfully over several years with no adverse effects.



HYDROLASTIC SUSPENSION PUMP-UP

"Revisited is the home brew Suspension pump-up."

Most home workshops could make up this simple tool for pumping up the suspension of the Austin 1800 and other vehicles that have this type of suspension system.

The following sketches are provided to assist those who are interested in do it yourself suspension maintenance:

STEP 1: Deflate suspension, Use Suspension Fluid Recovery device per sketch.

STEP 2: Perform any necessary repairs to system, If required.

(Step 1 not necessary if repairs not needed).

STEP 3: Inflate suspension simply by using the device as shown in sketch, a mixture of even parts of both Methylated Spirits and Water, with a little radiator inhibitor added. (Amounts used are not critical).

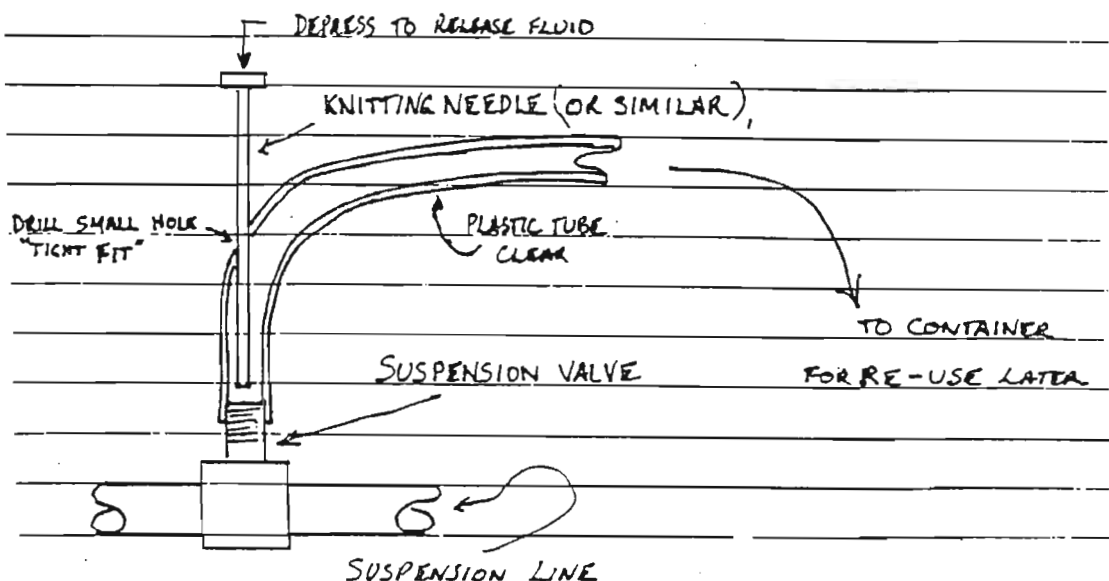
STEP 4: Raise suspension to heights as per vehicle Workshop Manual.

NOTES: (A.) A suitable flexible hose can be obtained from Hydraulic Hose suppliers C/W correct fittings to suit Schraeder Valve and Brake hose Fitting. IE: HIS HOSE, Hose Doctor etc, See Yellow Pages Phone Directory.

(B.) To bleed air from system after repairs, simply raise vehicle with suitable jack to raise side repaired and proceed to pump-up until fluid is in sufficient quantity to two thirds full. Loosen threaded fitting at end flexible line of Displacer unit and allow air to escape, Lower jacks, continue pumping. Adjust height by release air/fluid at Schraeder Valve Fluid input position.

K.G.P. April 93.

HYDROLASTIC FLUID RECOVERY DEVICE



What goes around ■ ■ ■

It may not last as long, but a more expensive tyre could extend your own life, writes **MARK SKAIFE**

WHEN was the last time you checked your tyres? I thought so. These days, the old-fashioned service station being all but extinct, most people forget about their tyres.

Once upon a time, when we stopped to refuel, there would be someone to clean the windscreen, look at the oil level in the engine and check the tyres. That happened at every fill.

Today, circumstances are different. Self-service stations require that you go out of your way to drive from the pump to the tyre gauge, and too many people are not making the effort.

Without being disparaging, checking the air pressure in their tyres is low on most women's list of priorities. And too many men simply can't be bothered.

This means tyres are checked only when the car is serviced. So, when the car runs out of oil, it also runs out of tyre pressure — because the distance between major services can easily be 10,000km.

But most car dealerships, service departments and tyre centres will do a free check if you ask.

We should encourage all people to do that, because it is so easy and fuss-free, yet can make a big difference to road safety.

THE CHAMP

Mark Skaife is lead driver for the Holden Racing Team, which he also owns.

He is a five-time Australian V8 Supercar champion and has won the Bathurst 1000 five times.

Skaife has a keen interest in reducing the carnage on our roads and has come up with his own A-Z on road safety. Read it each Friday in *CARSguide*.



Again, we come back to driving as a life skill.

When we talked about awareness at the start of this series, we discussed the need to plan for a trip.

Part of that plan involved refuelling the night before the drive, and checking the pressure and condition of the tyres.

If it's a really big trip, say Melbourne to Brisbane, the car will also need a service, and that is the ideal time to do a major check on the car's rubber.

CHOOSE CAREFULLY

IF YOU need new tyres, don't fall for the fallacy of the long-life tyre.

Drivers tend to look for durability instead of thinking about what the tyre is doing.

They want the longest-lasting tread, and measure the cost of the tyre against the length of time it will stay on the car.

Yet a better tyre is only marginally more expensive.

It is important to make a sound judgment about buying the best tyre you can afford. It may wear slightly faster than another tyre, but that is because its rubber compound and tread design is effectively softer, giving it better grip.

It may wear out faster, but it does a better job. That is especially true in wet conditions. Its superior tread pattern and greater ability to disperse water will make a difference — in fact, may even save your life.

From an enthusiast's perspective, good tyres also make driving a pleasure. They provide better steering feel, better ride comfort and less road noise.

You will pay extra for that, but not a significant amount.

Tyres are not just black doughnuts on the wheels. When carmakers develop a new model, they do a lot more work on tyres than you may think, such as experimenting with tyre and suspension combinations.



TYRE TIPS

1. Check pressures
2. Make regular checks
3. Look for wear
4. Pay for quality
5. Monitor the steering and suspension

Smart choice: good tyres are crucial to safe driving.

Most good cars now have the match pretty well sorted in terms of what tyre suits what car.

At the premium or sporty end of the business, you should never buy a lesser tyre than the one fitted on the car when it was delivered.

Change brands, yes, but don't compromise on quality.

At the lower level of the car business, some companies may fit tyres based purely on cost, and they may not be the best. So never go below that level, but I'd recommend you buy better-quality rubber.

And never buy second-hand or retreaded tyres, especially if you do even remotely serious motoring.

LOOK AFTER TYRES

APART from the rubber itself, tyres have other safety aspects.

I'm always passionate about tyres because the Skaife family has been involved in tyre and automotive businesses since World War II. I know that tyres, brakes and steering are crucial — they're the elements that keep you safe.

I grew up in New South Wales, and on moving to Victoria I encountered a culture change about those things.

NSW has an annual road-safety registration check, but Victoria does not. This means a lot of cars with sub-standard tyres are on the road.

If you don't know the right tyre pressure for your car, check the owner's manual or the tyre placard, which is usually fixed near the passenger door or in the glove box.

Don't be lazy and just look at the tyres — they have to lose a lot of air before they look even remotely flat.

But a good look at the tyres will tell you if something is going wrong. Wear patterns can indicate trouble in the steering or suspension systems.

Check to see whether there is uneven wear from the outside or inside of the tyre. And check for feathering or scuffing on the outside or inside of the tyre. Both point to a wheel alignment problem, and the steering needs to be checked.

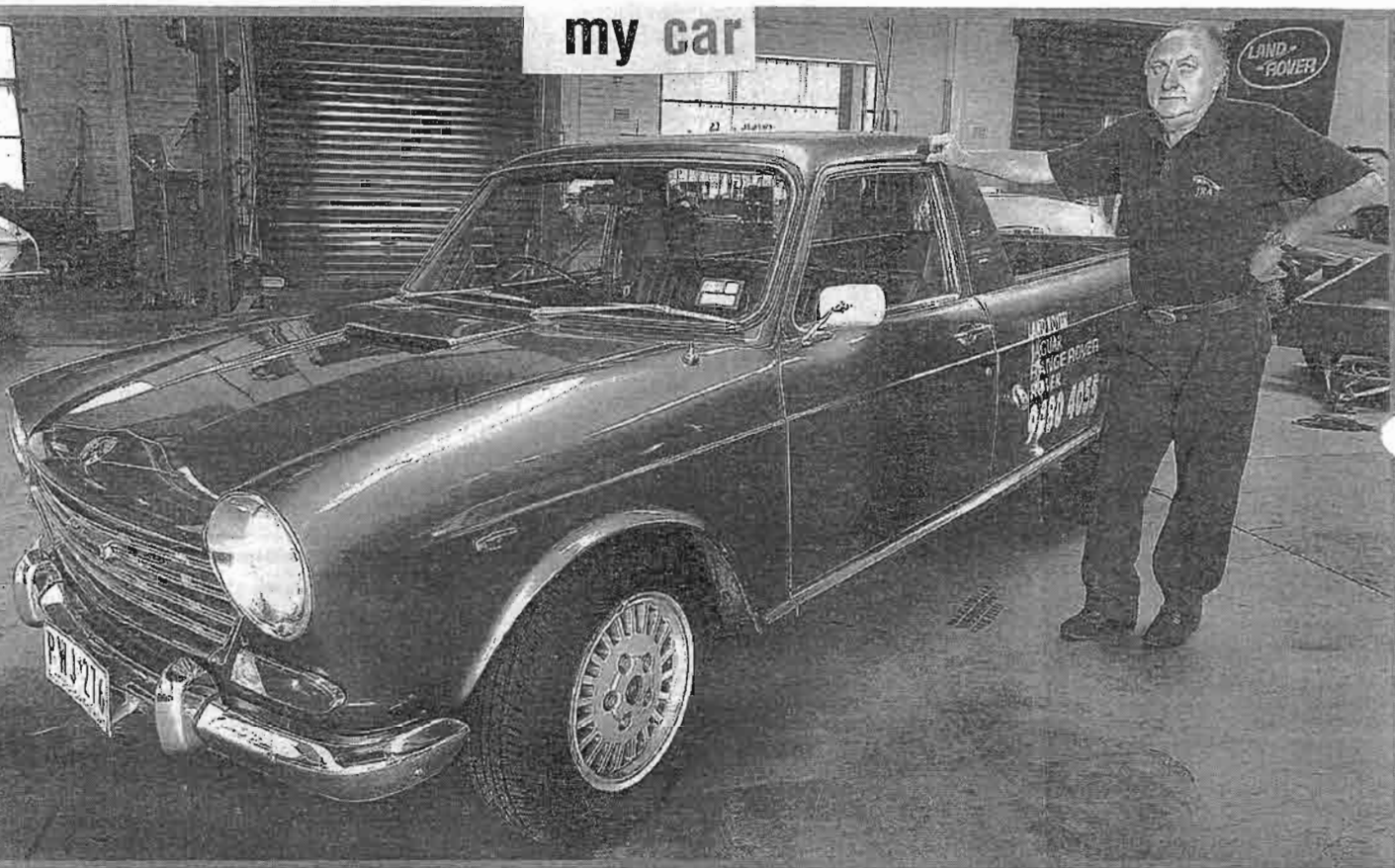
If the tyre appears to be worn in the middle, it is over-inflated; more wear on the outside edges means it is under-inflated.

When you take the car to a tyre centre, the service department or a mechanic, you need to tell them if you think the car is tracking to the left or the right.

Tell them also if the steering wheel is not straight (judging by the position of the cross-bar) or if you can feel a vibration through the steering.

Such information will help the mechanics to detect what, if anything, is wrong.

my car



Picture: DARRYL GREGORY

Austin power ... yeah, baby, yeah

Gordon Stevenson

HAVE been repairing and restoring British-made cars for more than 40 years in Australia, most recently through my Preston-based company.

Each one provides a special challenge. In all my time as owner of British Motor Parts, however, few vehicles have presented a bigger challenge than my 1968 Austin Utility.

I first saw the ute 16 years

ago, when it was left at my workshop by a customer. After I had worked on it, he told me I should keep the car because he could not afford the repair bill. That was only part of the saga.

It took me 10 years to completely restore the car and I am still pleased with the result.

The Austin Utility proved extremely popular in country areas because the cockies could fit more into its tray than any other vehicle on the market.

It was made purely for the Australian market, and they

were never made anywhere else in the world.

Five years ago, the English brother of a customer saw the ute and offered me \$3000 for it. He was going to ship it back to the UK and use it on his farm.

The introduction of the six-cylinder Holdens in the '70s brought about the demise of four-cylinder vehicles such as this. But they were ahead of their time when they were first sold in Australia.

Austin stopped making the ute about 1972, but they have

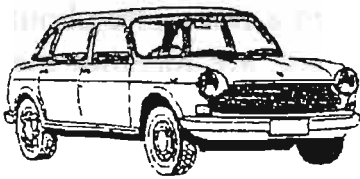
gathered a little bit of folklore during the past 30 years.

They certainly have a better carrying capacity than most modern utes, with the exception of the one-tonners.

And there is certainly plenty of room to put in a V8 engine for more power if the mood takes me, without it affecting the ute's handling.

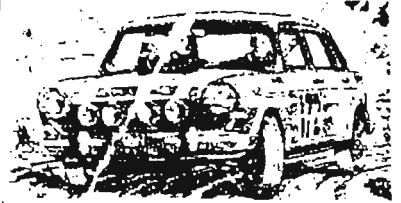
One thing is certain: with 13 grandchildren, I should have no problems passing on the ute to the younger generation.

Melbourne Herald Sun 5-6-2004



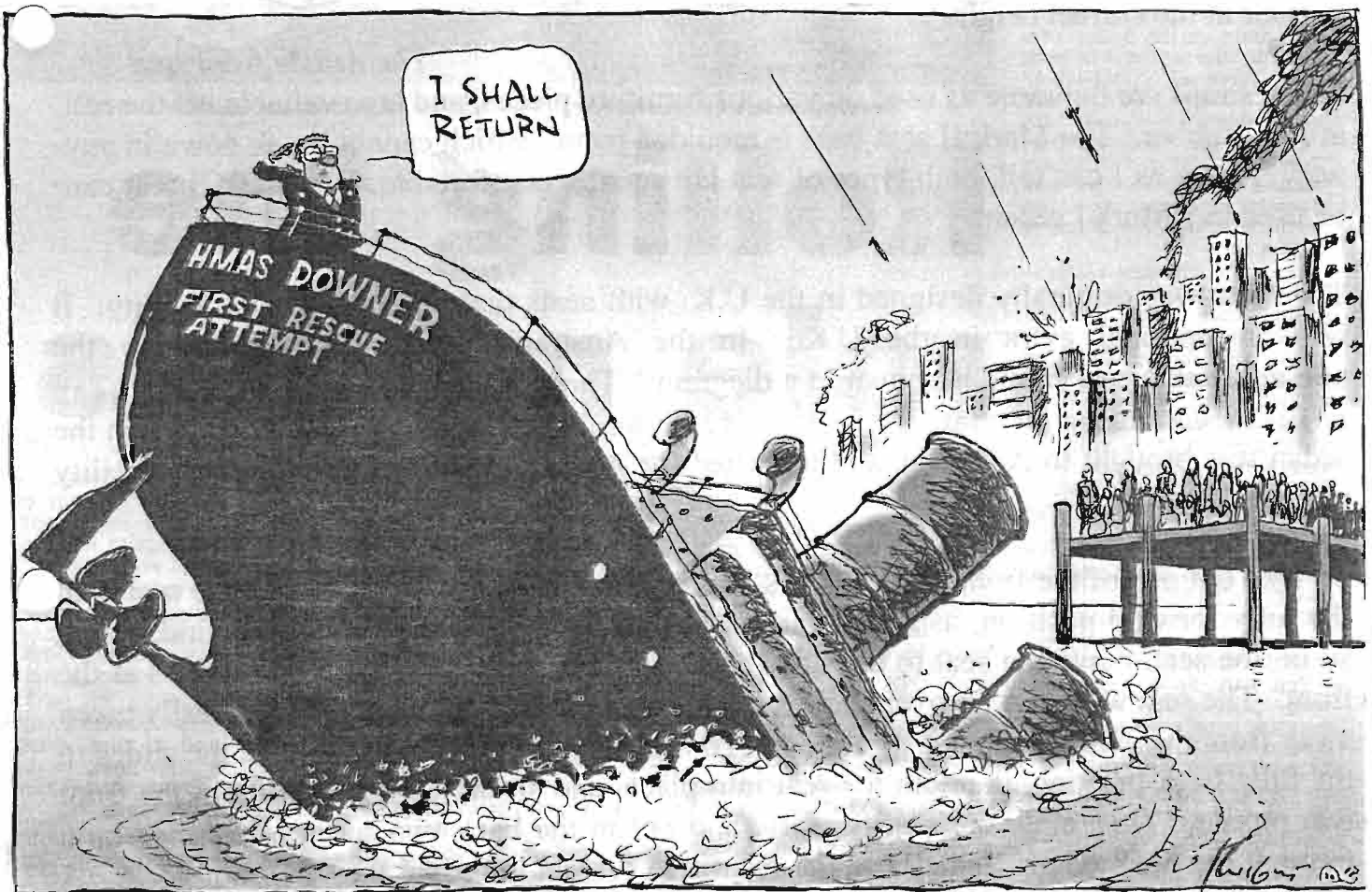
LANDCRAB

CLUB OF AUSTRALASIA INC.



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

Welcome to newsletter number 132 for August and September, 2006

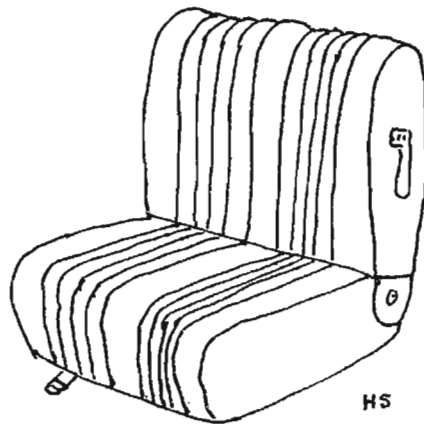


Seats in the Austin 1800

by club member Herbert Simpfendorfer

When we sit in our Austin 1800 vehicles, we do not often think about the seats we sit on, rarely, if ever cause problems, and are very comfortable. I have written a few notes about these seats, which may help someone out there, especially people who are meeting the Austin 1800 for the first time.

Most of us would know that the Mark II front seats are a bit narrower than Mark I seats, to allow room for the handbrake between the seats. Previously, the brake came out from under the parcel shelf. Various other changes were made at the time of a new seat design. For example, the Mark I seat had rubber straps underneath. These straps go brittle and break after some years, and have to be renewed to keep our nether regions at the correct height.



The Aussie front seat

These straps are the same as used on various furniture pieces, and are available off the roll at Just Rubber. The Mark II seat base is moulded metal, which cannot break down in any way. As far as I can tell, both types of seat are equally comfortable. The Mark II seat can be used in a Mark I sedan.

The 1800 was originally designed in the U.K. with seats that had no lay back facility. It was an optional extra in the U.K. In the Australian Parts List book, only the non-adjustable seat frame is shown in a diagram.* There is a note on the same page: Seat adjustable hinge mechanism and control handle - Not illustrated. When the sedan was brought to Australia, and modified for Aussie conditions, the lay back facility was made standard.

To take out one of the front seats, always undo the two rear screws first when the seat is in the fully forward position, using the largest Philips head screwdriver you can find. Then sit on the seat, move the seat to the fully back position and take out the two screws at the front. The seat will now tip over backwards if not supported. The seat is then easily taken away from the car through the front door. To replace a seat, move the seat on the slides to the fully back position, then put the seat into place, and sit on it while putting in the front two screws. Then slide the seat forward, and put in the back two screws while working through the back door. Sometimes the front two screws look like they will not go in. A few horizontal taps with a heavy hammer at the spot where the rear screws go in solves that problem.

I have yet to find a seat that needs lubrication for the moving parts. I squirt a bit of heavy duty oil at the moving parts under the seat, and it helps a bit, but this is probably unnecessary.

Mark I seat bases are built of much stronger steel pieces. Indeed the Mark II seat bases tend to break at the front, where their bases are attached with two screws to the body

structure of the car. The break occurs when a fairly heavy person leans back on the seat, thereby putting considerable strain on the front mountings. The usual repair is to take the seat out, and weld it back together again, but this does not make it any stronger. Another trick is to add a small steel piece over the weak spot. But by far the best way to overcome this problem is to use Mark I seat runners. They are easily identified because they have a piece of wood to raise the seat slightly. Changing to Mark I runners takes less than a half hour. If you want to do this, find a Mark I seat at some wrecker's yard, and completely ignore the damage to the vinyl, just look at the runners underneath. You will find that the mechanism for fore and aft movement is different, (Mark I runners have a catch on only one side) but that is of no consequence.

Left and right front seats are interchangeable. Normally the squab angle adjusting lever is on the door side of the seat, but having it on the other side is no problem. Also the fore and aft adjusting lever underneath would then be on the "wrong" side, but that causes no problem either. This may be useful if your driver's side seat is no good, and you can only find a left seat, or if you want to swap your seats over.

It sometimes happens that the horizontal steel bar that goes across half way up on the inside of the front seat squab becomes a nuisance because it can easily be felt while sitting in the seat. A quick and easy fix is to first take the seat out, then take the back off the seat by undoing two screws and very carefully pulling the back panel away from the rest of the seat. Then place a piece of three ply in front of this rod. It is necessary to use some method to stop the three ply from moving. A simple method is to punch holes in the ply, and use cable ties through these holes and around the bar. Adding some more thin foam in front of the ply is also a good move. Then carefully replace the back panel.

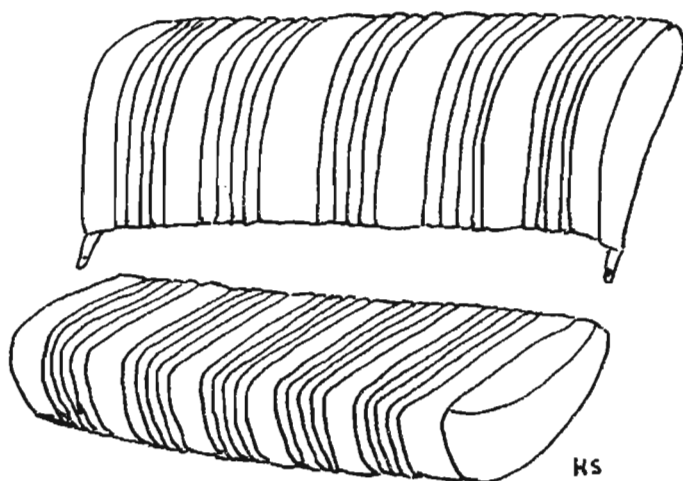
The deadly enemy of 1800 seats is the sun. As far as I know, all seats in Australia were vinyl covered. (Club member Ken Green told me that the Mark I and the up-market Wolseley had leather seats in the U.K.) The rays heat the vinyl, vaporising the liquids inside. That is what you smell on a hot day. With the liquids gone, the rest of the vinyl goes hard and brittle. Vinyl which is always in a cool place and in shade has a very long life indeed, and vinyl in 40 year old vehicles can be as good as new. Of course, one day in the sun causes little damage, but many weeks must have an effect. I have cars that have spent many summers in the sun, and the vapours mentioned above then condense on the inside of the glass of the car, making a solid residue which is pretty hard to get off. It looks and feels like wax. Nothing restores the vinyl to good condition once it is brittle. The parts of the seats that are most affected are firstly the top of the back seat squab, and secondly the bottom sections of the front seats. So the trick is to park in the shade on a sunny day, use commercial vinyl conditioner regularly, cover the top of the back seat squab when you have to park in the sun on a hot day, and leave the windows down a bit if possible to keep the temperature inside the car to a lower level.

Ute seats are the bench type. It is possible to change to sedan seats, but I have not done this myself yet, so I do not know what problems arise, if any. I'll be doing this before the year is out, so could tell you then.

I have heard of people using 1800 front seats for lounge chairs. From my experiments, after the sliding mechanism is removed, a frame would have to be made to lift the seat about 20 cm. Since the seats have a tendency to tip over backwards when not supported, the frame would have to extend some distance to the rear of the seat. Some people apparently put them into other vehicles because of their comfort. Certainly they are often missing from cars at the wreckers, so they must be used somewhere.

It is a straightforward job to get seats re-upholstered. It is easy to peel off the vinyl, and put it on again. A very small flat screwdriver is the ideal tool for undoing the many clips that hold the vinyl to the metal. To put the clips on again, use a small hammer. These clips have very sharp points, so care is necessary to avoid injury.

I had a bit of time once, and thought, just for fun, I would take a front seat completely apart. I was able to get it all apart, with much difficulty, but left it at that, so it is still in bits. I found out that it is not an easy job to do work on the frame of the seat. Fortunately, this is not a task that comes up in a normal lifetime, and it would be better by far to find another seat, rather than try to repair one if something mechanical goes wrong. About the only event I can think of which may damage a seat frame is if the vehicle is involved in a pretty hefty side collision.



The two parts of the Aussie back seat

Now for a note about the back seat. Very comfortable, with no moving parts to cause problems. I have yet to have a person in the back seat of an 1800 who did not express great admiration for the comfort back there. I have used two of my cars in a wedding party, and there were no complaints on that day either. The top of the squab suffers sun damage, but this is easily repaired by a motor trimmer. They sew a piece across the top of the squab, and ignore the sewing pattern that was there originally

If the 1800 ever needs to be used as a cargo carrier, it takes a few minutes to take out the passenger seat and the whole back seat. It is amazing how much cargo can then be carried. The large and wide opening doors also allow surprisingly large objects to be put inside.

***This could well be evidence that the Aussies just took the U.K. Parts List book and changed the title page to include the word Australia and did little else before distribution to dealers. In this book, the sewing pattern on the seats is not the same as ours. On another page, only three engine mounts are shown, whereas Australian 1800s have four. (However, in one of my three copies, there is a handwritten addition: *Modification Mounting Kit* HYL3721.) Also, two flexible joints are shown in the exhaust system, whereas all the cars I've seen have only one. Maybe some of these changes were made after the very first cars were bought in Australia. Someone else can tell us if that is true.**

Some Comments about Hydrolastic Suspension

Herbert Simpendorfer

In the last Landcrab magazine, one person suggested it is possible to run the 1800 without ever evacuating the suspension system, even after repair work. Actually, it is possible to go the whole hog and use air only in the suspension system. But the car will not go far, as the air expands rapidly with increase in temperature, causing a massive buildup of pressure, and causing a blowup in the system before long. A liquid, in comparison, expands only a tiny bit on a very hot day, so there is only a slight increase in pressure. The idea of getting rid of as much air as possible in the system is to minimize this build up of pressure. So, if you live in a cold climate, some air in the system could well be of no consequence, but the owner living where temperatures go into the high 30s and 40s would be strongly advised to have liquid only in the system. I've had suspension blowups three times, and in at least two of those, it was because of pressure build up on extremely hot days. This was before I made a special effort to get the air out. I'm not sure what caused the blowup the third time.

I do not have an original suspension pump. So I made a pump as designed by Ken Patience, and find it very efficient. Then I had to think of a way of evacuating the air from the system. My method of doing this is to temporarily convert the air compressor into a vacuum pump. Simple and efficient. There is no possibility of any damage to the compressor. My diagram showing how it is done was in a past Landcrab magazine that was not numbered. I tried to work out what the number should be, and think it should have been No. 111 (about October 2003) The front page of this edition had a diagram of a mudflap. Getting it set up costs only a few dollars for brass fittings, and uses bits found in every workshop. It takes only a few minutes to get all the air out of one side of the suspension system, using only the access point in the engine bay. Of course, the same fittings can be used any number of times, and it takes only a few minutes to convert your compressor into a vacuum pump. You can contact me on email hm.simpendorfer@hotmail.com if you want to try my method and need some help.



Leo Goodfellows

restored

Wolseley 18/85 S

The strange case of the Riley prototype

Many years ago, when I bought a 1971 Austin 3 Litre, I joined the Austin 3 Litre Club in the UK and, in one of their newsletters, was a very blurred picture of what appeared to be an Austin 3 Litre with a Riley grille. Coincidentally, I had been, and still am, a devoted Riley owner, so I was very intrigued by this blurred image. Strange, I thought, why would BMC be mucking about with a Riley 3 Litre prototype when they had killed off Riley in 1969? (the Austin 3 Litre was in production from 1967-8 to 1970-71)



I have spent many hours on the internet since then trying to locate a better version of the picture. The picture on the left is from the unofficial Austin-Rover site and describes the car thus: "This Riley-fronted mock-up was produced as early as November 1962. Its twin-headlight arrangement indicates that it would have sat at the very top of the range, and suggests that BMC may even have been planning that Riley would make a belated return to the 6-cylinder market. However, the car never saw the light of day and the upmarket ADO17 (Austin 1800) slot was left to the Wolseley marque". *Courtesy of www.austin-rover.co.uk.*

A 1962 Riley 1800 – that makes sense, I thought, but I was worried about those headlamp rims; they were just too Austin 3 Litre and the 3 Litre was still five years into the future, or 6 years for the later double headlamp version. Why didn't the Wolseley 1800, then, get the double headlamp arrangement? Even more Intrigued, I wrote to the British Motor Industry Heritage Trust; correspondence over recent months has elicited exactly the same photo (right) but this is labelled as a "Riley 3 Litre prototype".



So, did BMC plan to reintroduce the Riley at a very late stage to join the existing Austin and the prototyped Vanden Plas and Wolseley versions? As attractive as that might seem, no reference to a 3 Litre Riley is ever made in any (internet) literature on the Austin 3 Litre, whereas the Vanden Plas and Wolseley are well documented. There is no mention of the car in the latest history of Austin – *Men and motors of the Austin* by Barney Sharratt (Haynes, 2000), nor in any of the many works on Riley. Does anybody have any further information?

And finally, my Austin's lovely (above left), but I wish I had a **Riley** 3 Litre too.

Peter Hocking
Perth

THE WIND BAGS

PRESIDENT

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

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

Ampol Round Australia Trial 2006

Tim Kennon from Melbourne entered his Ex Works 1800 SMO 974G in the event, the rally started in Sydney and ran anti clockwise round Australia for four weeks.

Tim had some problems with the car, the brake servo failed leaving him with a very heavy brake pedal, a new servo was flown ahead of the rally and he fitted it at the next available service halt. Tim said the car was the fastest on the dirt roads and was 5th overall when the rally reached Melbourne. They finished in 7th overall and won their class.



The photograph above taken by Patrick Farrell shows the car at Melbourne towards the end of the event.

The photographs below taken by Brian Rees show the car in NSW towards the start of the event , Tim is standing by the car wearing his crash helmet
Ampol Round Australia Trial 2006



**AUSTINS OVER AUSTRALIA
EASTER 2007
Friday April 6 to Monday April 9
Canberra, Australian Capital Territory**



NEWSLETTER No.1

**Austins Over Australia
P.O. Box 101
WODEN ACT 2606**

The Austin owners in Canberra Antique and Classic Motor Club would like to announce, officially, that "Austins Over Australia" will be held in Canberra ACT over Easter 2007. We will do our best to make the event as memorable and enjoyable as all previous AOA events.

A few of us visited Jindabyne to explore its viability as an AOA venue. Our opinion is that it was not geared up too well for out of winter functions. The main venue, upon which we were hanging our hopes, did not represent value for money. The accommodation although plentiful, was not convenient or well appointed as far as facilities go.

Canberra has much to offer in terms of venues and things to see and do. We are very confident this will enable us to maintain the standard of the events we have grown to enjoy each AOA.

The Rally Headquarters will be at the Burns Club 8 Kett Street KAMBAH ACT.

We realise there is not an abundance of accommodation in Kambah but there is quite a lot within 15 minutes or less drive.

Another newsletter will follow, once you have registered, containing more information and an Order Form for meals and rally memorabilia.

Two things you need to do right now:

1. Fill in the Registration form attached and return it with your Rally Registration Fee; photo and story of your vehicles.
2. Book your accommodation.

We suggest you look for accommodation in South Canberra as most accommodation in North Canberra will be taken already by visitors to the National Folk Festival.

Feel free to tell others you think might be interested in participating.

Regards

Joe Vavra - (02) 6289-6851 jvavra@iimetro.com.au

Ray Gallagher - (02) 6247 8538 raynanne@bigpond.net.au

AUSTINS OVER AUSTRALIA 2007
Canberra, Australian Capital Territory

EASTER

Friday April 6 to Monday April 9



REGISTRATION FORM

Please print clearly and sign the declaration

Entrant Details

Title _____ First Name _____ Surname _____

Postal address _____

State _____ Post Code _____ Country _____ (if not Australia)

Phone home _____ Phone work _____

Facsimile _____ E-mail addr _____

OTHER PASSENGERS

| First name | Surname | X or ✓ | | Dietary requirements |
|------------|---------|--------|-------|----------------------|
| | | Adult | Child | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

YOUR CAR CLUB _____

VEHICLE/S ATTENDING DETAILS

| | Year | Make | Model | Registration No |
|---|------|------|-------|-----------------|
| 1 | | | | |
| 2 | | | | |

RALLY REGISTRATION FEE/S

| | | | Total |
|-------------------------------------|-----|--------|-----------|
| Rally Fee | 1 | x \$75 | \$75 |
| Additional Vehicles or Rally Badges | () | x \$12 | |
| TOTAL | | | \$ |

John Hudgson
3 Adina Avenue
Aspendale Vic. 3195

24 June 2006

Daryl Stephens
Austin 1800/X6 Club
22 Davidson Street
Mitcham Vic 3132

Dear Daryl,

I have in my possession and parked in a friend's Back yard in Ballarat a 1973 Austin Kimberley Mark 11.

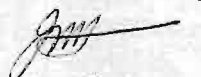
This car has been in the one family since new and literally only been driven by elderly women for its entire life only having traveled a total of 23000 miles. The body is solid with minor damage to bumpers and front grill is broken. At some time it appears that the right hand side rear door was damaged and replaced by a second hand one which has rust in it.

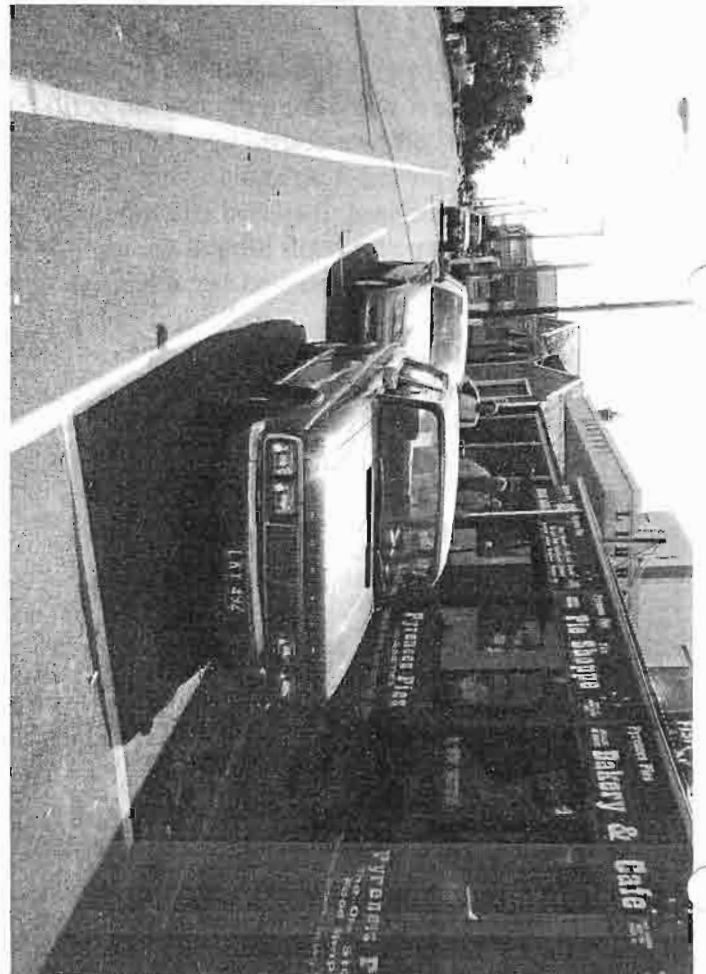
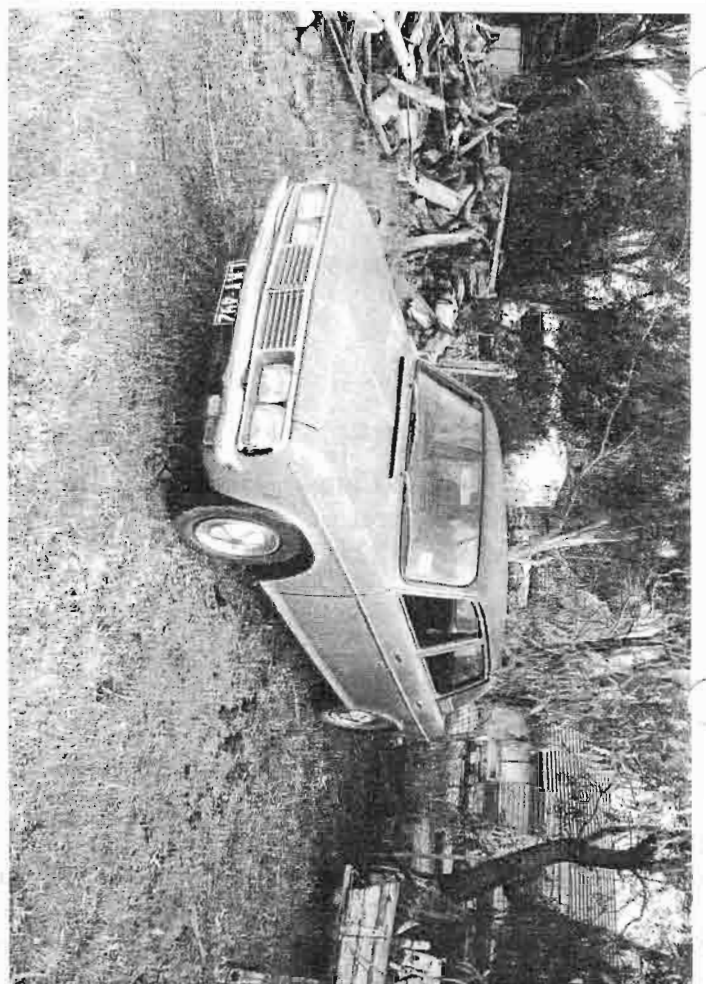
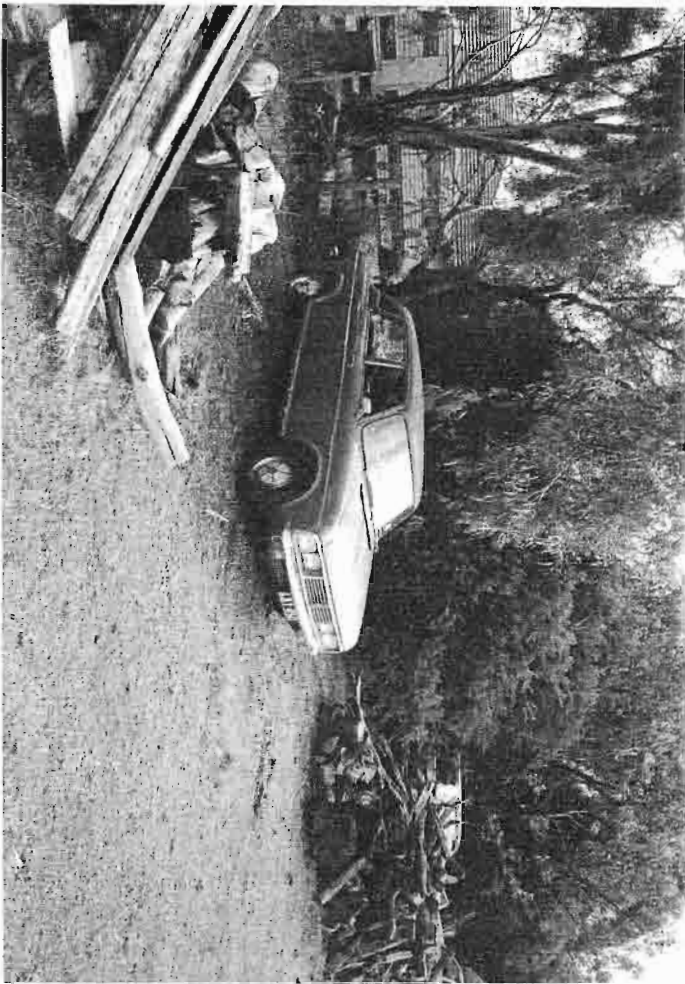
The car was originally sold by parent's family business in Charlton to a lady that worked in the Office it was during the run out period prior to the release of the P76. It was inherited by a cousin who left it with his Auntie until she gave up driving in May this year. I picked it up and drove it to Ballarat (About 140ks) the week before registration expired. It started and ran really well, sitting around the 55-60 mph mark - it does have some oil leaks around the top of the motor other wise it is very sound. The top of the rear seat has perished and it is missing the chrome strips on the door cells.

I have enclosed some photos.

I wonder if any of your members would be interested in this vehicle as I am not in a position to bring it back to its former glory.

Yours faithfully


John Hudgson.
7580.9063



Jim Taylor
PO Box 232
The Mall Post Office
WEST HEIDELBERG VIC 3081

29 June 2006

Mr Patrick Farrell
Treasurer
Landcrab Club of Australasia Inc.
4 Wayne Avenue
BORONIA VIC 3155

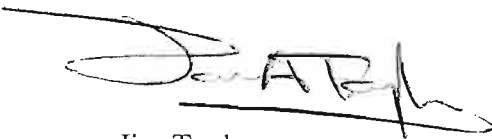
Dear Patrick

DONATION TO THE LANDCRAB CLUB

Please find enclosed a money order for \$200 that has been donated to the Club by Renegade Films.

Background about the donation is provided in the attached article that I have prepared for the Club's newsletter and sent to Daryl Stephens.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Jim Taylor', with a horizontal line drawn underneath it.

Jim Taylor

cc Daryl Stephens

Austin Catches Wilfred

An adult comedy, titled *Wilfred*, about Wilfred the talking dog, is currently being filmed in Melbourne for SBS by Renegade Films. The production is an eight-part television series.

The producers of the film decided they wanted a white Austin 1800 utility to be used as a dog catcher's vehicle. My utility was located via an inquiry to the Club and on 28 June 2006 was used as a prop during filming at the Darebin Parklands in Fairfield, an inner suburb of Melbourne.

At about 9.00am the Austin, which is used as my everyday transport, arrived for work at the Parklands and spent an hour or so having dirt applied and a dog cage fitted to the tray. Filming that involved the utility started about 1.00pm and was finished by about 4.00pm.

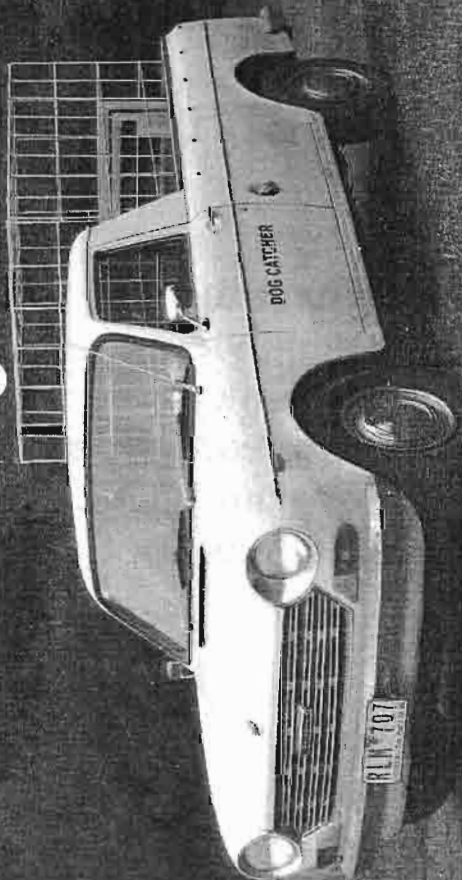
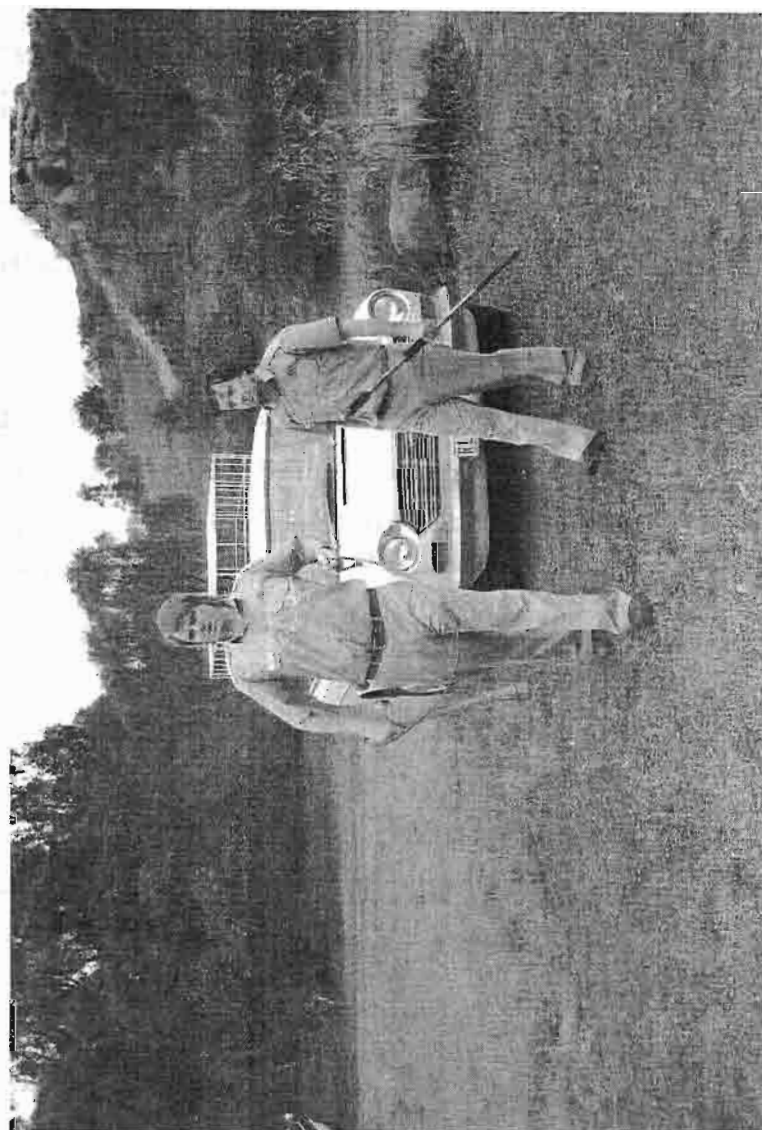
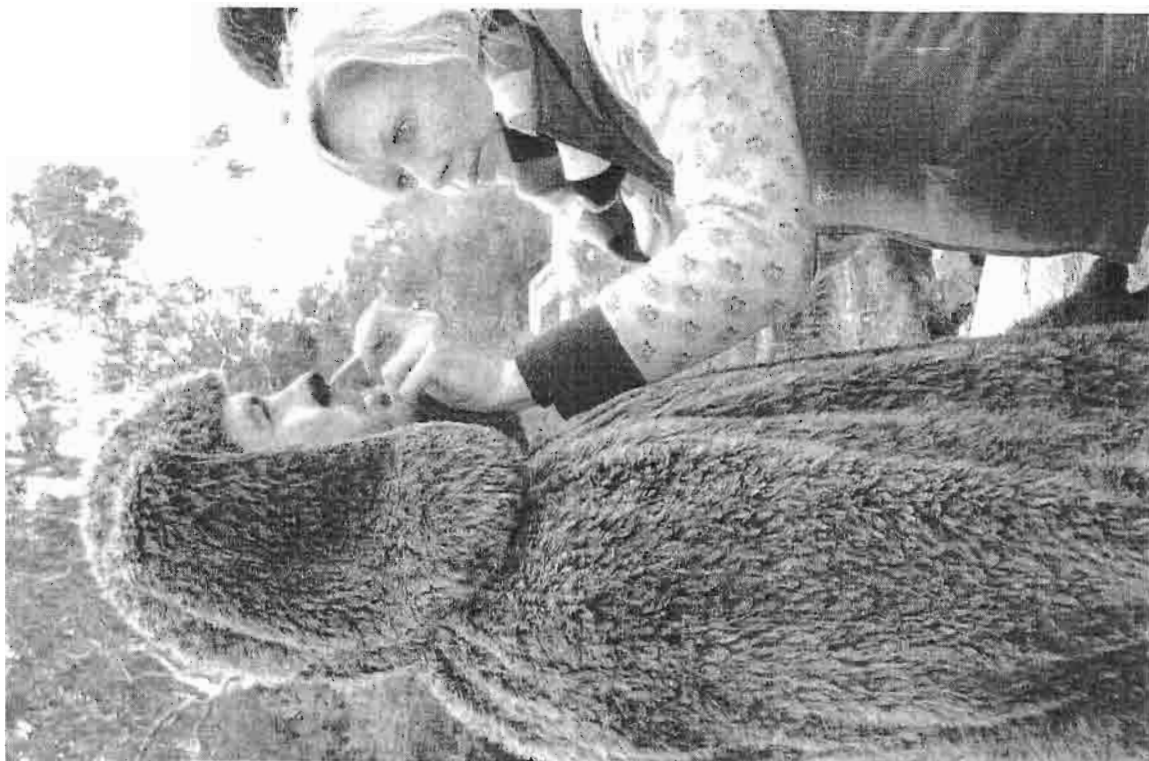
Spending a day legitimately associated with a film and support crew of about 30 people was both interesting and enjoyable. Everyone in the crew appeared to be an expert in some aspect of the production taking professional responsibility for their part; but with electric excitement and humour never far from the surface.

We will have to wait until early next year to see the series on SBS, with the Austin not starring until the last episode. [Ken Green, the series will eventually be shown in the UK.]

The photographs show the 1800 utility rigged with the dog cage and make-up (dirt) applied; the dog catchers looking for Wilfred; and Wilfred being prepared prior to shooting a scene.

The producers were both delighted and grateful to find the exact vehicle and tame owner they required by contacting the Landcrab Club and generously donated \$200 to the Club, I assume to help support our webpage.

Jim Taylor
Austin 1800 Mk II utility





**THE MORRIS CAR CLUB (Vic)
INVITES YOU TO**

THE 2006 MORRIS CARNIVAL & SWAPMEET

SUNDAY 12TH NOVEMBER

10am – 3pm (Gates open 9.30am)

**At the Willow Historic Homestead, Reserve Road Melton
(Melways 115 C10)**

**The Carnival is held in conjunction with the Djerriwarrh
Festival (Melton's Annual Family Festival).**

Entry Fee \$10 for display vehicles.

**General public – Gold coin donation – money goes to local
charity.**

**Come and enjoy our annual Carnival, stroll through the
rows of interesting cars – speaking and exchanging views
with the owners. Inspect the parts and valuable junk at the
swap site – enjoy some hot food off the BBQ with tea/coffee
or sample a wine at the wine table, or just enjoy your picnic
lunch listening to our one man band. Main raffle plus spot
prizes – JUST A GOOD FUN DAY!**

More information –

Shayne Martin (Co-Ordinator) – 93600809.

Vic Dinger (Secretary) - 98931922



New members

John Westaway 8 Glenmorgon Crt, Glenvale QLD 4350 07 4633 1530
Mk 1

Anthony Wayne box 60 Chidlrow WA 6556
Mk 1- very early

Bruce Evanson 8 Guy St, Newborough Vic 3825 0400 889 722
Mk 11 Ute and very early mk 1

Editors note Confession is good for the Soul so here goes! Bruce owns the mk 1 that was originally registered as DYL 090. This is the vehicle that did the figure 8 around Australia, including going straight west from Alice Springs. It is featured the the Evan Green book, Journies with Galignite Jack. As a doubting Thomas, I had reservations about the authenticity of the vehicle.

I have subsequently confirmed the vehicles authenticity with the NSW motor reg, via the chasis number

Troy Watts 13 /7 College Parade Kew Vic 0439 918 878

Parts for sale

- 1/ Austin 1800 service bulletins
- 2/ Intereurope workshop manual no 189 [BMC 180 mk 1 mk 11, mk 11 and Wolseley 18/85
- 3/ Scientific publicatios no. 66 Workshop manual for manuals
- 4/ Leyland workshop manual mk 1 and mk 11
- 5/ BMC Workshop manual mk 1

\$25-00 each or \$80-00 the lot

Terrance Copeland 11 windsor Street, Margate QLD 4019 07 3284 8876

Mk 11 blue seats, front and rear in VGC ie no rear seat cracking \$100-00 Daryl Stephens 03 9873 3038

Also mk 1 side chrome strips- different to mk 11- \$50-00

Neil Adales in Traralgon Vic 03 5174 4903 has the following for sale

| Austin 1800 | number of |
|---|-----------|
| Drive shafts/ front suspension assemblies | 6 |
| Rear swing arm pairs | 4 |
| Front hydro units | 15 |
| Rear hydro units | 9 |
| Disc brakes and callipers | 11 |
| Rear drums and shoes | 12 |
| Rear wheel spacers | 2 |
| 1800 Ute rear suspension swing arms | |

| | |
|---------------------------|---|
| and torsion bars | 1 |
| Steering column | 1 |
| Tasman/ Kimberley Parts | |
| Drive shafts | 4 |
| Radiator and thermo fan | 1 |
| Morris 1500 OHC | |
| Motor and 5 speed gearbox | |
| Complete and running | 2 |
| 4 speed gear box | |
| Power unit in pieces | 1 |
| G/ box cable and housing | 3 |

Cars for sale

Tasman 1972 20,500 miles from new outstanding condition, loaded with extras, near new tyres, electronic ignition best in Australia Offers
John bland 02 4229 8429

1800 Mk 11 two owners 1969 white/ red 84,000 miles auto Williamstown Vic
Eric 0407 680 568

David Sealy in QLD 07 3824 3343 has the following for sale;

- Mk 11 1800 1970 two tone green Good condition \$750
- Mk 1 1967 yellow Power unit is out to replace clutch [New bell housing required]
Worked head, twin carbies and extractors \$750
- 1800 parts Engine, reconditioned auto transmission, black interior, 2 front and rear windscreens, hydro units, new pistons in box, new cowl over indicator switch etc, etc

1970 Mk 11 auto 97,000 miles some spares including twin 1 3/4 carbies \$1500 Ian
Rockhampton 07 4928 5286

Mk 1 1800 deceased owner 1966 135,000 miles Victoria 5762 4167

Middle age is when it is your Doctor, instead of The Law telling you to slow down!

Club fees of \$35-00 were due 30/6. Please cough up immediately



LANDCRAB

CLUB OF AUSTRALASIA INC.



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

> > On Saturday afternoon, I was sitting on my patio, drinking beer and
 > watching my wife mow the lawn.
 > >
 > > Camille from next door was so upset at this that she came over and
 shouted
 > > "You lazy b*****! Sitting there drinking beer while your poor wife
 pushes
 > > that ancient lawn mower around! Get up off your backside and give her a
 > > break!"
 > >
 > > I thought "Goodness! ... Women!" and I took a slug from my bottle of
 XXXX,
 > > wiped the cold foam from my lips, lifted my darkened Raybans, stared
 > > directly at this nosey neighbour, and told her in no uncertain terms
 > "leave off and mind your own business. My wife has green fingers, and she
 really enjoys gardening".
 > >
 > > After a few days I felt really bad so I went out and bought her a
 ride-on
 > > mower to show my sensitive side.
 > >
 > > I am so proud of the deal I got.
 > >
 > > I am also proud that my wife can now sit down while mowing the lawn.
 > >
 > > Yes fellas, after all one should take good care of the wife... that way
 > > maybe she'll take good care of you.
 > > I have attached a picture.
 > >
 > > I hope it comes through OK
 >



New member

Dear Daryl,

Thanks for the advice re clutch release bearing conversion.
Please find my cheque attached to join LOCA.

My details:

David Beard
37 Bemboka Rd
Warranwood, 3134
David.beard@optusnet.com.au
0414 337 116

Car: 1968 MKI 1800 manual,
Reg=FS 681
Fair condition

Mods: 14" wheels, 195/65 profile tyres
MKII front brake calipers
Mitsubishi 50A Alternator (yes I got it to fit!!!)
Halogen headlights
Electric radiator fan (no mechanical)

The car is one restored by Felix Armstrong about 20 years ago.

Until a couple of years ago it was my daily driver. It is now used on weekends and on monthly amateur radio "fox hunting" rallies. It goes where 4WDs fear to tread!!! Where O where do I get a stronger sump guard? I have owned many 1800's, a Kimberley and a Tasman. I still have the Kimberley power unit (done up 10,000k's ago) and many assorted bits I'd like to get rid of....

JOKE OF THE DAY



THE Alabama preacher said to his congregation: "Someone in this congregation has spread a rumour that I belong to the Ku Klux Klan.

"This is a horrible lie and one which a Christian community cannot tolerate.

"I am embarrassed and do not intend to accept this.

"Now, I want the party who did this to stand and ask forgiveness from God and this Christian family."

No one moved.

The preacher continued: "Do you have the nerve to face me and admit this is a falsehood?

"Remember, you will be forgiven and in your heart you will feel glory. Now stand and confess your transgression."

Again all was quiet.

Then slowly, a drop-dead gorgeous blonde rose.

Her head was bowed and her voice quavered as she spoke.

"Reverend, there has been a terrible misunderstanding," she said.

"I never said you were a member of the Ku Klux Klan.

"I simply told a couple of my friends that you were a wizard under the sheets."

The preacher fainted, and the congregation roared!

EXCLUSIVE TO

ETHERIDGE PTY. LTD.

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

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



AUSTIN ETHERIDGE G.T.

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

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

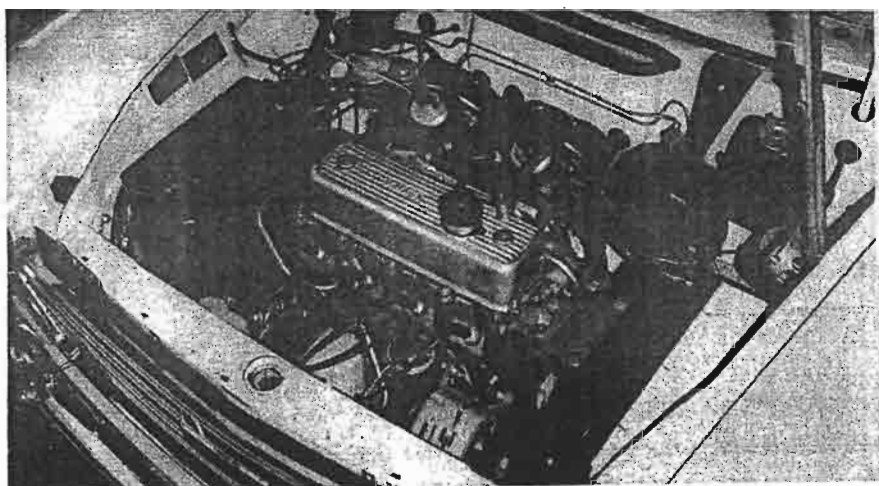
ETHERIDGE PTY. LTD.

303 WHITEHORSE ROAD, NUNAWADING, Vic. 3131

Phone 878-7333



the go faster austin 1800



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

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

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

It was quite unnecessary with Etheridge's 1800 GT.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

caused the nose to tuck-in with resultant oversteer.

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

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

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

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

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

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

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

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



DATA: ETHERIDGE 1800

CAR FROM: Etheridges, Whitehorse Road, Blackburn.

PRICE AS TESTED: \$3200.

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

ENGINE:

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

TRANSMISSION:

Four speed, all synchro mesh.

CHASSIS:

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

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

BRAKES: Power assisted.

Front: Disc 9½ in.
Rear: Drum 9 in.

STEERING:

Type: Rack and pinion.
Turning circle: 38 ft.

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

PERFORMANCE:

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

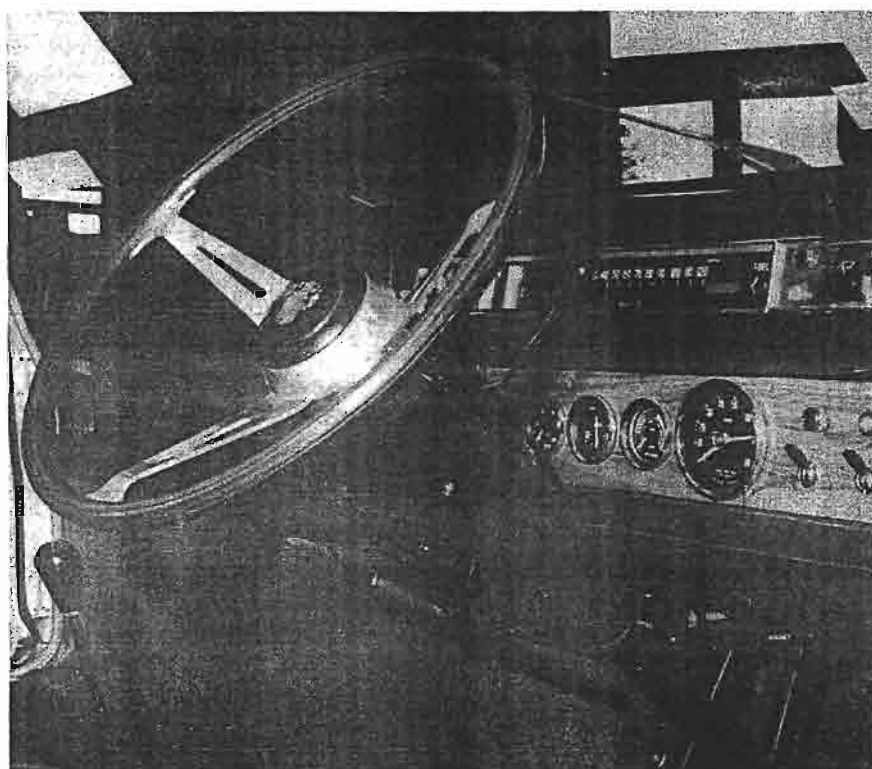
Cruising range 230 miles.

Indicated 30 40 50 60 70 80 90 100
Actual 30 NA 49 NA 69 NA NA NA

MAXIMUM SPEEDS IN GEARS: At 7000 rpm in gear.

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

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



THE WIND BAGS

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

The Club now has a President. Many thanks to Ian Davey for volunteering and Peter Jones for seconding the motion Since there were no other applicants, an election was not necessary

A Load of Croc!

By Daryl Stephens

The heading does not refer to somebodies vehicle in the before state of a restoration. Or even somebodies wife! But to a pair of shoes!! Which I purchased recently. They seem to be a rubberised canvas which cushions the impact on the ground the way the "pump" shoes do. I manage to jog a couple of Ks most mornings and these beach sandals are the most comfortable joggers I have ever owned

Moving on. Became frustrated recently with my 27 speed mountain bike. The gears would never stay in adjustment for more than a couple of weeks. Solution? Eight speed hub geared bikes [mine is a Trek] are available. There is a 307% ratio change from top to bottom. The bike shops do not like them because they get no servicing from these bikes. Mine has covered around 1500 ks now, and like a good 1800, needs nothing doing to it. [It should be noted that with the chain gears, the number of gears is misleading because they tend to over lap. Also, the hub gears will change gears when stationary. [Mrs Editors note. Like when he has had a stack or adjusting his training wheels] the hub has a built in brake which is obviously shielded from the whether. Obviously, stopping in wet whether in unimpaired. Melbourne of course never rains, but it does sometimes fail to be fine!

Moving further along. To book titled, "Cancer the cause and the cure' Available from Health research in Adelaide for \$29-95. 08 8410 1765 Fascinating sections on Arthritis and Sudden Infant Death Syndrome. Simply, a must read.

More moving. Had the pleasure of hearing the Watoto children's choir recently. These children are all Ugandan orphans- their parents having died of aids. Apparently, there are some 80,000 orphaned kids there. Wototo is a missionary organisation who have so far rescued about 1500 of these children. From this 1500 a choir is formed and goes around the World raising awareness, and funds to help with their plight. The youngest was 7 and the oldest 13. Their rhythm and singing was sensational

Moving further along. There is an Austin 2200- probably '72 or so- sitting in the street out the front of here. [Mrs Editor's note- you have till the end of July to take it to Simms metal!!! If you fail this deadline, my mother will be invited up. Permanently!]

Moving along even more had a victory over the legalized thieves [Banks] recently. A customer gave me a cash cheque. Because I smelled a rat, I fronted around to his Bank for the cash. Not holding an account there, they demanded a \$10-00 cashing fee. We argued back and forth to no avail. With a show a reluctance, I opened an account [Purely by chance, I had sufficient documentation with me the give me enough brownie points to complete the identification section. Cashed the cheque for free, and closed the account!!!!

Appearance is identical to a Mk 11 1800. Under the bonnet is basically the Tasman/ Kimberley E6 sitting sideways, with the radiator- far larger than the Tasman/ Kimberley one- at the front. The passenger side mudguard is vented for more cooling air. Curiously, there is no heat shield. My last Kimberley - a late Mk 11 had double heat shields! The big attraction for me is the barbeque fuel conversion [the gas conversion], because here in Victoria gas is around 48. C a litre, while petrol is \$1 -47 per litre.

It features the rod gear change and the engine mounting arrangement in practice works far better then on the X6s. In fact, the designers would appear to have had a good hard look at the X6 range, and simply refined it. Surprisingly, the heater hoses are 3/4" rather than the 1/2" on our cars.

The interior? Well- just shows that Leyland could even mess that up! It is really awful! Not even a strip Speedo. The gas conversion will go onto my Mk 11 automatic.

It already has the 1800 S camm and an unleaded, ported and polished head. This seemed the ideal time to add roller rockers, light weight push rods and camm followers. Plus 1800 S twin carbies and extractors. I suppose it depends on the brand of extractors, but previous experience has shown that a heat shield for the twin carbies is essential. This was not considered necessary in cold England, so I have had to fabricate one

A slight complication occurred because the extractors were apparently engineered for a manual, and clobbered the auto transmission. The car was flat topped into Performance Exhaust here in Ringwood and they corrected the engineering mistake in the extractors to my knowledge, extractor is no longer available off the self. However, any good exhaust shop can make the. Performance exhaust suggested \$550 to make and install some.

Next, there is about 5mm between the carbies and the completely standard Mk 11 brake booster. Meaning that the sports air cleaners will not fit. Therefore the Kimberley booster bracket was installed. This places the booster flat on the fire wall and the overflow tank needs relocation to the grille. Biggest problem here is the fire wall holes for brake and clutch master cylinders on the left hand drive models. The standard 1800 bracket in corporate a plate over the holes. The Kimberley s was not made in left hand drive and those holes were not stamped in the body. The hoes need to be covered because the noise that comes in if they are not is unbearable. I simply cat down the Mk 11 bracket. Strangely, the bracket the cover the Mk 1 firewall holes has the 4 bolts in different places. On the Mk 11, I needed to add about 100mm to one of the brake lines. I simply used a short section I had lying around. The brake lines bend without becoming concave.

The auto kick down cable now fowls the extractors- the English Downtons must be bent differently, and required some re engineering. From the Workshop manual, here are the instructions to adjust the kick down cable.

1 Using adaptor, special tool no.18GA677B, connect a 0 - 300psi pressure gauge to the to the line pressure take off point at the bottom rear of the torque converter housing

2 Ensure the oil level is correct and the engine/ transmission is a operating temperature

3 Connect an electric tachometer to the engine

4 Verify that the cable stop is correctly located and that the cable trunnion pivots freely on the bracket

5 Set idling speed to 550 rpm in N

6 Select D L or R

7 Observe that the idling speed will have fallen slightly due to the engagement of gear. Note the exact RPM on the tachometer

8 Note the exact pressure reading which should be in the order of 50- 60 psi

9 Increase the idling speed by 500 rpm

10 The pressure should increase by 20 – 30 psi

11 If the increase in pressure is [a] low- increase the effective length of the outer cable [b] high- decrease the effective length of the outer cable

Incorrect setting of the throttle cable can cause the following effects

A If pressure is low

- Abnormally low speed shifting
- Slippage with resultant failure of clutches
- Loss of kick down

B If pressure is high

- Abnormally high speed shifting
- Harsh shifting
- kick down available at less than full throttle

The above piece of advice was a little daunting- so I trundled off to an auto repairer. We went for a test thunder and he said everything was fine- that Workshop manuals made simple things complicated. Easy for him to say when his right foot never left the floor! On a light throttle, top gear would not engage. I shortened the cable via the adjusting device about 20mm and now the auto is behaving itself

Have just finished and been for a hoon around the block. The power increase is substantial- bordering on mind blowing! As a comparison, I fired up the manual 2200- praying I did not get busted for driving an unregistered car on the road- and seat on the pants feel is that the 1800 auto was noticeable quicker than the 2200 manual. Next issue will feature the gas conversion

| First Name | Last Name | Address | City | State | Postal Code | Country | Home Phone | cars |
|------------|---------------|------------------------|----------------|------------|-------------|-----------|-----------------|----------------|
| Geoffrey | 7 Abrahams | 14 Princess Street | Rosebay | NSW | 2029 | | | 2 Utes |
| Stuart | 7 Angus | 166 Henry Street | Greensborough | Vic | 3105 | | (03) 9444 8820 | mk 1 |
| Bruce | 7 Austin | 15 Bickley Avenue | Thomastown | Vic | 3074 | | (03) 9465 5447 | mk 11 ute |
| Katrina | 7 Baistow | 59 Benbow street | Yarraville | Vic | 3013 | | | mk 1 |
| Joe | 7 Barling | 125 The Ridgeway | Ching | LONDON | | ENGLAND | | 3 wolsleys |
| Francis | 7 Barnes | 224 Cooriengah Heights | | Engadine | 2233 | | (02) 9520 7351 | mk 11 |
| Ian | 7 Batty | 95 Brewster Street | Ararat | Vic | 3377 | | | mk 1 |
| David | 8 Beard | 37 Bemboka Road | Warranwood | Vic | 3134 | | (041) 4 33 7116 | |
| Walter | 7 Berry | 12 Elkin Ave | Heatherbrae | NSW | 2324 | Australia | (02) 4987 1680 | mk1 1800 |
| Rudi | 7 Boudaire | 436 Maitland Bar Rd | Mudgee | NSW | 2850 | Australia | | mk 11 1800 |
| Ben | 7 Brewin | 280 Brooks Point Road | Appin | NSW | 2560 | | (02) 4631 1406 | mk 11 |
| Douglas | 7 Bright | 26 Bayton st | Kingston | TAS | 7050 | Australia | (03) 6229 2665 | Mk11 1800 |
| Damien | 7 Broderick | 94 Prince Street | Annerley | QLD | 4103 | | (07) 3391 1568 | Ute and Sed |
| Brian | 8 Cassidy | 57 St Catherines Road | Harrogate | England | | | | Ute |
| Peter | 7 Collingwood | 18 Lighhorse Cres | Narren Warren | Vic | 3805 | | (03) 9704 1822 | mk 1 |
| Terrance | 7 Copeland | 11 Winsor St | Margate | QLD | 4019 | Australia | (07) 3284 8876 | Mk11 1800 |
| Andrew | 7 Cox | 22 Heversham Dve | Seaford | VIC | 3198 | Australia | (03) 9782 4995 | Mk 11 ute |
| Michael | 7 Davey | MC 6123 | Woolongong | NSW | 2500 | Australia | | many |
| Gary | 7 Davey | 40 Indra Road | Blackburn | Vic | 3130 | | (03) 9898 7700 | 2 Mk 11s |
| Ian | 7 Davey | 11 Oxley Cres | Goulbourn | NSW | 2580 | | | Mk 1 1800 |
| Eric | 7 Davison | 3 Clifford Place | Coonellabah | | 2480 | | (02) 6624 4537 | mk 11 Ute |
| Colin | 7 Day | 14 Mitchell St | Kerang | VIC | 3579 | Australia | (03) 5450 4090 | Mk 1 1800 |
| Keith | 7 Douglas | 50 Mackelroy Street | Plenty | VIC | 3090 | Australia | (03) 9432 2820 | Mk 11 1800 x 3 |
| Liam | 7 Dwyer | 4 Wurd Street | Semphore | S.A. | 5019 | | (08) 8242 5998 | mk 11 |
| Graeme | 7 Eldridge | 12 Hayes Drive | Horsham | Vic | 3400 | | | |
| Albert | 7 English | 454 Quarry Rd | Bunderburg | QLD | 4670 | Australia | (07) 4157 8191 | Mk 1 1800 |
| Bruce | 8 Evanson | 8 Guy Street | Newborough | Vic | 3825 | | (040) 0 88 9722 | DYL<MK II Ute |
| Patrick | L Farrell | 4 Wayne Av | Boronia | VIC | 3155 | Australia | (03) 9762 4457 | LOTS |
| John | 7 Flechtner | 3/ 135 Russell Street | Toowoomba | QLD | 4350 | | | |
| Megan | 8 Fitzgerald | 60 Cowrie Road | Torquay | Vic | 3228 | | | |
| Don | 7 Florey | 419 Windermere St | Ballarat | VIC | 3350 | Australia | | Wolsley |
| Graham | 7 Fordyce | 20 Wynnum North Rd | Wynnum | QLD | 4178 | Australia | (07) 3396 8201 | 1800 Ute |
| David | 7 Fry | 15 Orcades Street | Sunrise Beach | QLD | 4567 | | | Marina |
| Matteo | 7 Giacobello | 15 Lincoln Street | East Brunswick | Vic | 3057 | | | |
| Phil | 7 Gibbs | 8 Coronation Avenue | Peakhurst | NSW | 2210 | | | mk 11 |
| Leo | 7 Goodfellow | 1 Panarama Pde, | safety Beach | NSW | 2456 | | | 18/ 85 S |
| Ken | 7 Green | 23 Becon Rd | Kindstanding | Birmingham | | UK | | Mk 11 1800 |

| First Name | Last Name | Address | City | State | Postal Code | Country | Home Phone | cars |
|------------|-----------|------------|----------------------------|-----------------|-------------|---------|------------|-------------------------------|
| Russell | 7 | Greenwood | 25 Queen Street | Colac | VIC | 3250 | Australia | (03) 5229 7780 Mk 11 1800 |
| Carlie | 7 | Gregory | 12 Arakurta St | Lota | QLD | 4179 | | |
| John | 7 | Griffiths | 93 Wills St | Kew | VIC | 3101 | Australia | (03) 9853 8251 Mk 1 1800 |
| Kerry | 7 | Guinea | Box 45 | Wulguru | QLD | 4811 | Australia | (07) 4778 3379 mk 1 ute 2 Kim |
| Keith | 7 | Haines | 8262 Hamilton Hwy | Hamilton | Vic | 3300 | | (03) 5572 4875 Mk 11 Ute |
| Nathan | 7 | Harris | 4 Mackennal Street | Lynham | ACT | 2605 | | Mk 1 |
| Angela | 7 | Higginson | 9 Davenity Street | West End | QLD | 4101 | | (07) 3846 0464 mk 1 |
| Peter | 7 | Hocking | 18 Arenga Crt | Mnt Claremont | W.A. | 6910 | | (08) 9385 0692 3 Litre |
| Allan | 7 | Hogg | 22 Huntingdale Av | Miranda | NSW | 2088 | Australia | (02) 9522 6184 Kimberly |
| John | 7 | Hurdman | 66 Duke Street | Clarence Town | NSW | 2321 | | mk 11 |
| Peter | 7 | Jones | 4 Yarandin Ct | Worongary | QLD | 4213 | Australia | (07) 5574 8293 Mk 11 1800 |
| Mike | 7 | Jordan | 34 Shana Ave, Keighley | West Yorkshire | England | | | Replicia |
| Bill | 7 | Kelly | 26 Park Road, | Birkenhead | Merseyside | | England | 18/85 |
| Tim | 7 | Kennon | 727 Drummond St | Carlton | VIC | 3053 | Australia | (03) 9347 7457 Mk 1 1800 |
| Peter | 7 | Laursen | Praestemarksvej 30 DK 2300 | Copenhagen | Denmark | | | (45) 3251 7336 1800 |
| A | 7 | Lawman | 1 Sophia Grove | Parkdale | Vic | 3195 | | (03) 9580 1199 mk 11 |
| Adrian | 7 | Leighton | 20 Clarinda Av | Faulconbridge | NSW | 2776 | Australia | (02) 4751 6926 Mk 1 & 11 180 |
| Ed | 7 | Lenny | 51 Prince St | Goulbourn | NSW | 2580 | Australia | Mk 1 1800 |
| Chris | 7 | Lewis | 18 Lucas Street | Caulfield South | Vic | 3162 | | mk 11 |
| David | 7 | Loomes | 6 Marina Place | Belfrost | NSW | 2085 | | mk 11 |
| Michael | 7 | Loveday | 11 French Street | Artarmann | NSW | 2064 | | Mk 1 and 11 |
| Ken | 7 | Lyle | 5 /11 Cusack Road | Malaga | WA | 5325 | Austalia | (08) 9248 5325 Lots |
| Robert | 7 | Mackellar | 33 Third Avenue | Sandgate | QLD | 4017 | Australia | (07) 3869 0834 Kimberly mk11 |
| Bob | 7 | Mann | 324 Elizabeth St | Sunbury | VIC | 3429 | Australia | (03) 9744 3956 Mk 1 1800 |
| Clyde | 7 | Marshall | 19 Mc Donald Street | Hawthorne | QLD | 4171 | | (04) 0769 7197 Ute & Sed |
| Stephen | 7 | Mc Phail | Dun Iolair Tugalong Road | Canyonleigh | NSW | 2577 | Australia | (02) 4878 9318 Mk 11 1800 |
| Ian | 7 | McIntyre | 18 Yondell Av | Springwood | VIC | 2227 | Australia | (02) 4751 4338 Mk 1 1800 |
| Robert | 7 | Medlen | 2 Grassdale Rise | Alberfoyle Park | SA | 5159 | Australia | (08) 9370 7794 Restored mk 1 |
| Neil | 10 | Melville | C/O Post office | Cowaramup | WA | 6284 | Australia | (08) 9755 5332 Mk 1 1800 ute |
| Ferdinando | 7 | Mignanelli | 34 Harold Street | Bulleen | Vic | 3105 | | (03) 9850 7775 Mk 11 |
| Bill | 7 | Mitchell | Box 128 | Beaufort | VIC | 3373 | Australia | (03) 5349 2720 1800 Ute |
| Bruce | 7 | Norman | 31 Thorne Street | Wagga Wagga | NSW | 2650 | | (02) 6921 2393 mk 11 |
| Bruce | 8 | Norton | 31 Thorne Street | Wagga Wagga | NSW | 2650 | | |
| Ken | 7 | Patience | 149 Brees Rd | Keilor East | VIC | 3033 | Australia | (03) 9337 4661 Mk 11 1800 Ut |
| Hans | L | Pedersen | 3 Thornton Cres | Mitcham | Vic | 3132 | | (03) 0874 1800 Austin 1100 |
| Larry | 7 | Pilbrook | Gemari, 507 Dripstone Road | Dripstone | NSW | 2820 | | (02) 6846 7628 |
| Ian | 7 | 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 |
|------------|----------------|---------------------------|-------------------|---------|-------------|-----------|-----------------|----------------|
| Simon | 8 Reis | 27 Blanche Street | Elsternwick | Vic | 3185 | | (03) 9528 6480 | mk 11 |
| John | 7 Roach | 28 Harford Way | Girrawheen | W.A. | 6064 | | | MK 1 1800 |
| Jim | 8 Robertson | 4 Sylvan Court M/S 2223 | Glenville | QLD | 4350 | | (07) 4634 2418 | Morris 1800 |
| Ric | 8 Scott | 35 Fraser Street | Airport west | | 3042 | | (03) 9324 5502 | mk 11 ute |
| Bruce | 7 Sheldow | 3/5 Parkview Road | Fairlight | NSW | 2094 | | | MK 1 |
| Herb | 7 Simfendorfer | 21 Stitt St | Walla Walla | NSW | 2659 | Australia | (02) 6029 2224 | Mk 1 1800 |
| Ericks | 7 Skinkis | 73 Hill Road | Birrong | NSW | 2143 | | (02) 9644 5530 | mk 1 |
| Franklin | 7 Smallcombe | 30 Illawarra Dr, Kin Kora | Gladstone | QLD | 4680 | Australia | | UTE |
| N J | 8 Smith | 66 Water Street | Bundaberg | QLD | 4670 | | | |
| Richard | 7 Snedden | 36 Claremont Av | Malvern | VIC | 3144 | Australia | (03) 9509 0110 | 3 x Wlosley 6s |
| Daryl | L Stephens | 22 Davison St | Mitcham | VIC | 3132 | Australia | (03) 9873 3038 | Mk 1 1800 |
| Basil | 7 Strelinikov | 256 Walsh St | Mareeba | QLD | 4380 | Australia | (070) 82 1535 | Mk 1 1800 |
| George | 7 Sturgess | 10 Severne Cres | Kambah | ACT | 2902 | | (02) 6231 8187 | |
| Bruce | 7 Summerell | Verona Rd, Quaama | Via Bega | NSW | 2550 | Australia | (02) 6492 9575 | Mk 11 1800 |
| Peter | 7 Tadman | Box 283 | Nundah | QLD | 4012 | Australia | (07) 3266 4537 | Mk 11 1800 |
| Jim | 7 Taylor | Box 232 The Mall P.O. | Heidelberg | VIC | 3081 | Australia | (03) 9457 7808 | 1800 Ute |
| Paul | 7 Toneman | 2 Mynas Grove | Ballajura | W.A. | 6066 | | (08) 9248 8218 | mk 1 |
| John | 7 Watson | 10 Eastcote Lane | Welling | KENT | | UK | | |
| Troy | 8 Watts | 13/7 College Parade | Kew | Vic | 3101 | | (043) 9 91 8878 | |
| Anthony | 8 Wayne | Box 60 | Chidlow | W.A. | 6556 | | | mk 1 |
| John | 7 Westaway | 8 Glenmorgon Crt | Glenvale | QLD | 4350 | | (07) 4633 1530 | mk 1 |
| Rob | 7 Williams | 33 Portside Place | Shoal Bay | QLD | 4750 | | (07) 4954 7676 | 2 utes |
| Ian | 7 Wilshire | 37 Old Borough Dv | Onkaparanga Hills | SA | 5163 | Australia | (08) 8325 0109 | Mk 11 1800 |
| Jonathon | 7 Winwood | 158 Prince Charles Avenue | Kurnell | NSW | 2231 | | (02) 9668 8406 | Mk 1 1800 |
| Tony | 7 Wood | 31 All Hallows Rd | Blackpool | England | | | | |
| Anthony | 7 Woodcock | 601 Chum Creek Road | Healsville | Vic | 3777 | | (03) 5962 2447 | mk 1 |

The Austin 1800 Gear Change Cables

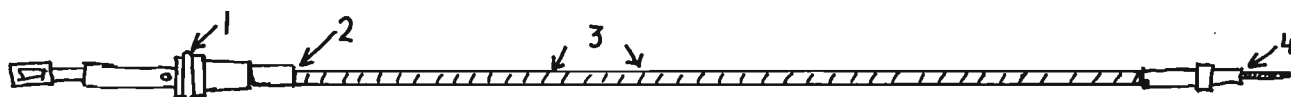
By Club Member Herbert Simpfendorfer

Arguably, one of the worst aspects of the 1800 is the gear change cables, as they leak, and they leak, and they leak, especially the early types. Sometimes, mind you, rarely, they do not leak. While the 1800 was in production, even then, numerous changes were made in the design of the cables, showing that the situation was not good.

When a oil spot or two is seen on the garage floor, it is then necessary to have a good look for the source of the leak, and usually there is a very big oily patch at the bottom of the engine, and all over the sump guard. It looks like a very big problem, needing a very expensive repair job. If it seems the cables are the problem (there are a number of other places that are prone to leakages), a solution is to buy new cables, which are available, but expensive. Or you can do what I do: fix the ones you've got. I will tell you what I know about cables, and how to seal them if they are not completely wrecked. A perfect solution is to change to rod change, but this method is not common in Australia, and I do not know the expenses and problems involved.

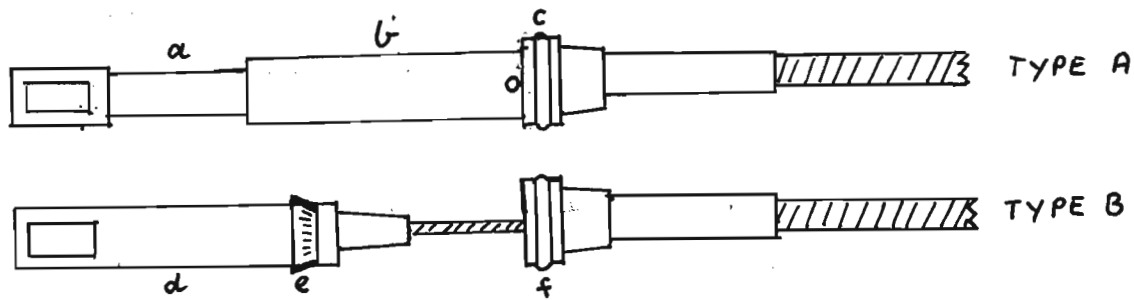
The designers of the 1800 introduced a huge problem when they used cables for gear changing. This is because there is always oil (albeit at a small pressure) at one end of the cables, and it was important that no oil leaks out anywhere. It was found to be very difficult indeed to design a system that had no leaks for many years.

I had oil spots on the floor under one of my 1800s, and decided to find out what these leaks were all about. I took the cables off, cleaned them, and laid them on the floor and had a good look at them. It then became quite clear that leaks from cables can only come from four spots, as shown in the diagram:



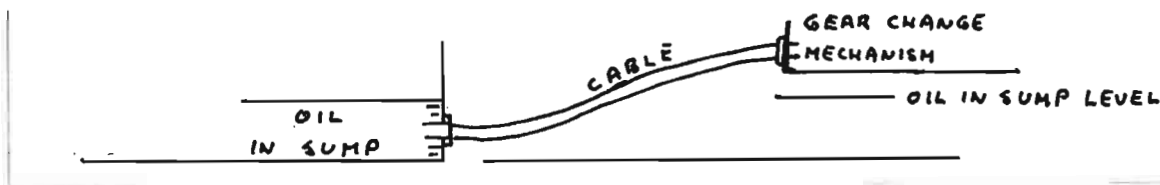
1. Between the housing and the cable outer on the gearbox end.
2. From the spot where the flexible section of the cable joins the solid metal at the gearbox end of the cable.
3. Through the outer flexible covering anywhere along the length of the cable.
4. After going through the complete length of the cable and coming out into the housing below the gearlever.

It is now necessary to realise that there are two basic designs of cables. They look similar on the outside when fitted, but inside they are very different. Most of you would have Type A shown at the left, looking only at the gearlever end of the cable. The other ends are exactly the same.



Type A cable. Section *a* consists of the end piece connected to a solid rod, which slides in and out of section *b* which is hollow and rigid. Section *b* is held tightly inside the housing. This type of cable caused all the problems because of one main reason:

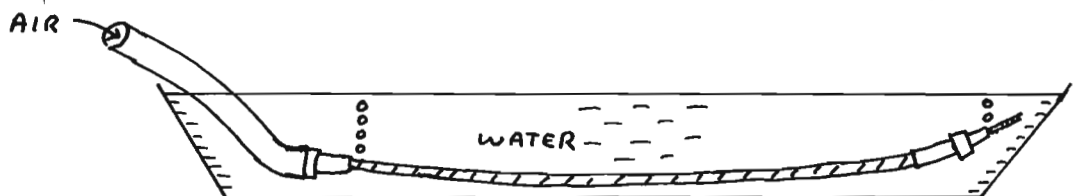
Someone/something did something to allow engine oil to drip out of the cable. The outer plastic was cracked or broken off. This can happen in most cases if the cable is kinked badly at the gearbox end, causing the plastic covering over the flexible part of the cable to crack and break away. It can also be the result of age, or chafing, or because of the constant flexing resulting from the movement of the engine. Very little oil runs further down the cable (see diagram below), and leaks there are rare, because of the fact that the cable goes uphill about 100 mm, and the lowest cable ends up 50 mm above the level of the oil in the sump, if the car is on a horizontal surface.



So the problem which needs our attention is almost always a leak at 2.

Here is how I find out if a cable leaks, and where the leak is:

I have a very flexible plastic tube (about two cm diameter) that fits snugly onto the gearbox end of the outer section of the cable. I put a bit of air pressure into the compressor, blow air into the tube while the cable is under shallow water, and watch for bubbles. Number 1 spot is not tested with this apparatus. I tested about a dozen cables I had lying around, and found three that had no bubbles. For these three, I knew the only spot for leaks could be Number 1 spot above, which is not a problem, as there are umpteen silicons that can be used here, as there is no relative motion once the cables are put into place, so those three cables were OK for use as they were.



It is not necessary to use a high air pressure to check for leaks, 10 psi is plenty. Blowing into the tube using mouth could well be enough pressure, but does not seem technical enough.

I can tell you how I deal with a leak at 2. I first meticulously clean the section needing to be resealed, which is part aluminium and part hard plastic. I end up with paint thinner, then use the rotating wire brush on the grinder to get rid of the top layers of both the metal and the plastic to ensure good adhesion of the material I am

about to use. I have tried various methods. Shrink plastic tubing seems the obvious solution, with the ends made leak proof with hose clamps, but it does not work for me, mainly because the tubing is so thin, and it does not look good. Any method which does not use hose clamps must use something that adheres to both aluminium and plastic. And there still needs to be flexibility. I have had success using grey plumbers silicon, (Fuller Plumbers Silicone Sealant 780) as it adheres well to both these materials. I have also used special thick sticky tape which adheres very strongly to itself, (not electrical tape), winding on about three layers.

A test with a little air pressure as described above indicates if the repair is a success. Just because it looks good is not an indication of a good seal.

Cable type B.

When the Zetland lads realised that cable Type A has problems, they redesigned it a number of times, with limited success. The problem seemed always to be the kinking and movement of the engine causing a break to the outer seal at spot 2. Another problem was hydraulicking. See separate article below. Then they went back to the drawing board and came up with a completely different idea. This was Type B cable. No amount of kinking can cause a leak here, because oil does not get past the housing.

There is an unusual shaped seal at e as shown in the diagram. This seal is like an O ring in an hydraulic ram, which stops fluid moving past it. Of course, this idea worked well. The only possible problem is deterioration of the seal, and then a new one has to be fitted. They are not easy to come by, so best of luck if you look for them. Very important, they must be resistant to engine oil, which is a mineral oil.

So now you too can hopefully cure oil leak problems in cables. Focus mostly on leaks of the No 2 type. And hopefully, I have made things clear so that it all makes sense. If you have hydraulicking, you have additional problems and the sealing methods suggested above may not be sufficient, because hydraulicking puts a lot more oil pressure into the cable. The hydraulicking problem must be attended to first.

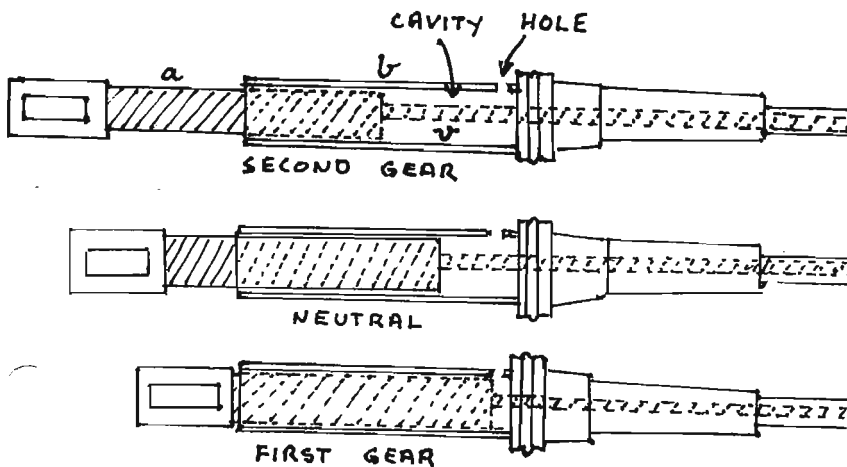
As an aside, it would seem fairly simple to design a rod change for the 1800. It was done for later Austin vehicles in England, and why it was not done at the start of the 1800 run is a bit of a mystery. With a rod change, of course, the oil leak problem disappears, as the seal between a cylindrical rod and its slightly larger housing is well developed technology. You would all know that the VW crowd had rod gear changing from about 1930, so the technology was about even then. The only possible problem in the rod change system is a fault developing in the O ring, which is easily rectified.

Hydraulic Lock Up (also called Hydraulicking) This problem is still a bit of a mystery to me, so hopefully there will be club members out there who will be able to add to my knowledge set out below. The problem is well known to many 1800 owners. It happens mainly with Type A cable. It is the great difficulty of going into first gear or third gear when first starting off in the morning. Then after a few minutes, everything is back to normal.

I looked in all my books and documents about the Austin 1800, and found only one article in which this problem was analysed. It was in the club issued booklet Beyond the Workshop Manual, where an unknown author wrote about this problem. He was using Castrol HD oil when he had what he called hydraulic lock up, and analyses the problem. He writes:

“It turns out that Castrol HD is an usually thick oil and this, coupled with an overdue oil change, caused the thicker oil at the bottom of the sump/gearbox to slowly exude into the gear cables. After a while - especially overnight AND in winter when the oil is really cold - it would displace the air along the gear cables and resulted in a hydraulic-like action rather like when you try to use a bicycle pump with your finger over the hole. A simple test confirmed the trouble. Exerting a firm and steady pressure against the gear lever, it was felt to move very slowly and gradually until fully engaged in first or third gear. The remedy? Unfortunately the oil had to be drained and the cable housing unbolted from the gearbox and left to drain and/or preferably left to soak in a container of petrol, kerosene or similar whilst working the gear lever several times in order to flush the thick oil out.”

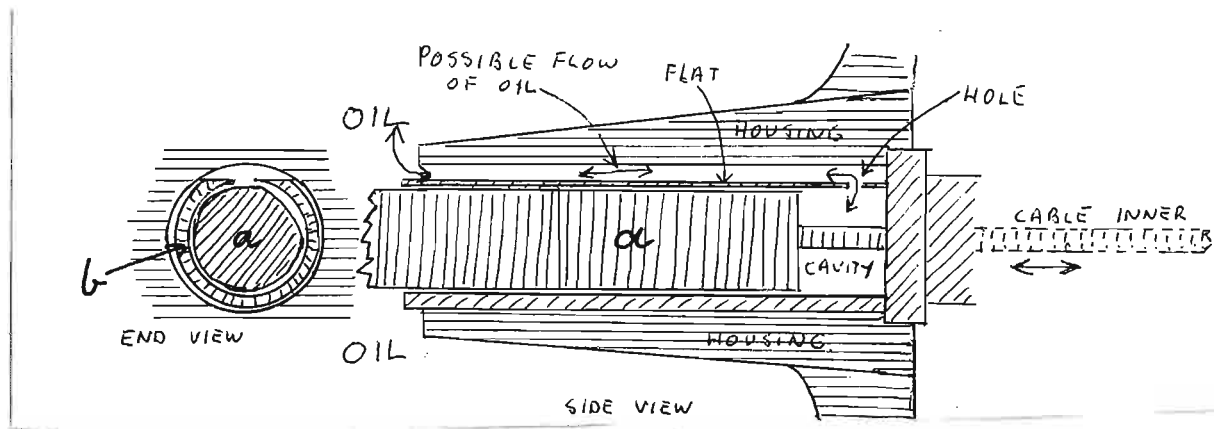
Obviously, this method worked for this owner, otherwise he would not have written about it. His logic infers that there should be air and no oil between the inner and outer sections of the cables. What about in the cavity v in the diagram below? The logic of the above author would appear to be that no oil is ever inside b , and the air in this cavity is pushed out all the way through the whole length of cable and out of the gear change mechanism when first gear is selected, for example. This is all very good, except that there is a hole in b , which obviously allows oil to move in and out of the cavity in b . Another logic problem in the above analysis is that “thick” oil moved into the cable, which would not have happened if the oil was thin. It would seem that thinner oil would move more easily through any hole into the cavity. My gut feeling is that if this gentleman would have changed to thinner oil and forgot the rest of his remedial actions, his problems would have been solved quite quickly, because the thicker oil would soon have moved out of the cavity in b , and been replaced by the thinner oil, which would then have allowed the section a to move freely into and out of b . But I may be wrong.



The diagrams on the left show all parts involved. The cable end is shown in three positions. Remember that this end of the cable is immersed in oil. If there is never any oil in the cavity inside b , then the problem is solved. **But there is a hole and an associated flat on the outside surface of b that lets oil move into and out of the cavity.**

And three more holes and flats were added to a later design cable. The big question is: What is the function of the hole/holes and the flat/flats in *b*?

The diagram below shows how oil can flow because there is a flat. If there is no flat, the hole/s serve no purpose whatsoever. With flat/s oil can move from the sump into and out of the cavity.



Workshop manuals and Service Bulletins are of little help in this matter. They use the strategy of: *If you have this or this problem, this is how you fix it.* This does little to help us understanding why the problem developed, and how to solve the problem in any alternative way to their instructions.

Hopefully someone knows all about cables and can help us who do not know. Fortunately, or maybe unfortunately, I do not have the problem at the moment, so can not do any experimenting.

Additional notes on my articles in the last edition, thanks to member Neil Melville.

1. The rubber straps on seats were called Pirelli webbing, which perished. A suitable replacement which does not perish is elasticised fabric, available from an upholsterer.
2. Ute owners often prefer the bench seat, as it has better lumbar and thigh support.
3. I have replaced left and right front seats in a sedan with their opposite number only one at a time. Neil found out that if they are transposed, the recliner handles clash.

Another hint: Vaseline used annually may well be better than Armourall for the dashboard vinyl. Vaseline can also be used sparingly on other vinyl with good results. Apparently 1800 seats were commonly used in Holdens in the early days by young bloods.

An alternative to the fitted flexible joint in the exhaust system is to use a ball type coupling which is common on truck exhausts, and available from Repco.

Retro

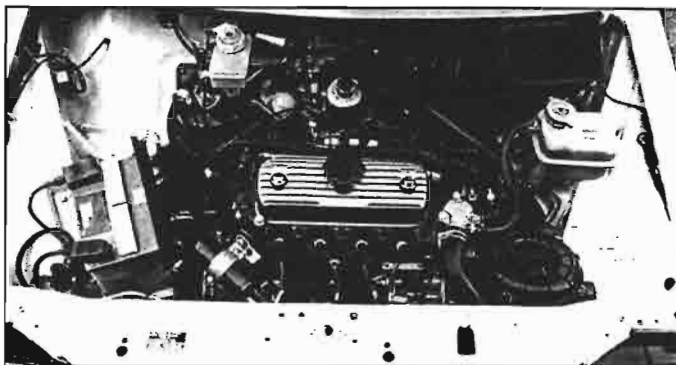
Jonathan Wood on the history of the SU carburettor company

If you look under the bonnet of a Vintage Bentley or Bullnose Morris, MG or Mini, they will all have one component in common: an SU carburettor. Nineteen eighty four marks the 80th anniversary of Herbert Skinner and his brother, Carl, building the first unit in 1904. In view of this combined effort, the resulting carburettor was called SU, after Skinner's Union.

The brothers grew up in Ealing. Their father, J H Skinner was a director of Lilley and Skinner, the shoe company, and the family lived at 15 Woodville Road. It was there that experiments were undertaken, for both brothers had developed an early interest in the motor car. George Herbert, born in 1872, was the elder of the two. He went to school at Castlebar, Ealing, and it seems unlikely that he had any technical training. His brother Thomas Carlyle (though known as Carl) was ten years younger and born in 1882. Like Herbert, it seems unlikely that he acquired any formal training in mechanics and was educated at the Leys School, Cambridge. Both joined the family shoe business but it is clear that they were more interested in motor cars. In 1899 Carl entered the Farman Automobile Company in London's Long Acre and in 1903 Herbert made a trip to Paris, then the motoring capital of the world; later he became the owner of a two-seat Renault.

Herbert's experiments dated back to at least 1900 when he was granted three provisional patents for his carburettor though, as already noted, it wasn't until 1904 that the first one was made. This early unit, subsequent SUs, was a delightfully simple arrangement and relied on the vacuum created by the engine to operate a piston which rose when the engine's throttle was opened thus metering fuel through a needle valve. These early SUs incorporated a leather bellows, there presumably being no shortage of the material in the Skinner household.

It was then a matter of manufacturing the new carburettor and this was undertaken by George Wailes and Co of Euston Road, London. Wailes senior sold the works in 1906 to his son, R P Wailes, and Carl Skinner, who had decided to go into partnership manufacturing and marketing the SU. After taking up temporary accommodation in Euston Buildings, a purpose built factory was established at 386/8 Euston Road. This was a four-storey building, where the carburettors were made, fitted and tuned to individual cars. Herbert Skinner's original sketches



One of the most modern applications of the SU carburettor — the single SU turbocharged engine of the MG Metro Turbo

had been converted to working drawings by the firm's chief draughtsman, J O Gardner, while the original leather bellows were produced at the Skinner home in Ealing. Carl Skinner was responsible for the production of the carburettors and, as Rex Wailes (R P Wailes' son) points out in his *Early History of the SU Carburettor*, Herbert busied himself improving the unit and patenting the SU throughout the industrialised world. In 1907, Herbert came up with the design of a hydraulic variable gear which, in some respects, anticipated the fluid flywheel. By way of contrast, in the following year he invented a detachable strap for ladies' court shoes and slippers. Subsequent creations included paraffin, motorcycles and aircraft carburettors, along with one for a two-stroke engine.

It wasn't until 1910 that the SU Carburettor Company was established in Prince of Wales Avenue, Kentish Town, North London with the brothers' father, J H Skinner, putting up £4000 of the £5000 capital and Herbert contributing the balance. In the first instance he received a five per cent royalty on sales but during the First World War, in 1917, he opted for a settlement of £500 instead. By this time the carburettors had been finding their way on to increasing numbers of cars. In the early post-war years, William Morris decided to use the bronze SU 'slopers' on his 1922 Bullnose range. Unfortunately some of the units gave trouble and the following year the SUs were dispensed with and replaced by Smith's carburettors. A shortcoming of these early SUs was a tendency for the bellows to leak with use and the secret was to keep them flexible by treating them with glycerine. (They had, however, worked well enough when used by Morris.)


It was a few years later when

Morris took Miles Thomas, his publicity adviser, for a run in one of his cars fitted with a new type of carburettor. Its novel feature was a screw down taper needle in the jet so that the driver could control the amount of fuel entering the choke. Although Morris positively enthused about the arrangement, Thomas was openly cynical about the unnecessary complication, much to Morris's displeasure. As Thomas later recounted in his autobiography, *Out on a Wing* (Michael Joseph, 1964): "He glared at me for my lack of supporting enthusiasm and rather sarcastically said: 'But you will admit, won't you, that there have to be variations in carburation?' I said something about these being taken care of automatically in a carburettor known as the SU." Nothing more was said on the matter but a few days later Thomas's internal telephone rang. It was Morris on the other end. "I thought you'd like to know that I'm negotiating to buy the SU carburettor company," recalled Thomas. "I could hear the smile in his voice." It was a perfect instance of Morris making his decisions on "inverted logic".

Despite this exchange it seems that the initiative for the SU takeover came from the firm's proprietors and it certainly made sense as, in previous years, Morris had taken control of his body, engine, radiator, axle and engine suppliers. It was in December 1926 that he bought the SU company, still London-based, for £100,000. Following the takeover the manufacturing facility was moved north to the Midlands and the recently acquired Wolseley factory at Adderley Park, Birmingham and alongside Morris Commercial Cars. With SU came Carl Skinner, one half of the 'Union', who was made the firm's managing director. The other half, Herbert, was to die only six years later in 1931.

Output was dramatically increased, the SU being introduced on cars within the Morris orbit. The firm extended its activities to produce petrol pumps. In 1929 the electric Petrolift appeared when it was replaced by the L-Type unit in 1933 and millions of examples have been produced since then. Although car carburettors were manufactured in quantity the firm also built aircraft ones and this work became increasingly important as the clouds of war gathered in the late Thirties. But the Birmingham factory was a relatively small one, employing around 700 people, and in 1939 attempts were made to duplicate the facility at Riley's Coventry factory, the firm having been bought by Lord Nuffield (as Morris had become in 1934) the previous year.

SU's contribution to the Battle of Britain was therefore a crucial one because all the carburettors for the Rolls-Royce Merlin engines which powered the Hurricane and Spitfire fighters were produced there. Then, in November 1940, Birmingham suffered two severe air raids and, although the SU plant was hit the resulting fire was contained. In a second bombing, even though the factory was not affected, adjoining ones were and the decision was made to evacuate. SU transferred to Shirley, on the outskirts of Birmingham, to a newly built factory requisitioned from Co-operative Wholesale Supplies, with Riley able to bridge the production gap. With the need for increased output, the government annexed a further factory for SU in Wharfe Valley, Yorkshire. The trouble with this location was that it was possible to dangle lines from the windows into the Wharfe stream to catch trout, deemed, of course, illegal by the management. In addition to aircraft carburettors, SU also produced the L-Type pump for use on tanks, flamethrowers and aircraft. They had an unexpected role in the D-Day landings when a batch, speedily converted to 24V operation, was used on tank landing craft when supplies from America failed to materialise.

With the ending of the war, SU reverted to the mass-production of automobile carburettors and there was a transfer of operations to Wood Lane, Erdington, Birmingham. Carl Skinner remained as SU's managing director until the end of 1947 when he lost his job in Lord Nuffield's famous purge, having been a director of Morris Motors since 1936. He died in November 1958, though the carburettors that bear his hallmark survive in the SU Butech division of BL Cars. 

For Sale

Mk 11 auto G C unreg 03 5175 0342 0418 512 121

Mk 11 manual Sugar cane/ cream 03 5980 1209

Terry Copeland 07 3284 8876 has the following for sale

| | |
|------------------------------------|---|
| New steering rack | 2 new cv joints |
| Indicator stalk | front and rear screen rubbers and filler strips |
| Complete set of car glass | front and rear hydro units |
| Manual sump and gear change cables | |
| 2 cylinder heads | tow bar |
| bolt on insect protector | Perspex windscreen protector |
| numerous boxes of parts | |
| sell for \$550 | |

Also

Service bulletins intereurope w/shop manual no 189

BMC 1800 mk 1, mk 11, mk 11 wolsley 18/85 manual

Scientific publication no 66 for mk 11

Leyland w/shop manual mk 1 and 11

BMC w/ shop manual mk 1

Sell for \$80 the lot or will separate

 Reply |  Reply All |  Forward |  X Delete |  Junk |  Put in Folder ▾ |  Print View

From : tina austin <tinaaustin544@hotmail.com>

    Inbox

Sent : Saturday, 5 August 2006 7:56:28 PM

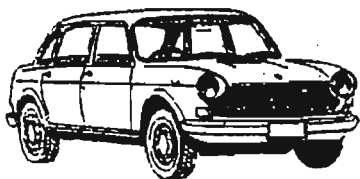
To : stephensdaryl@hotmail.com

Subject : "Morris Day"

If anyone is interested to go to the Morris Day. on the 12th November. To contact Bruce, to organize to go in a group. 94655447. We could all meet at the gate at 10am.

Pre. Xmas BBQ: If anyone is interested to come. 16th Dec?????. Mt Sugar Loaf Reserve. again?. Ring Bruce. Melway: map 273 d 8.

Can you put this in the magazine. Thanks. Bruce



LANDCRAB

CLUB OF AUSTRALASIA INC.



Welcome to newsletter number 134 for December 2006 and January 2007

MERRY XMAS



New members

Gary Lawrence

28 Rose ash Street, Logan Central, Logan QLD 4114

07 3208 8682

Mk 11 Ute and Mk 11 sedan as a donor for the Ute

Michael Cassidy

61 Yallambee Cres, Wanneroo WA 6065

Mk 11 Ute

"Austin 1800 mk 11 Ute with the back cut off. Chassis has been extended 33 inches and a caravan built on the back and you can walk from the cab to the caravan.

It was in a poor condition when I got hold of it. It came from a wreckers in Fremantle, who in turn got it from a motor auction. I paid \$400 for it but have not been able to find out more about it. If anybody has any info please let me know.

Also, if anybody will part with Ute rear torsion bars, please be in contact

Wife [Marylyn] has a 1953 A 30 mostly restored and I have a restored 1958 Austin Lancer which was featured in Australian Classic Car magazine in October 2005.





Mailbag

**Pam and Basil Strelniknoff
256 Walsh Street
Mareeba
QLD**

4880

07 4092 1535

We are home to any Austin 1800 owners who wish to come north. Call in and have a cuppa and we can talk over the good and not so good quirks with Austin's

**Colin and Glenda day
14 Mitchell Street
Kerang Vic 3589**

I have recently acquired a 1971 X6 Tasman- engine no. 2201 1874 with 55000 on the clock, to go with my early mk 1 and late mk 11 1800. It is just in the shed at the moment as I am not sure what to do with it!!!

**Gerald Hiles
16 Lawrence Avenue
Gawler SA 5118**

Suspension.

Let's assume you have a homemade pump, but aren't too sure about evacuating the air from the sytem.

Easy: You've got the car jacked-up, so when you are ready to fit a displacer, stand it upright, get a small funnel and fill it with fluid ... then plug the pipe with a piece of rag or something.

Place the displacer in position and, when you are ready, quickly connect it to the plumbing (I replaced all mine with standard half-inch copper tube and fittings ... an easy job and you can even use soft-solder, if you haven't got oxy-acetylene for hard-solder ... well I did the mod about ten years ago and have clocked-up 70,000 miles so far, touch wood of course).

Remove the valve from the "inflation" point and lower the vehicle to the ground. The displacers will "pump" the air out of the system and all you have to do is pressurize it.

SUs

Use Redex in the dash-pots. Good viscosity and you get some upper-cylinder lubrication as a bonus.

THE WIND BAGS

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

The Club now has a President. Many thanks to Ian Davey for volunteering and Peter Jones for seconding the motion Since there were no other applicants, an election was not necessary

Mount Sugarloaf Dam , Christmas BBQ.

Change of Date, to the 17th of December. Lunch time BBQ.

As most people work on the Saturday. Sunday is a better Option. !

Please ring Bruce to confirm. 9465-5447.

See you all there.



This annual event has grown to become Victoria's largest veteran, vintage and classic car rally with travel from Melbourne to the Mornington Peninsula. Sponsored by the RACV, the rally is designed to give enjoyment to historical motorists while providing much needed funds to Peter MacCallum Cancer Centre.

This is the RACV Sponsored Rally

The 2007 RACV Great Australian Rally is organised and conducted by the All British Classics Car Club Inc A0035462V. All entered vehicles must be 25 years and older. Organisers reserve the right to accept or reject entries.

Vintage, veteran, classic and modern classic vehicles, motorcycles and commercial vehicles are eligible to enter. This is a red plate event and all Club Permit vehicles are invited to participate by the organising club.

There are four start locations this year:

- Docklands
- Civic Centre, City of Casey
- Brandon Park Shopping Centre, Mulgrave
- Western Port Marina, Hastings

All entrants in the rally will enjoy a sausage sizzle at their nominated starting point. Morning tea will be available at Western Port Marina.

Fantastic prizes will be awarded for costume and car judging. But you **MUST** be present at the prize giving or your prize *will* be reallocated.

All enquiries regarding vehicle entry and the routes taken should be directed to the rally organiser Frank Douglas on (03) 8704 2533 or email opals1@iprimus.com.au or frankdouglas@abccc.com.au

Peter MacCallum Cancer Centre

The beneficiary of the rally, Peter MacCallum Cancer Centre or 'Peter Mac' as it is affectionately known, is Australia's foremost cancer centre.

The strengths of Peter Mac are its patient-centred care, its dedication to research and its ability to investigate and utilise new patient treatments. Peter Mac also trains new generations of doctors, scientists, nurses and allied health professionals.

Peter Mac is the only cancer centre in Australia where researchers work directly alongside clinicians to provide the very latest in cancer treatment to their patients. The researchers are only too aware of the urgency of translating findings made at the benchtop to the bedside.

Sir Peter MacCallum, who founded the centre over 50 years ago, believed that only the best was good enough in the care of cancer and Peter Mac continues this tradition today.

Thank you for participating in the rally and helping to raise vital funds for Peter Mac.

100% of all Donations and an estimated 30% of vehicle entry fees and any surplus above budget costs will be paid to Peter MacCallum Cancer Centre.

Those going should contact Bruce Austin on 9465 5447



START

THE BIRTH OF OUR AUSTIN 1800s IN AUSTRALIA

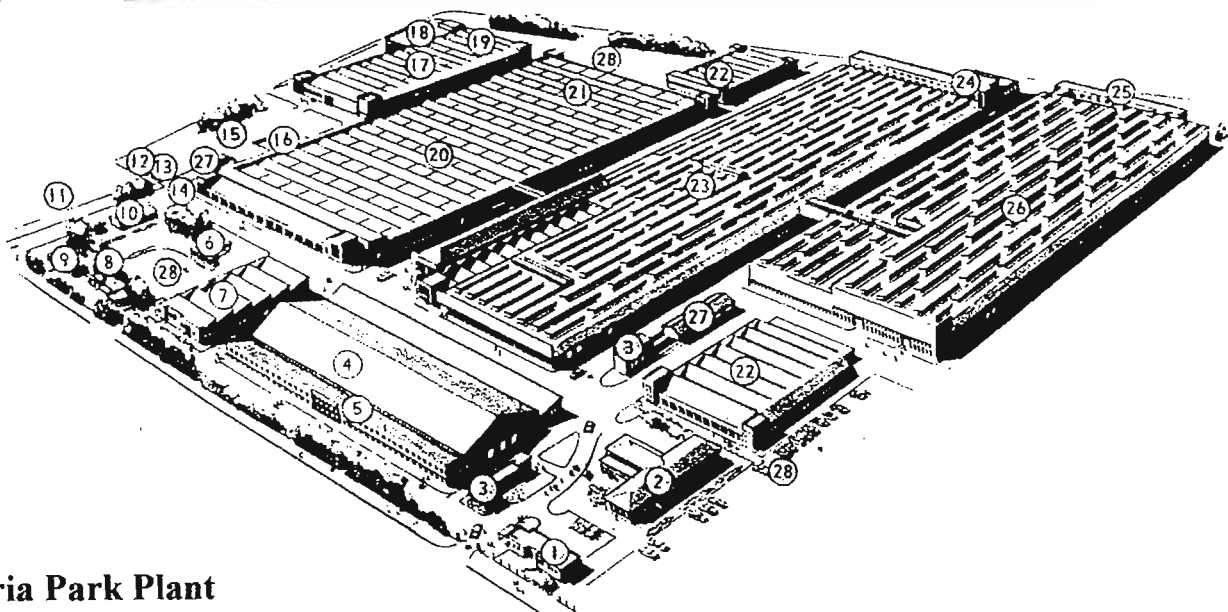
By Club Member Herbert Simpfendorfer in consultation with Roger Foy from the BMC Leyland Australia Heritage Group.

It is probably also true that all members of our club have an interest in the history of their favourite vehicle: the Austin 1800, right back to when it was actually put together. Our editor reprints articles from magazines on this topic from time to time, and I thought I would do my bit to find out more from people who were actually present when your and my 1800s were built. This would satisfy my curiosity, and hopefully would be of interest to other owners.

In my wanderings hither and thither, I found out that there is a group of past employees of the BMC factory in Sydney. It is the BMC Leyland Australia Heritage Group. I had a chat with a few of the members, telling them of my involvement with the 1800, and was invited to become a member, so I joined. That was two years ago. They have four Newsletters a year, and an annual reunion lunch in Sydney. The Newsletters contain much of interest to any owner of an Austin vehicle that was produced at the factory at Zetland, an inner Sydney suburb.

I think all readers know that the Austin 1800 was designed by Alex Issigonis in England, and built there for some years, before the Australian factory started building (not just assembling) them here with modifications.

The diagram below shows an architect's perspective of the plant which produced our vehicles. The name Victoria Park is used as Victoria Park is a section of the suburb of Zetland. There are no equivalent photos of the plant which was then built, but it was much the same.



BMC

Victoria Park Plant

An architect's perspective

- 1 Gatehouse and personnel office
- 2 Canteen
- 3 Paint house
- 4 C.K.D. assembly plant
- 5 Administrative offices
- 6 Administration building
- 7 Final preparation building

- 8 Service offices
- 9 Technical offices
- 10 Despatch office
- 11 Electricity Council lot
- 12 Incinerator
- 13 Sewage ejector
- 14 Swarf station
- 15 Car marshalling area

- 16 Car loading dock
- 17 Service stores building
- 18 Service school and offices
- 19 Service repairs
- 20 Engine, transmissions and suspensions factory
- 21 General component factory
- 22 Amenities and works canteen

- 23 Car assembly building
- 24 Administrative offices
- 25 Fisher and Ludlow administrative office
- 26 Fisher and Ludlow parts shop
- 27 Boiler and compressor house
- 28 Car park

Earlier this year, the Newsletter gave details of this year's luncheon, and I put aside everything else so that I could go. It was on September 24th, in an historic one time winery in Argyle Street in The Rocks, right next to The Bridge. Driving well over 1000 km in my green 1800 to go to a lunch may seem a bit over the top, but I was glad I went.

Well over 100 people were at the luncheon, and I took along a list of questions. I knew a few who would be there, but the name tags soon put me on speaking terms with important Austin people. The guest speaker was Will Hagon, who is probably known to many readers as a spokesman about all kinds of automotive matters as an ABC broadcaster. At the time of the production of the 1800 and other marques, he was the Public Relations person for BMC. At the luncheon, he spoke about his interaction with PR people in other car related industries, and the public. In his speech, he paid tribute to the recently deceased Evan Green, who would be known to all readers of this magazine. Will and Evan had many common interests and activities in the world of automotive activities.

It was quite a thrill to talk to people who would have had much to do with the building of my cars: making parts, assembling the cars on the assembly line, painting them, and so on. To me, their involvement was being present at the birth of a machine of lasting strength and beauty. They took great care to produce vehicles of high quality. The workforce peaked at 7000, producing 1000 vehicles a week in the 60's. Roger Foy was one of these workers. He put it this way: "Most people considered it a privilege to work at Zetland."

Much to my delight, I met up with Norm Prescott. Norm was the Service Manager at the BMC factory, and he signed the Service Bulletins that were sent out to Austin distributors. Landcrab Club Members have the opportunity to buy a complete set of these Bulletins for 1800s, which are very valuable and useful for anyone owning or restoring this vehicle, as Norm and his team tackled problems that arose in 1800s after sale, and then informed the distributors with Service Bulletins how to overcome the problems, for example, entry of dust into the car, problems in gear change cables, and a myriad of other problems. I had a nice chat with Norm, and took a photo to show you what he looks like now. He must be about 80 years old, and is still quite fit and articulate. His memory is still good, and he could remember most of the incidents I brought to his attention, e.g. the problems with the gear change cables.



Norm then.....



and now.


N. Prescott
Service Manager

His signature on the Bulletins

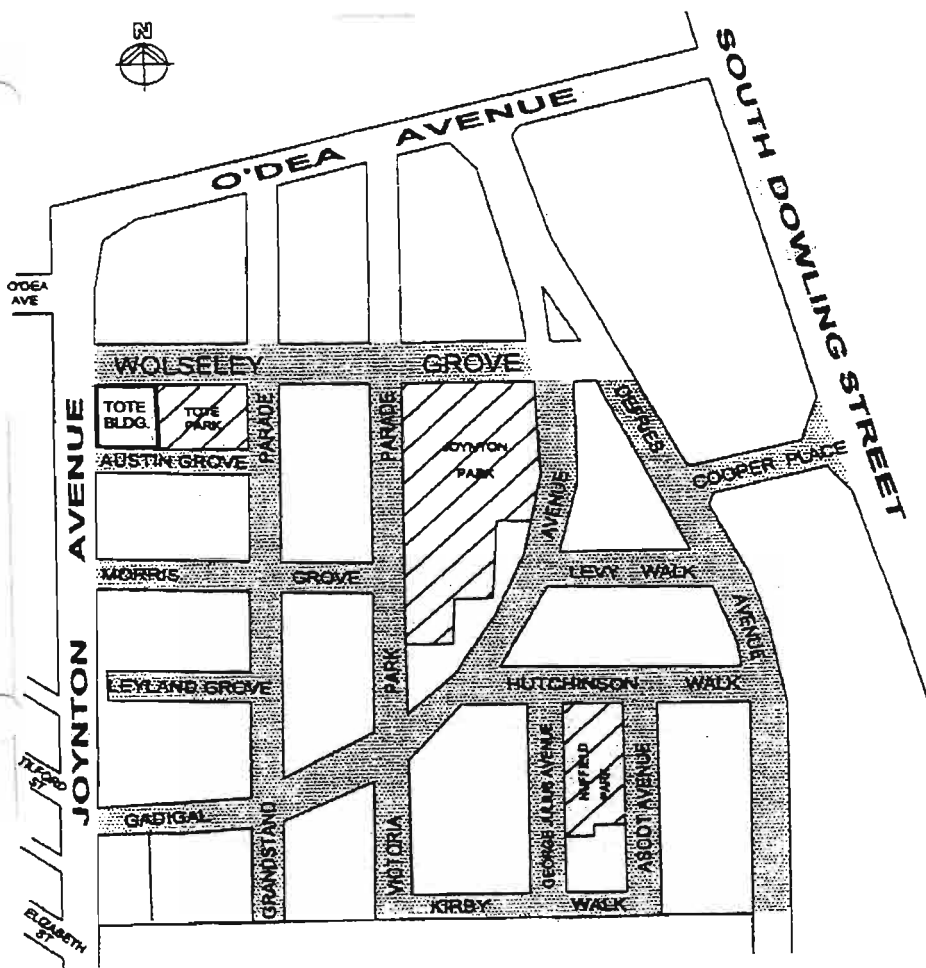
To find out more details of the BMC factory, I took along a photocopied page of a Sydney street directory, the page with Zetland on it. I asked Committee Member Roger Foy exactly where the factory was, and he kindly filled in a space on the map. It is the area shown in detail on the sketch below, bounded on three sides by Joynton Avenue, O'Dea Avenue and the present Eastern Distributor.

Nobody going to Zetland now would find a factory there, as it was pulled down in 1999. But there are remnants there that are important to BMC people. One building used by BMC still stands, and it was actually there before the factory was built. It is known as the Tote Building, and was built for the horse racing days, when the Victoria Park Racecourse was on the site that Lord Nuffield bought in 1950 to establish Nuffield Australia Pty Ltd. assembling Morris Minor MM, Morris Oxford MO, Morris Six, Wolseley 4/50 and 6/80 cars as well as a range of trucks and vans. After the merger with Austin to form BMC, Nuffield continued to operate assembling cars such as Morris Minor 1000, Morris Oxford Series II and IV.

During this period, 1955 to 1958, a tremendous expansion of the facilities on the site occurred with the engine plant being established to manufacture the B-Series Engine, the Press Shop built to manufacture bodies and an automated Car Assembly Building to put it all together. Austin, Morris and Wolseley vehicles were now manufactured on the same site. First cars to be built in the new facility were Morris Major, Austin Lancer and Wolseley 1500. Later came the Morris Major II and Austin Lancer II as well as the Austin A40 Farina, Austin A60, Morris Oxford V and Wolseley 15/60. The latter three were superseded in 1962 by the introduction of the Australian 6-cylinder Austin Freeway and Wolseley 24/80, with the Morris Major continuing as the Elite. Incidentally, this vehicle was, and probably still is, the Australian car with the highest ever local content of 97%, a figure never achieved by Holden or Ford. 1961 saw the introduction of the Mini, displacing the Morris Minor 1000, and 1964 saw the coming of the Morris 1100 displacing the Morris Major Elite.

The Australian 6-cylinder cars were replaced in October 1965 by the arrival of the **(HERE IT COMES!!) Austin 1800, with the Australia designed 1800 ute** being released in July 1968 and October 1968 saw the arrival of the 1800 Mark II. June 1969 saw the Morris 1100 replaced by the Morris 1300 Auto, Morris 1500 sedans and Morris 1500 Nomad 5 door, but these vehicles were short-lived, and in April 1972 were replaced by the Morris Marina. In November 1970, the Austin 1800 Mark II was succeeded by the Austin Tasman and Kimberley, with the Mark II versions of these two cars coming in April 1972, production of these models continuing until the introduction of the P.76 in June 1973.

Prototypes of the next model, the Force 7, were made. Some of these survive. All production at the plant ceased in October 1974 on closure of the Zetland operation. Mini and Moke production was transferred to the Enfield NSW plant where Mini production continued until August 1978, and Moke production until June 1981.



On the left, there is a sketch of the area which is place where the factory once stood. To find this area in your directory, look for Joynton Ave and Odea Avenue, which have been there for many years. As you can see, some of the new streets on the former BMC site are called Austin Grove, Wolsley Grove, Morris Grove and Cooper Place.

For your information, James N. Kirby was the first Technical Director of Nuffield Australia Pty Ltd. The Tote Building is in Tote Park, and the plaque mentioned below is in Nuffield Park. Other street names are not related with Nuffield or BMC.

As a further link with history, there is a plaque in the newly established and named Nuffield Park, informing visitors of the history of this area. The wording on the plaque is:

HISTORIC ENGINEERING MARKER

ON THIS 26 HECTARE SITE, THE BRITISH MOTOR CORPORATION - LEYLAND AUSTRALIA MANUFACTURED MOTOR VEHICLES BETWEEN 1950 AND 1975 PIONEERING A PERIOD OF POST-WAR RECONSTRUCTION, MIGRANT ASSIMILATION AND TECHNICAL INNOVATION IN AUSTRALIA. IT WAS THE ONLY COMPLETE SUCH PLANT IN NSW, EMPLOYING A PEAK OF 7000 PEOPLE FROM 37 NATIONS, PIONEERING SIGNIFICANT ENGINEERING FEATURES, NEW TO AUSTRALIA INCLUDING:

- **FULLY AUTOMATED TRANSFER MACHINING OF CYLINDER BLOCKS**
- **"ROTODIP" CORROSION PREVENTIVE PAINTING OF CAR BODIES.**
- **"FLEXIBLE" MANUFACTURING WITH AUTOMATIC CONVEYORIZED ASSEMBLY AND "JUST-IN-TIME" SUPPLY PROCESSES.**

One of my questions was about the possible existence of documents giving the date when an 1800 of a particular Car Number was actually built. I was told that records of this nature were certainly kept for all vehicles, but these all went to the tip when the factory closed down. I was told that this was not good enough for the members of the P.76 club, and they painstakingly gathered information from a wide range of sources to produce their own records. They can now tell any P.76 owner when his vehicle was built.*

So there you have it. If you did not know about these things already I hope that reading this has been an interesting walk down history lane. To find out more details, buy books CDs, DVDs, badge or Key ring, relating to this topic, or apply to join the Heritage Group, you could contact Committee Member Roger Foy 14 Maxwell St, Turramurra NSW 2074 Tel (02)9449 1524.

Maybe one day, you may even do a pilgrimage to Zetland, and take your 1800 back to the place where it was born.

*Should 1800 owners do the same? For vehicles manufactured after mid 1969 there is a Compliance Plate with the month and year (e.g. 6/70) embossed on it. But for Mark 1 owners, the problem is not easily solved. One method is to use the original Driver's handbook, if available, and look inside the front cover where owners name and address appears. There is also a Date Purchased section to be filled in. It can fairly be assumed that the date of the vehicle leaving the factory is six months or less backwards from this date. If there is no handbook, registration records can be used, of course. Another method is to extrapolate from known data. For example, I have records of details of about thirty 1800s, and others may have a lot more. If we put all of these together, we could get hundreds on the list. For each vehicle, the entry would have details from the Identification Plate: Type, Car Number, Engine Number and the original colour. Some would also have a date of purchase as well. From this list, it would not be difficult to give a good estimate of when other vehicles were built if date of purchase was not known. Incidentally, it is obvious that the information inside Driver's Handbooks is useful even if the vehicle has gone to the crusher many years ago.

All Gassed up !!!

Both the 1800 and gas powered 2200 were delivered to the installers place in Seville- a little dump in Melbourne's Dandenong ranges[He was the only person willing to do the swap over.]

The following day, the job to my amazement was completed. We put the 2200 on a tandem to go to Simms metal and I would drive the gas powered 1800 home.

Complications! It was very cold and the 1800 would not start. We finally got it going and it would not climb the fellow's steep driveway He started to go on about power to weight ratios I in turn went on about lousy workmanship!!

Then like a man appeasing his conscience [assuming he had one] he said I needed to do this that and the other when I got home. I replied that he do it and keep the car as long as necessary

Just over 3 week's later, he rand and said the job was finished

And wanted another \$600 above and beyond his quote.

We rocked up to collect it, with a definite plan not to pay one cent more that quoted. Decided to be sneaky because if it came to blows, my money was on him- he having the advantages of 20 years 10 inches and 5 stone! And a big apprentice as well!

Plan A was simply go for a test drive and not return. Plan B- stop payment on the cheque. The bonnet was up when we arrived and to my untrained eye, there was piped and hoses all over the place. The Minister of War sagaciously pointed out that if I did not pay this crook what he wanted, I could not take it back if repairs were needed. Both Plans A and B were cancelled with much grinding of teeth!

The bottom line is good starting- always a problem with gas- slight power loss, but still far quicker than a standard 1800 and big savings in operating costs.

ANETA from Lalor told us about a priest who was being honoured at his retirement dinner after 25 years in the parish.

A leading politician and member of the congregation was to give a speech at the dinner, but he was delayed, so the priest decided to say his own few words first.

"I got my first impression of the parish from the first confession I heard here," he told his flock.

"I thought I had been assigned to a terrible place.

"The very first person who entered my confessional told me he had stolen a television set and, when questioned by the police, was able to lie his way out of it.

"He had stolen money from his parents, embezzled from his employer, had an affair with his boss's wife and had taken drugs.

"I was appalled, but as the days went on I knew that my people were not all like that and I had, indeed, come to a fine parish."

Just as the priest finished his talk, the politician arrived full of apologies at being late.

He immediately began the presentation.

"I'll never forget the first day our parish priest arrived," he said.

"In fact, I had the honour of being the first one to go to him in confession."

A RED Cross office realised that the organisation had never received a donation from the town's most successful lawyer.

The person in charge of contributions called to persuade him to contribute.

"Our research shows that, out of a yearly income of at least \$500,000, you don't give a cent to charity," the Red Cross guy said.

"Wouldn't you like to give back to the community in some way?"

The lawyer mullied this over for a moment before replying.

"First, did your research also show that my mother is very ill and has medical bills several times her annual income?" the lawyer asked.

Embarrassed, the Red Cross rep mumbled: "Um, no."

The lawyer interrupted, "Or that my disabled brother is blind and confined to a wheelchair?"

The stricken Red Cross rep began to stammer out an apology, but was interrupted again.

"Or that my sister is a recent widow, penniless with three children?"

The humiliated Red Cross rep, completely beaten, said simply: "I had no idea."

On a roll, the lawyer cut him off once again.

"So if I don't give any money to them, why should I give any to you?"

Facts and figures | Around the world | Australian operations | Leyland P76/P82

Leyland P82/Model "A"



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The Leyland P82 would have supplemented the P76 and Force 7, and would have provided an up-to-date replacement for the Leyland Marina.

Writing exclusively for www.austin-rover.co.uk, Industry expert JACK YAN fills in the blanks to reveal the cruel end to a promising Antipodean project...

Compact future lost



Michelotti styling treatments for short- and long-nose versions of the P82...

IN the mid-Sixties, BMC Australia, keen to get a bigger slice of the six-cylinder market in Australia, had decided that the advanced Issigonis front-wheel-drive methods would not wash Down Under. Buyers were flocking to the Ford Falcon and the Holden, and Chrysler had made its foray with its Valiant. Sophistication was out in this rugged market: mechanical simplicity was in.

BMC proposed its Model A–Model B plan, which would see two complementary models. Model A would eventually become the Marina, while Model B the P76.

Designer Mark Cassarchis, who had tidied up the P76 after Michelotti in 1970, was one of the parties charged with styling the smaller car as the successor to the Marina in 1972. Bertone, Michelotti, Giugiaro, David Bache and Roman Rodhberg, Cassarchis' predecessor, were the other candidates.

Choosing a stylist

<http://www.austin-rover.co.uk/p7682p82f.htm>

11/15/2006

Eventually, Giugiaro's proposal was chosen by a Leyland Australia committee, but the decision was apparently overruled by David Beech — referred by some as 'the father of the P76' — who deemed Giugiaro too expensive and awarded the job to Michelotti (*compact scheme pictured right*). Wheels reported that Cassarchis did not formally know of his rejection until the Eighties.



The car was designed around engineers' parameters, particularly of accommodation, which had been the P76 story. It would have similar interior room to the larger car, but with a sizeably smaller exterior. Project engineer Merve Sheather recalled: "The P82 would have made maximum use of parts already made in Australia and would have paid for itself out of its sales in this country alone. There were to have been four models including a fastback (*range detailed below*). The design was commissioned by Leyland shortly before it stopped manufacturing." The project did benefit from the company's investigations into what rival manufacturers were up to. John Mackesy recalled, "...the P82 existed as a Marina shell on a different platform. My recollection is that the rear suspension was similar to Cortina, the front I don't recall. I do recall that Leyland had an NSU Ro80 to study, and the P82 used the same 'single-ended' rack as the Ro80."

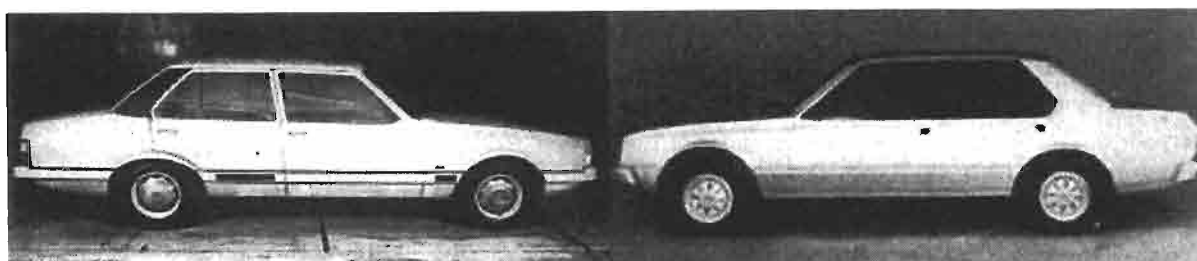
With the Holden Torana bridging four-, six- and eight-cylinder markets, the P82's attempt to begin with the E-series 1748cc engine rising to a new 3310cc V6 based on the P76's V8 did not seem particularly extreme in the Australian context. By 1973, Ford had released its Cortina Six with the 3.3-litre engine from the Falcon. The 2622cc six-cylinder would have bridged the two engines.

Status report...

While the P82 Status Report only outlined these engine options, there was talk of the P76's 4.4-litre alloy V8 being put into a range-topping two-door, two-seat 'commuter coupé' built on a shortened platform. Wheels reported that the under-bonnet space would be cramped and a new electric cooling fan would have been needed. The 'Special Coupé' would have required wider 6½ inch rims.

Other engines mooted were a fuel-injected version of the A-series (1.3 litres) and the E-series (1.5 litres).

The range would have seemed quite advanced for the anticipated 1977 launch, with rack and pinion steering, four-speed gearbox and a three-link rear suspension. Safety, too, would have been class-leading, the engineers dictating that the car could survive a 64 km/h crash. Productionisation would have allowed for a car 'insensitive to build inaccuracies'.



Long nose saloon shoot-out: Australian stylist, Mark Cassarchis' scheme on the left, and Michelotti's rival design on the right...

The range would have begun with a two-door "compact" with a short wheelbase and a short nose, rivalling the Ford Escort and Toyota Corolla. While this hatchback, in the mould of the later BMW 3-series Compact, would never have been a true Honda Civic rival, being 400mm longer and over 200kg heavier, but it had greater headroom and was utilitarian — one of the tenets of the original rear-wheel-drive programme. Australian model choices were more limited in the Seventies and the compact hatchback would not have been unwelcome, particularly as Chrysler, Ford and Holden had no direct equivalent in 1977 (Chrysler did have the Chrysler Valiant Lancer Celeste, née Mitsubishi).

Leyland had planned for a sporty model of the compact, joining a stripped-down model and an intermediate 'good quality throughout' hatchback.

There would be two four-door sedans on the long wheelbase platform, with a "basic nose" and a "super nose" with quad headlamps. The coupé would have had the latter, and a two-door van the former.

The sedan would have been 4343mm in length, the same length as the Renault 12, and 47mm shorter than the Holden Torana Six. In 1977, the closest car size-wise was the Fiat 132 (wheelbase 2553mm, compared with P82's 2540mm; height 1384mm versus 1383). Width-wise, P82 would have been among the leaders: 1670mm compared with the Fiat's 1645 and the Cortina's 1702mm. Trim levels would have been the equivalent of the P76's Deluxe, Super and Executive.

Built in large numbers



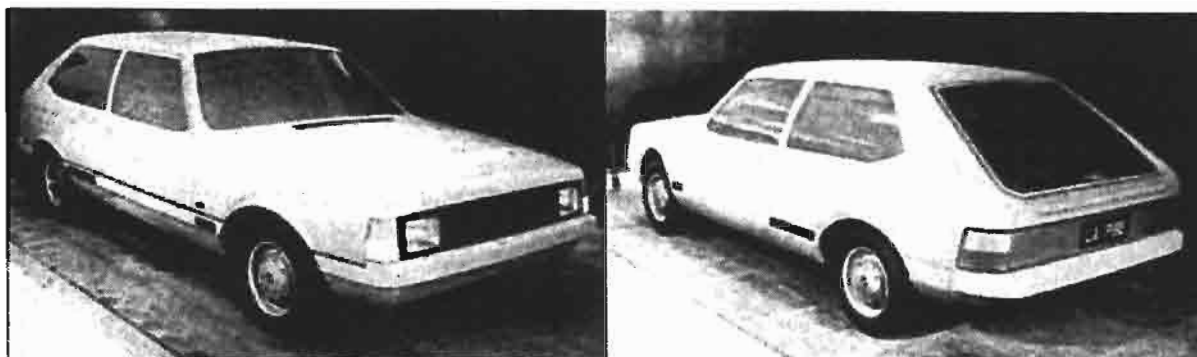
The coupé was influenced by the Fiat 124 Coupé: both were 1670 mm wide and 1340 mm high. P82 would have been shorter: 4086 mm compared with 4172. The shorter wheelbase measured 2410mm (the Fiat was at 2419mm). Wheels puts the P82 as considerably heavier, at 1077kg over the Fiat's 996kg.

The P82 Status Report estimated that an annual volume of 25,000 would be needed for the project to be profitable, which necessitated the "modular" approach to additional models.

Looking at the models in 2005, Michelotti's are probably the most pleasing. They are well proportioned and have an air of the Triumph Dolomite reskin once planned for 1980. The compact resembles the 1980 Opel Kadett and Vauxhall Astra, while the sedan has some hints of the Fiat 132. Cassarchis' offerings included a very svelte coupé, but the other variants translated slightly more poorly. The sedan has shades of the Holden Torana and Opel Ascona, while the hatchback appears somewhat like a Chrysler Sunbeam on steroids.

The programme continued apace, though it met some resistance at British Leyland, who could not understand why Australia could not accept the British models.

A sad end...



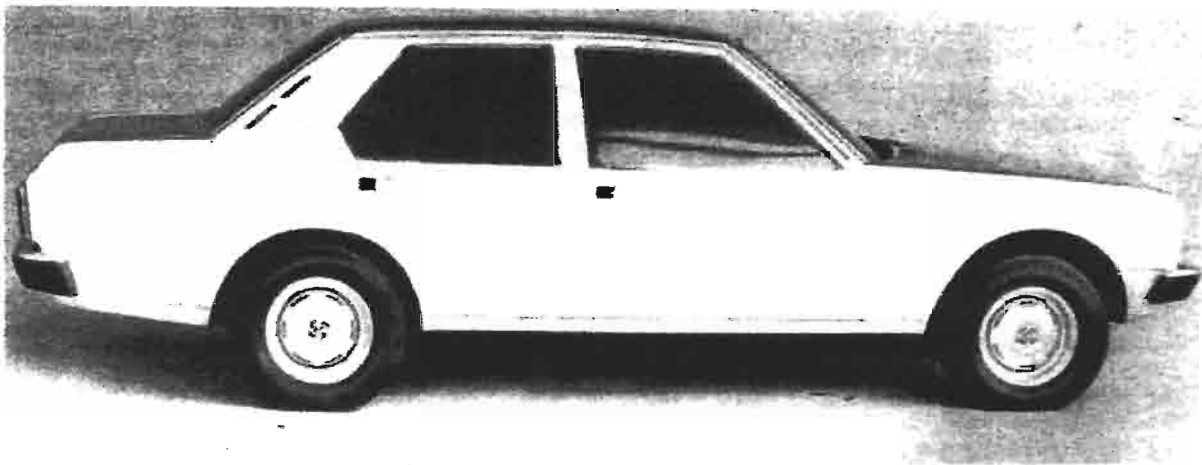
Mark Cassarchis' compact alternative - derivative with shades of all manner of Euro-hatchbacks, but pleasing nonetheless...

When Leyland Australia collapsed and local manufacture ceased, the quarter-scale models were built, and a prototype running a new V6 engine had been built. It was October 1974 and the project had been canned. According to Merv Sheather, Barry Anderson had this to say about the fate of the P82: "When the Plant closed in October 1974, the V6 engine was put into the boot of the P82 prototype, and both were flown to England. I delivered the V6 to Rover - they thought it might be suitable for the Land Rover - and the P82 was taken to Longbridge. I did have one demonstration drive with Charles Griffin and some others but, in the chaos of time it made no impact."

Like so many cars during those dark days, the P82 remains a "what could have been". It probably would have sold reasonably well, giving Leyland Australia a strong, domestically developed range in 1977. The Mini would probably have led the range, followed by P82, and a refreshed, revised P76. The coupé would have been without peers, fighting outgoing versions of the Torana Hatch. Buyers of mid-sized P82s could have graduated to P76s in time; or indeed, the reverse could have happened, with the fuel crisis turning people away from the larger models.

It may have made life easier for the Holden Commodore that debuted in 1978, making the larger Ford Falcon of 1979 seem out of place.

While this is all a moot discussion, developments back in the UK may have seen the end of P82 and P76 anyway. Cost-cutting in the UK could have seen to Leyland Australia's demise in any case.



Michelotti's quarter-scale model P82 De Luxe saloon (short nose). Picture: "P82 Status report", by Barry Anderson and Reg Fulford, Sep 1974, and supplied by Merve Sheather.

As it happened, the Triumph Dolomite appeared in Australian showrooms in 1975, in a sector where premium P82s would have resided. British management, who felt Australia should not have its own models, got its way in the lean days. By the early Eighties, Jaguar and Land Rover aside, British Leyland was present in Australia with the Rover SD1 and the Honda-based Rover Quintet.

The model line-up was to comprise:

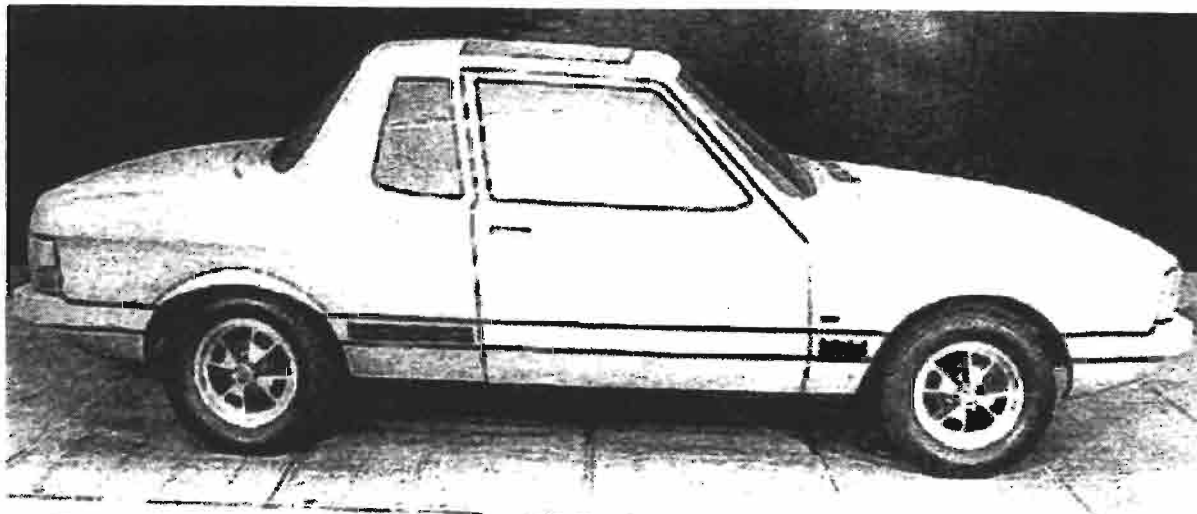
2-door compact - SWB
 4-door sedan - basic nose
 treatment - LWB
 4-door sedan - super nose
 treatment - LWB
 2-door coupe - super nose
 treatment - SWB
 2-door Van - basic nose
 treatment - LWB



The engine line up was to be:

1748cc 4-cylinder E-Series
 2622cc 6-cylinder E-Series
 3300cc V6-based on P76, V8

(Although he does not mention the slant 2.2-litre four, half a V8 block that was produced and hot-run by Kjell Erikson.)



Cassarchis' coupe mock-up. Picture: "P82 Status report", by Barry Anderson and Reg Fulford, Sep 1974, and supplied by Merve Sheather.

Jack Yan, LL B, BCA (Hons.), MCA, jackyan.com, CEO, Jack Yan & Associates, jya.net, and Lucire LLC, www.lucire.net.
His sites: [Beyond-branding](#), his book, [Typography and Branding](#), www.natcoll.co.nz/tab.html

Uncredited pictures taken from WHEELS magazine, March 1983.

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For sale

Don Florey of Ballarat [Victoria] [03] 53311051 has the following bits for sale

-New 'Ambassador' automatic transmission- suits 1800- included ~~torque converter~~ ~~torque converter~~ \$400

- New mk 1 grille \$150

- New mk 11 grille \$150

Pre loved 1800 power steering rack and pinion- included generator/ power pump \$350

Austin 3 litre 1969 commission no AB5AD6850 auto, power steering etc \$5000

Austin 3 litre 1969 commission no AB5AD6993N 4 speed manual with o/d Power steering etc \$5000

Wolseley 6 1974 commission no 2wd 17516609A rolling body \$200

I have for sale for this car a new short motor/ two second hand heads, upholstery/ dash/ head lining/ manual gear boxes, new side lamps/ tail lamps/ grille etc total price \$750

| | |
|--------------------------------------|-------------|
| 4 Complete Kimberley's | \$150 each |
| Exhaust muffler N.O S 1800 & X6 | \$40 each |
| O/S 1800 Hepolite pistons | \$250 set |
| Front windscreen rubbers | \$60 each |
| Front wheel bearing sets Incl seals | \$45 a side |
| 1800 gasket sets- top | \$50 |
| Bottom | \$50 |
| X6 top gaskets | \$50 |
| X6 radiator hoses [man and auto] | \$15 each |
| Ball joints | \$40 each |
| Water pump BRG | \$12 |
| Tasman & Kimberley grilles NOS | \$40 |
| Tasman & Kimberley Tail light ass. | \$100 pair |
| Will include 1 pair front side lamps | |
| X6 Crankshaft NOS includes bearings | \$150 each |
| Wolseley six/X6 short motor NOS | \$700 |

Also, I have many second hand parts, drive shafts, engines and gear boxes- having wrecked many cars

Last but not least 1800 Mk 11 Ute needs restoration \$700

Mk 1 Kimberley 1971 53,000 miles one owner \$2500 unreg. Green Warrigal Vic 03 5623 2456

Mk 1 green new motor no rwc auto 12 months reg Michael 03 9801 8557

Heaps of Tasman/ Kimberley stuff - an 8 x 5 trailer full of parts plus a complete Mk 1 Ute. Contact Bruce Rose 02 6655 8522 near Coffs Harbour