

Welcome to Newsletter number 147 for February and March, 2009



Landcrab Owners Club Of Australasia



22 Davison Street MITCHAM VIC 3132
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Aussie outback weather forecaster

String curling	hot
String wet	raining
String hard to see	foggy [or hangover]
String white	snowing
String smoking	lightning strikes
String moving	windy
String still	not windy
String missing	cyclone been

THE WIND BAGS

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A Super idea by Daryl Stephens

On the 21 st of November, 1965, the astonishing, outstanding Austin 1800 was released in the Sunburnt Country.

BMC Australia claimed the 1800 was fully adapted to our harsh environment.

Which was a load of hog wash!!??

The Morris 1100 experience had shown that engine mountings could be a problem. All BMC had to do was pound the 1800 over corrugations for a few hours and presto-broken engine mounts. The original English design used one mount at the battery[back] end, As well as doubling the battery end mounts, the radiator end[front] mounts were made about 200 mm longer to cope with our conditions.

The new engine mounting system – the one our cars have now - became available, according to service bulletin C37/67 on 8/6/67. The twin type mounting was introduced at car serial number 10958

In those days, brand name loyalty was a significant factor in sales, and BMC Australia would have been relying on the 1800 s predecessors to supply sales. The ancestry goes back to the Austin A 40, of 1200 cc. This became the A50, and the engine was up sized to 1489 cc and called the B series. The engine was also down sized and called the A series.

The A 50 became the A 55, and then A60, with an engine capacity now out to 1622 cc. In England, our A60 was called the A55 Mk 11 because it still had the smaller 1489 cc engine. BMC Australia was told that the 1489 engine would have to make do in the new A60, as no more enlargement was possible. It was enlarged anyway, and the Poms copied the idea. The A60 was developed into the Austin Freeway/ Wolseley 24/80 twins. This was done by the simple addition of 2 more cylinders onto the 1622cc B series engine. And the gear change went from 4 on the floor, to 3 on the tree.

Also in the gene pool were the Morris Oxfords 1, 11, 111, & 1v. Plus the Morris Minor Major, Morris Elite and Austin Lancer Austin A30 more Wolseleys and a couple of Riley's. And the 4 cylinder A 70s and A90's

For any owners of those vehicles, the 1800 was a perfect up grade.

BMC also had a range of larger, up market vehicles. These included the Austin A 90, A 95, A 99, and A 105 –and Morris equivalents called the Morris Isis, and Morris Marshal. There was a Wolseley 6/90 and a Riley something as well [I would image Wolseley 6/80 owners would be lost as future customers because of the spectacularly unreliable OHC 6 in the Wolseley]

In the fifties and early sixties, if your car was powered the BMC C series engine, it would take a fast car to put you down... [Donald something or other manager to get 120 mph from vehicles with the C series up front]

This is where BMC shot themselves in the foot. In those days, 4 cylinder engines did not give you bragging rights at the Church, or Pub .Putting a 6 into the 1800 shell was not the answer. I owned an Ausitin2200, which was the 1800 shell with the Kimberley 6 in it

for a couple of weeks and I think the under bonnet complexity would have had the vehicle laughed out of Australia

The answer for more poke for the C series customers was simply a super charger option.

In the sixties they were available after market for similar costs to an automatic transmission. Super chargers were well proved, having been around since the thirties or so. [I have been in a super charged 1800, but only the passenger seat and the engine felt like a big six. Laughter erupted when swapping seats was suggested.]

Possibly the time to release the Kompressor 1800 would have been early 1967. There was quite a significant model change then. Among other things, the drive shafts went from solid to sliding, the electric fuel pump became mechanical, the bonnet catch became internal etc. By then market acceptance was warming up and the publicity generated by the super charger would have really kicked sales along

In fact, I think the super charger would have made the 1800 Australia's top selling car.

Before bagging BMC for a couple of mistakes they made with the 1800, I will bag other makes as a comparison. In early 1969 a friend and I were doing a Sydney - Melbourne run. I was in the '67 Mk 1 with 35,000 miles on the clock and he was driving a Hillman Hunter GT just out of warranty. The 1800 was 5 up, the Gt, 4. It very rapidly turned into a road race and I got some terrific odds on suggesting the 1800 would be first into Melbourne. There were a couple of occasions where I saw 100 mph on the clock, as I watched the Hillman disappearing into the heat haze. Fortunately the Hume Highway in those days was more of a bullock track than highway, and each time the road disintegrated, I caught him.

Just before Albury, with the road in disarray, I was looking for the Hillman. A smell of oil permeated the cabin and an outstretched hand slithered into the front seat. Then we discovered the cause of the oily smell. Up a head, covered in an oily cloud, was my friend looking down at the month. Betts were settled as we set up the tow rope. {Up until then, I was getting 19.2 MPG- pretty impressive, eh?}

The design fault was that the car could not cope with a long high speed run

We patched up the motor as cheaply as we could - the pistons were really cooked and the rings somehow flew out, messing up the bores- and it was traded on a Renault. Never did work out why. Anyway, in the Outback of Queensland, on some awful roads, the Renault body twisted slightly rendering the already questionable dust sealing, useless. Design fault? Body too weak for Australia.

I once owned a Vt Commodore. Design fault [1] was that if you push them hard, the big ends let go!! And [2] the doors would flex against the door jams on all but the smoothest roads, because the body was so flimsy. And of course the early Holdens were useless in the heat, and the vacuum operated wipers ceased operation on hills

Ford Falcons about 10 years ago were all blowing head gaskets. And of course, the Land rover Free Lander did not have the industry standard 3 years, 100,000 ks warranty because Rovers new it would blown a head gasket

Merc's had a problem with the first A class. If they swerved, they tipped over!!!!

caused the primary gears to rattle at idle. And caused noisy tappets. The second cam In all but the first 700 mk 1's was far worse, The power dropped from 85 BHP down to 80 , top speed down considerably and the engine does not rev. [I advise all mk 1 owners to put in either the mk 11 cam or the 1800 S cam.] Performance wise, there is not much between the early Mk 1 s and the Mk 11 But a big difference between the later mk 1 s and mk 11 s

The cable gear change could have stayed in England. Once again, the Morris 1100 experience should have showed that the disadvantages i.e. very stiff when new, leaking oil out onto the road later on, and the dreaded hydraulic lock outweighed the advantage which is? I converted my last manual to the rod gear change. The cost from Tony Wood in England was similar to a re conditioned local cable set, and if I own a manual, again, I will do the same thing again

Next- the rubber universal joints. If they let go, they can punch a hole in the gear box, tie petrol, suspension and brake lines in knots and generally create havoc. Perhaps when replacing them the option of metal unis should have been offered.

And now the juicy bit. To my way of thinking, they made a blue with the rear hydro units. They are the same units as used all around on the 1100... I guess the reasoning was that if they would support the 1100 power unit, they would support the 1800 rear. Except that when the 1800 hits a bump, the far greater weight of the bigger power unit squirts the fluid down to the rear displacer much harder/ faster then in the 1100.

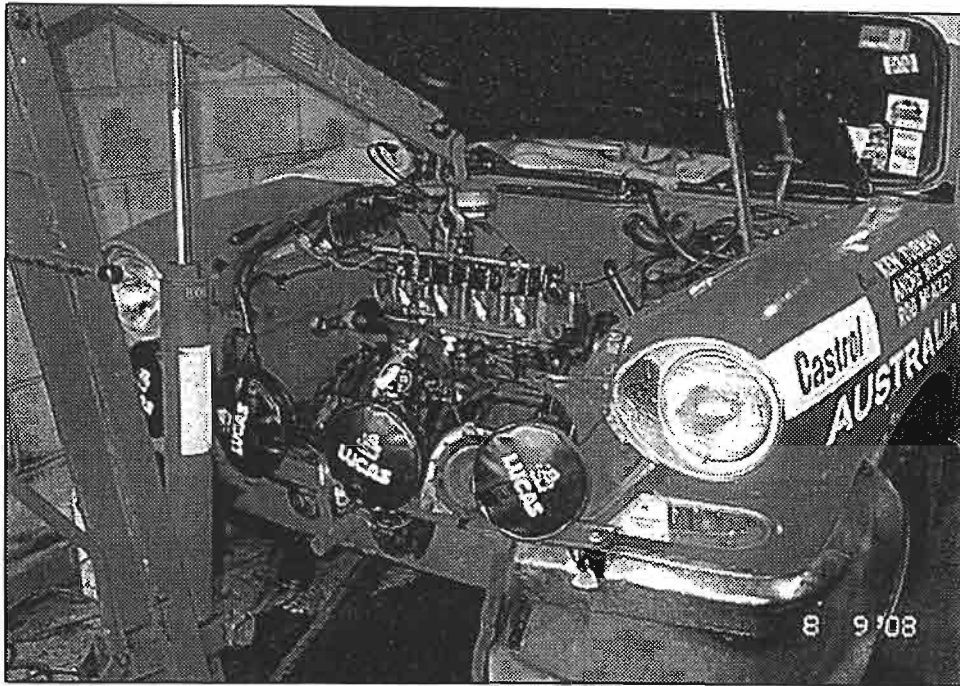
Now add a 40c day, very bad roads and higher suspension pressures and it is not a question of if, but when. The 1100 ran a pressure of 205 pounds. The first 1800, 260 pounds, and then dropped to 240 pounds. The Kimberley dripped to 205 pounds. Seems to be an admission in there somewhere.. My experience is that the hydro units do not let go when new. However, they had a design life of 10 years. I think the design life should have been a least tripled. Also, there were rumours of completion hydro units. I wonder if they really existed. The lesson was taught to BMC in the [I think] 1965 East Africa Rally. An 1800 led all the way until the rear hydro units let go...BMC claimed side pressures on the rear suspension, not found in Europe caused a problem. The facts should never interfere with a believable lie!

Next, I think the Mk 111 should have been released in Australia. And to kick the range along, introduce the option of power steering, air conditioning, a hatch back 5 door version that was available as an after market in England, and the 4 x 4 that was also in England.

And if brains had been used, we should have got the Allegro and Princess to replace the 1100 and 1800- not the Marina and P38

If King Solomon had written Proverbs to day, I'm sure he would have said' to err is human- to really foul things up took Leyland!!

An SMO227G Saga



It started with an oil leak from the clutch so it was an engine out job.

In September, Mike and Tony Jordan came down to help on Monday afternoon and stayed until Saturday without them I could not have done it so many thanks to Mike and Tony .

Of course being a works car nothing is standard including the exhaust system that is welded and bolted up solid and the suspension strengthening bar that runs close to the gear shift housing and is also covered by the gearbox guard so you can't get at the nuts to detach them.

So you have to take off the carbs to get to

the exhaust and then you find you have to take off the radiator and fan to swing over the engine for clearance to get at the gearbox guard and gear shift housing.

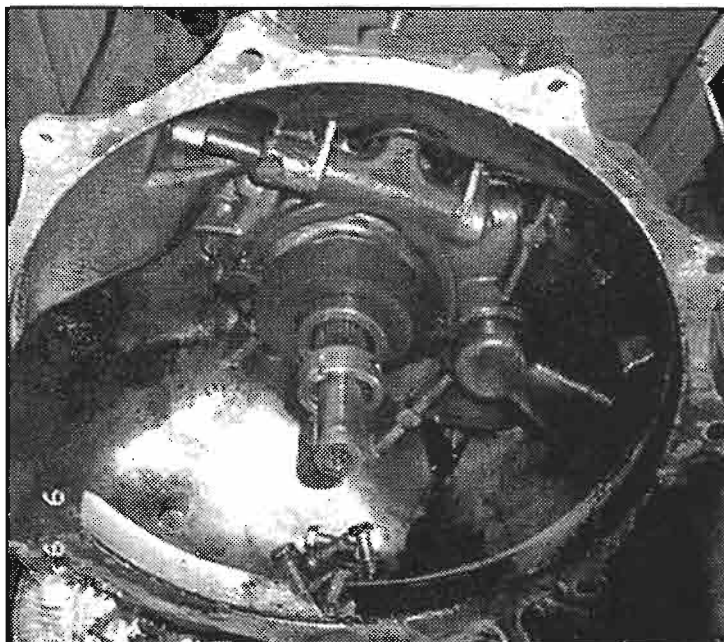
The gearbox guard is bolted on the rear of the engine to where on a standard car the bottom engine steady goes but with a much larger diameter stud – on SMO the steady is bolted in a lower position with another long bolt through the gearbox guard, on the front of the engine the guard bolts to the engine with the 6 gearbox bolts, but due to the design of the guard you can only get in with a open ended spanner one flat of the nuts at a time.

So after 8 hours work and much swearing the engine is out and next day we start to strip down the clutch.

We found a major disaster in the bell housing, the transfer box has a shaft from the gear box to the idler gears this has been known to come loose.

In SMO the bottom shaft was tight and there were no signs of the nut rubbing the housing but the top shaft that goes into the clutch had slowly been grinding its way out of the case because the bearing retaining nut that is behind the release bearing in the bell housing had come completely loose, probably due to not being correctly tightened in the first place, and was rattling round the clutch housing wrecking the oil seal and causing the leak.

The big problem was it had chewed up its

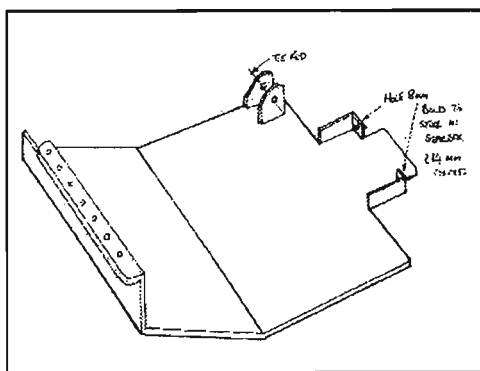


thread and the shaft, nut and bearing were scrap.

I did not have a new shaft so we had to compromise and strip and fit the complete assembly that I had from VLT 1G. I did luckily have a clutch shaft oil seal and we as a matter of course fitted a new flywheel oil seal, complete clutch and release bearing.

We then had to clean up, paint everything, tidy up the engine bay etc and put it all back together – strange how things that come off easily don't want to go back on with out adjustment – re-fitting the gearbox guard was a real B..... and we had to bend the bottom of the radiator mounting to get the fan to clear the cowl!!! We finished on Friday and fired it up on Saturday – it all works. I am going to have a weeks rest to recover!!

Cheers, **Ken**



The AUSTIN MAGAZINE

By Club Member Herbert Simpfendorfer

No, not the Landcrab Magazine! This one is different. It looks different. I have one in at my place, and I'll tell you about it.

It is the AUSTIN MAGAZINE dated February 1967 and the cost was 1/-, which is one shilling. It is a little over A4 in size, and contains 56 pages, not counting the cover. The Contents page shows the Editorial Office is in Longbridge Birmingham Box 41 G.P.O. It also tell us that the magazine is published by The British Motor Corporation for Austin and Riley car owners¹. The editor is one Ian Norris. It has glossy paper, is professionally printed, and has some colour content. Obviously you could get quite a lot for one shilling 42 years ago!

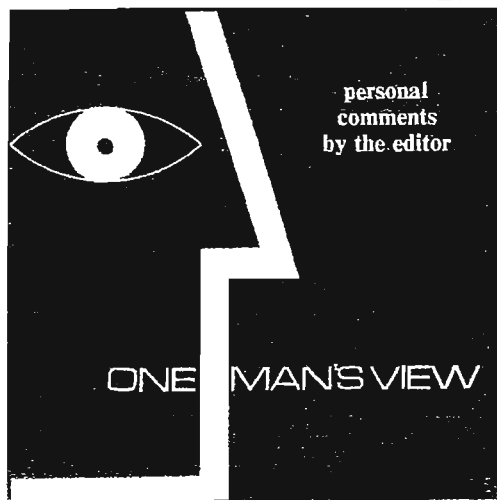
So there you have it! BMC at Longbridge produced a magazine for people like you and me and other Austin 1800 owners. And what are the contents all about? The inside front cover shows a you beaut whole page colour photo taken from a height of a Mark 1 Austin 1800 surrounded by 44 small children and two adults, one suited adult male getting into the driver's door and a lady amongst all the kids. It looks like a Kindergarten school group was pressed into service for the photo shoot.(see photocopy of this page and other sections of the magazine in this edition). The text below the photo reads:

The New Austin 1800 has so much space you wouldn't believe it. Big families, small families. Children with dogs, husbands with golf clubs. All with one problem. Space, capital S. So where do you find a car with your kind of space, at your kind of price" ? A car that's safe on the road, yet fun to drive and extremely comfortable to ride in? One answer. The Austin 1800. Austin 1800 from 166.19.0 pounds. Austin brings motoring to life! BMC AUSTIN

So the 1800 was obviously an important car at the time, getting a full page like that on the inside front cover. We all know that the first one rolled off the assembly plant at Longbridge in 1964. And on the inside back cover, there was another nice colour photo of another 1800, this time with no people around. There are also many pages of company advertisements, e.g. Vowles Foundries, Cronite Heat Resisting Castings, Lamport & Holt Line Ltd, Kenning Motor Group, Royal Mail Lines, and many more

So what did the editor think would be of interest to Austin and Riley people? He obviously was thinking all readers were from the British Isles because there are nine articles for travel enthusiasts, of interest to Britishers and maybe a few others who live across the ditch. That takes up well over half the magazine, so Austin people were obviously well into travelling in the British Isles and abroad.² Then there is a page named Bookshelf, which has reviews of three books, all about travel.

Just past the centre of the magazine are two pages with the heading Car Care. Twenty three owners wrote in with questions about their cars, but not one was specifically about an 1800. One person wanted to know about positive crankcase ventilation, and received a good answer. The Editor wrote one page, Courtenay Edwards has two pages of Motoring Diary, mainly about current events, then there are two pages of letters to the editor. All interesting, mainly about travel, with little for the Aussie reader. The very last letter from G. Green in Lancs. tells readers how good the 1800 is for towing caravans. He pulled up at a caravan park, and found seven other 1800s there, most with caravans hitched up behind.



The morning was damp and the roads were greasy as an office colleague made his way to work. A bit of injudicious overtaking by an approaching vehicle caused the Westminster in front to apply his brakes rather hurriedly and my friend's 1800, wheels locked on the slippery surface, slid gracefully into the rear of the larger car.

The front of the 1800 was extensively damaged but it was still drivable and he set off on the four miles to the nearest garage. On his arrival the mechanic set-to to give the car a full check-up. As he inspected the engine, his hand brushed against the rubber cover of the distributor cap. Surprisingly, the rubber yielded to his touch, and as he peeled back the waterproof cover small flakes of bakelite fell out. As he pulled the cover away completely the distributor cap literally fell apart in his hands.

A final count revealed no less than 13 pieces, all of which had been held together sufficiently tightly by the cover for the car to have been driven four miles with the distributor in its shattered state.

Just in case anyone doesn't believe it, we had a photo taken to show the extent of the damage.

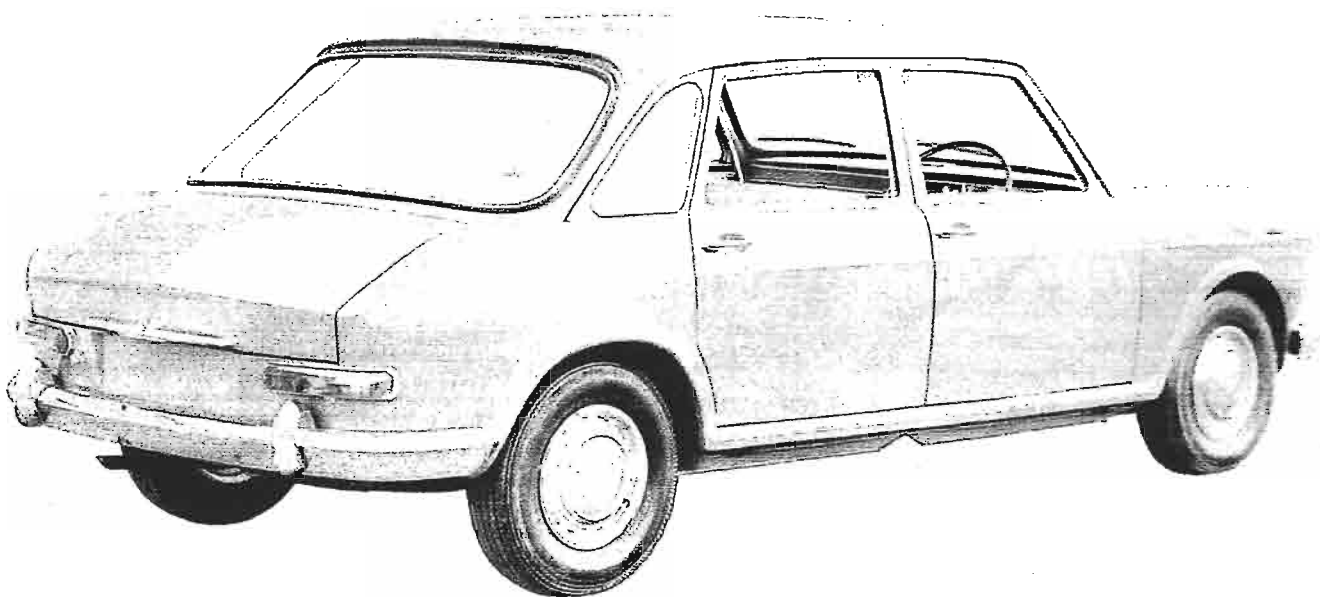
In almost any hunting country now we see cars stopped in twos and threes by the roadside while their drivers search the fields beyond with binoculars to see which way hounds are running. What happens when they run onto a motorway?

In the past there have been tragedies every year when hounds followed their fox across a railway-line and were killed. Then we could afford to mourn the loss of these animals, since the train's passengers and crew were not injured. But hounds on a motorway might easily cause an accident, leading to one of those pile-ups only too familiar to motorists during the foggy months. This is only too well understood by hunt officials and a ban has been put on hunting within two miles of any motorway.

AUSTIN AND RILEY CAR PRICES

(and extras as fitted on production)

	Basic price	Total with Purchase Tax
	£ s. d.	£ s. d.
Austin Mini Saloon	387 10 0	478 0 5
Fresh-air heater	11 0 0	13 10 5
Austin Mini De-luxe Saloon ..	425 0 0	524 2 4
Reclining front seats	12 10 0	15 7 4
Automatic transmission	75 0 0	92 3 9
Austin Mini Countryman (inc. front over-riders)		
Without wood battens	449 10 0	554 4 7
With wood battens	465 10 0	573 17 11
Reclining front seats	12 10 0	15 7 4
Austin Mini Cooper	487 0 0	600 6 6
Reclining front seats	12 10 0	15 7 4
Austin Mini Cooper 'S'		
With 1275-c.c. engine	642 10 0	791 9 2
Reclining front seats	12 10 0	15 7 4
A40 Mk. II Saloon	460 0 0	567 2 9
A40 Mk. II Countryman	476 0 0	586 16 1
Fresh-air heater—Saloon and Countryman	10 0 0	12 5 10
A40 Mk. II De-luxe Saloon ..	495 0 0	610 3 2
A40 Mk. II Countryman De-luxe	510 0 0	628 11 11
Austin 1100	507 0 0	624 18 2
Fresh-air heater	10 0 0	12 5 10
Austin 1100 De-luxe (inc. heater)	532 0 0	655 12 9
Leather seat trim	10 0 0	12 5 10
Automatic transmission	75 0 0	92 3 9
Reclining front seats	12 10 0	15 7 4
Austin 1100 Countryman	577 10 0	711 11 3
A60 4-door Saloon	608 10 0	749 13 4
A60 4-door De-luxe Saloon ..	637 10 0	785 6 3
A60 Countryman	697 10 0	859 1 3
Automatic transmission (all A60 models)	58 0 0	83 11 8
Fresh-air heater (basic model) ..	12 10 0	15 7 4
Diesel engine (all A60 models) ..	85 0 0	104 9 7
Reclining front seats (all A60 models)	12 10 0	15 7 4
Austin 1800 Saloon	688 0 0	847 7 9
Fresh-air heater	12 10 0	15 7 4
Reclining front seats	15 0 0	18 8 9
Austin 1800 De-luxe Saloon ..	721 0 0	887 19 0
Reclining front seats	15 0 0	18 8 9
A110 Saloon Mk. II	825 0 0	1,015 15 8
A110 Super De-luxe Saloon Mk. II	920 0 0	1,132 11 1
Automatic transmission	80 0 0	98 6 8
Overdrive	42 10 0	52 4 10
Power steering	55 0 0	67 12 1
Austin-Healey Sprite Mk. IV ..	545 0 0	671 12 4
Austin-Healey 3000 Sports Convertible	915 0 0	1,126 8 2
Laycock overdrive	50 0 0	61 9 2
Wire spoke wheels	25 0 0	30 14 7
Fresh-air heater	15 10 0	19 1 1
Tonneau cover	10 0 0	12 5 10
Leather seat trim	12 10 0	15 7 4
Princess 1100 Saloon	765 0 0	942 0 8
Princess 4-litre R Saloon ..	1,650 0 0	2,029 16 11
Princess Limousine or Saloon ..	2,550 0 0	3,136 1 11
Riley Elf Mk. III Saloon	525 0 0	647 0 8
Riley Kestrel	645 0 0	794 10 8
Riley 4/Seventy Two Saloon ..	760 10 0	936 10 0
Riley 4/Seventy Two Saloon with automatic transmission	828 10 0	1,020 1 8
Reclining front seats (both models)	12 10 0	15 7 4
S.W.B. Gipsy Soft Top (Petrol) ..		£680
" " " " (Diesel)		£785
L.W.B. Gipsy Soft Top (Petrol) ..		£750
" " " " (Diesel)		£860
(Hard Top and Pick-up S.W.B. and L.W.B. models also available)		



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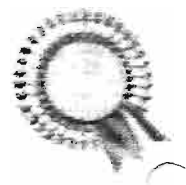
Protection against damage by flying stones and grit.

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The New Austin 1800 has so much space you wouldn't believe it

Big families, small families. Children with dogs, husbands with golf clubs. All with one problem. Space, capital S. So where do you find a car with your kind of space, at your kind of price? A car that's safe on the road, yet fun to drive and extremely comfortable to ride in? One answer. The Austin 1800. Austin 1800 from £887.19.0. (incl. £166.19.0 p.t. and surcharge

Austin brings motoring to life!

BMC

AUSTIN
THE BRITISH MOTOR CORPORATION LTD.



TI inside front cover of the AUSTIN MAGAZINE February 1960

The last section of the magazine gives the Austin Service Depots in the world, and the Aussie ones (in 1967, remember) listed are: H.C. Heathorn & Co. in Hobart, Larke Hoskins in Sydney, U.K. Motors in Brisbane, Adelaide Motors in Adelaide, Gould's Motors in Melbourne, and Winterbottom Motor Co. in Perth.

Obviously, the magazine I have is one of a series produced at Longbridge. This one has no indication of frequency of publication, or the number produced prior to this specific edition. It would be interesting to

know when they started, and when they finished. And maybe the contents were similar to the above all the time, with travelling topics taking up the majority of pages, or maybe they became less frequent when the editor realised that there were readers from other countries, like Aussie-land.

I have included photocopies of some of the contents of this magazine for your enjoyment.

So there you are. I hope you enjoyed reading a bit of history connected with the mighty Austin 1800, and hopefully with something you have not heard about before.

¹ The connection with Riley may be known to some of you, and it goes like this. In a confusing number of mergers in the U.K. in 1940-1960, Nuffield and Riley merged in 1952. This became BMC. So, for a while, until the last Riley was produced in 1969, some Riley vehicles were rebadged Wolseley and Morris vehicles.

Concurrent with the 1800, here is the list of Riley vehicles and their equivalents:

1961-1969 Riley 4/Seventy-Two (Wolseley 16/60)

1965-1969 Riley Kestrel/1300 (Morris 1100)

So, just in case you are interested, you guys out there could source a part for your 1800 from a Riley 4/Seventy-Two, especially for bits under the bonnet, as it is a B Series engine (1600cc), and has a Borg Warner 35 auto gearbox for starters. I would be surprised if some interior bits are not the same or interchangeable. But the body seems to be quite different.

² This is little different from our present RACV, NRMA etc magazines.

Popular puller

I feel bound to write this letter to you, and hope that you will find the space in your magazine to print it.

We have all read articles about the best types of vehicles for towing caravans, and quite a few have been written about the '1800'. It is the use of one of these that prompts me to write.

I recently toured Scotland with my 1800 towing a Sprite 'Musketeer' with all the necessary equipment together with four grown passengers. Oh, I nearly forgot, with a little dog as well.

Without taking too much of your space, I travelled to Carlisle, Edinburgh, Pitlochry, into the Cairngorms, Grantown-on-Spey, Forbes, Findhorn, Inverness, Gairloch, over the Strome ferry and on to Invergarry, Fort William; over the Ballachulish ferry and over the Connel Bridge and into Oban, on to Dalmally, Inveraray, Tarbet, Glasgow, Lockerbie, Dumfries, Carlisle, and Bolton.

The journey was excellent, and despite some very rough roads, narrow passes, and very steep hills the car behaved in a first-class manner.

I have all the facts and figures about petrol consumption for anyone requiring them, but I am not really interested in them, only to say I used no oil on the journey at all. The only other thing that I did was to put up the tyre pressures to 30 lb. all round—which seemed to be just right. The weight distribution in the caravan itself is also critical, but one soon gets the 'feel' of things.

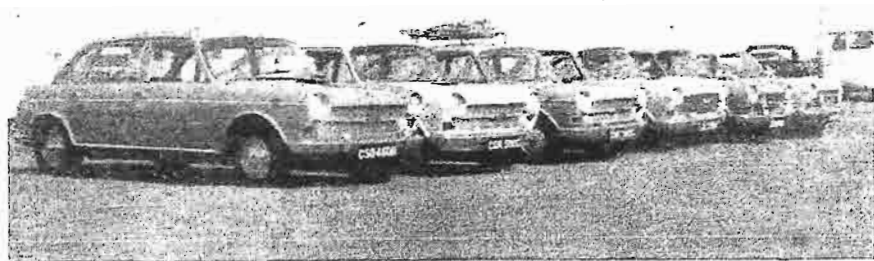
If anyone reading this is still in doubt about towing with an 1800, I am enclosing a photograph of a group of 1800s taken on the Gairloch Sands Holiday Caravan Site near Gairloch, Ross and Cromarty.

It will be seen that six cars are on the photograph; however, a total of nine 1800 saloons were on this site at this particular period, and no less than seven were actually towing caravans (of one

particular make). We were unable to manage to get them all together, but I feel sure you will agree that this photograph is somewhat unique in itself.

Many thanks for hours of pleasure derived from reading *Austin Magazine*, and I look forward to many more.

G. Green,
23 Denstone Crescent
Bolton, Lanc.



47

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Contact list

Calendar

Privacy

New Hydrolastic units for sale

From: **Ken Green** (kengreen@landcrab2.freemove.co.uk)

Sent: **Wednesday, 7 January 2009 12:28:59 AM**

To: **Tony Jacson** (jacksonte@tiscali.co.uk); **Tim Kennon** (TimKennon@at
(Chris@Linford.nl); **Peter Laursen** (pfl@hr-laursen.dk)

For information and Club Mag

Ken

Hi!

I have 2 brand new hydrolastic element for sale after i
to every contry in the world.

That is one element for the front and one for the back.
here, so that is no interesting for this hydrolastic element
element.

VIDAR HAGEN [vidarnorway@hotmail.com]

Beställ bläck före 19 för leverans nästa vardag inkClub

DIY Rust removal

This is a method to remove rust from steel and iron, it works and is very inexpensive.

1/ you will need a large plastic container, about 25 litres (3 gallon) capacity, I got mine from a local shop for £1.00

2/ you will also need ordinary washing soda crystals (Sodium Carbonate Decahydrate for the technically minded)

3/ fill the container about $\frac{3}{4}$ full and add the soda crystals to the water about 10gr to a litre of water, I bought a 1kg packet and used about a quarter of it. Let it mix in thoroughly. Wear eye protection and rubber gloves for this just in case you splash it about.

4/ Next you will need a battery charger, a couple of strips of wood to fit a cross the container, some hooks made from old metal coat hangers or welding wire, an old piece of mild steel about 100mm (4") square – I used a bit of old metal I had lying about.

5/ hook the old piece of steel to the strip of wood so it is submerged in the water and connect the POSITIVE (red wire) from your battery charger to the hook.

6/ get the item you want to de-rust, degrease it and hook it on to the other wooden strip so it is about 100mm (4") from the positive connection then connect the NEGATIVE connection of the battery charger to the hook leading to the item you want to de-rust and turn on the battery charger, you should see bubbles appearing around the item you want to de-rust - this is hydrogen gas so make sure you are in a well ventilated.

7/ leave for about an hour or more it will do no harm if left longer and switch off the battery charger, then wearing your gloves etc remove the item and wash under a cold tap, then scrub with a stiff brush. If all the rust is gone hang somewhere to dry and then spray with primer.

If there is still corrosion return to the bath for further treatment, You may find that after a few hours use you have to wire brush the old bit of metal on the positive side to remove the build up of corrosion transferred from your item. This treatment will remove paint given enough time but NEVER try with anything other than Mild steel or Iron components.

You may find it is helpful to turn the item through 180 degrees half way through the treatment or have more than one positive plate – say 4 on in each corner - for very odd shaped items

LeylandPark
585 Burrendong Way
March NSW 2800
4th December 2008
phone:02.6365 8328

The Editor
22 Davison Street
Mitcham
Vic 3132

Dear Daryl,

Thank you for the Landcrab Newsletter, as always, helping to keep our feet on the ground, on the one hand, and at the same time inviting us to just try and experiment with another modification, or merely take another drive and experience those comfortable seats.

The Newsletter is especially relevant to me as the Internet is a mountain I have yet to climb. I am still finding out things about the Austin, after all, and that was built in probably late 1969, and designed many years before that. I would therefore like to thank all those kind folk out there, especially Ken Lyle, who carefully rebuilt my car, Graham Anderson, Herbert Simpfendorfer, yourself, Daryl and many others who have helped me with tips, suggestions, special parts and actual work to maintain a very special car originally built by humans in Sydney.

But I must get to the point of this letter before Christmas overwhelms me. Referring to the latest Newsletter (number 146) I was surprised to see Ben Carlin's book of the 1950s, *Half-Safe*, helpfully reviewed by Herb. I must also recommend this book as possibly the second most 'hair-brained' adventure book I've ever read, which I did at Christmas 1955. The Kon-Tiki Expedition was the popular story of the day, no doubt properly financed by Scientific bodies. Whereas, Ben Carlin, being the private self-motivating type, found it hard to finance his proposed trip. In my opinion Herb makes light of Carlin's travels but we must remember that Herb himself is well known for his Round-Australia exploits, of which, no doubt Sir Alec Issigonis would be proud.

However, this narrative, written in the first person, really was the most ridiculously dangerous venture. *Half-Safe* is the fairly unambiguous name given to the allegedly amphibious jeep. I'm not so sure Henry Ford would be proud of Ben. This book covers the journey from Canada to England via the North Atlantic Ocean, the Azores, the North West African coast (on wheels), across the Mediterranean to Gibraltar, thence through Europe (on wheels) even up to Malmo in Sweden before the Channel crossing to England and Birmingham. I'll say no more because this is where the story pauses, sadly the end of the book, but complete in itself. But you are thirsty for more!

Ben promises to continue with his travels. So I waited and waited and waited. Years went past and few people had heard of Ben Carlin and *Half-Safe*. I assumed he had run out of money or had settled down.

A motoring friend from the MG car club in Newcastle happened to mention the book only fairly recently and hadn't I read the sequel. No it was not generally available except from a single source in Western Australia, and was also quite expensive. It seems the sequel, called *The Other Half Of Half-Safe* was published in 1989, 34 years after the first book. You must read the book to unravel this strange statistic.

But there is hope and encouragement for all those interested, especially for those intrepid members who plan to journey west at Easter 2009 to Perth and the Austins over Australia Rally.

Cannington happens to be the headquarters of this event. Guildford Grammar School is probably no more than 20kms away according to my RAC Perth City and Suburbs map. The book *The Other Half Of Half-Safe* was published by the Guildford Grammar School Inc. which is situated at 11 Terrace Road, Guildford. I believe the book may be purchased from them. I wrote for my copy, and it cost me \$40.00. It was well worth it for the motorist's library.

But there is more! You may not believe this, in our modern world of political rhetoric, exaggeration and just plain untruths, but apparently, according to the very pleasant lady on the end of the phone line to the aforementioned school, the actual vehicle, Half-Safe itself no less, is on permanent exhibition at the school!

I just thought you might like to know that.

Yours in Motoring

David J. Huck
David J. Huck

PS I nearly forgot: you might ask what was the most hair-raising adventure book I've ever read? Probably *Fawcett's Expedition*, written, I believe, by his son. I read it many years ago, and is presently misplaced, or even in the library of a borrower, and forgotten. However, the real hero, the author's father, was a very courageous man who greatly impressed me, at the time, as he was employed by the British government—if my failing memory serves me right—to survey large areas of the Amazon and the Brazilian borders around the 1920s. I am trying to find another copy.

MORE BOOKS ABOUT ADVENTURES IN VEHICLES

I enjoyed Herb Simpendorfer's article last newsletter about his bedtime reading (in fact I enjoy all of Herb's articles). He obviously has very good taste in his selection of reading material as I have many of the same titles and am looking for the rest.

I would like to add to Herb's list (even if it has a rally bias) with the following:-

MARATHON Alan Sawyer 1969

This is the story of the 1968 London to Sydney motor classic won by Andrew Cowan in a Hillman Hunter with Paddy Hopkirk second in an 1800. In addition to the story of the event the book contains details on how every car finished, points lost, the placings and facts about the winning cars.

FROM REXED TO REPCO Bill Tuckey & Thomas B Floyd 1979 ISBN 0 85566 496 7

This book deals early motoring history in Australia, the city to city dashes (1910 to 1930) and all the Redex, Ampol and Mobilgas trials, the marathons and a preview of the 1979 Repco trial.

YOU CAN'T GET THERE FROM HERE Barry Lloyd 1987 ISBN 0 7316 0331 1

A light hearted look at the motoring adventures of the author in out back Australia in a VW as well as the 1966 testing of Mitsubishi Colts over a 13,000 km course.

TRIAL RUN Ben Verschuur 2004 ISBN 0 646 43821 2

Tales centered on one family's entry in the 1995 Mobile 1 Round Australia Reliability Trial. (An 1800 finished 59th).

Kerry Guinea
(jkguinea@gmail.com)

New Zealand Mark II Austin and Morris 1800s

As part of BMC Australia's export drive, both fully built up cars and ckd (completely knocked down) kits were sent across the 'ditch' to New Zealand. Because they still hung onto their dual franchises of Austin and Morris (and thus competed with each other instead of Ford, GMH and Toyota etc) Australian cars were handled by the same crowd who did the UK versions. In the case of the Mark II 1800s, you could buy a fully built up Australian car, one assembled out of Aussie bits in NZ, a fully built up British import or one assembled in NZ out of British bits. Four different types of Austin and another four Morris types..... According to Elton Sweeney who was working for the Austin side of things over there, the best was a fully imported Australian car, then a toss up between a locally assembled out Aussie bits or fully imported Brit and last built in NZ out of British parts.

A further complication was the Freeway name, which was used to get around import restrictions. Apparently the quota of Austin and Morris 1800s was oversubscribed, so both Mark I and Mark IIs were marketed as the BMC Freeway as well as Austin Morris (and Wolseley) The Freeway used the Austin grille. No likeness to the traditional Australian Austin Freeway, except for the use of the boot badge.

At the Christchurch swap and car show this year, there was an immaculate Morris 1800 Mark II and this was locally assembled out of Aussie parts and repainted in its original colour, which was a really attractive shade of burgandy - nicer I think than we used here.

Another more down at heel Austin 1800 Mark II I spotted was also fully built in Australia in black. I didn't ever think we made black ones here, but a look at the Aussie ID plate inside confirmed this, so I'm sure it was made to special order, and may well have been an embassy car. It was sporting Wolseley 18/85 over-riders, three of its hub caps were British, while the fourth was one of ours. The trim was definitely Australian, whereas the afore-mentioned Morris had original local trim.

And you thought all 1800s were the same!

Nairn Hindhaugh ©



*The Morris 1800
at Christchurch
recently.*



Above: The black Australian built Mk II at Christchurch.

New member

George and Pam Honicke gfw@icon.co.za From South Africa
A 1967 mk 1

Sales

Extremely good mk 11 manual, with new engine Rob Bertuch 0417 758 314 \$2500
Mitcham Vic.

Mk 11 auto 1970 59,000 miles 2 owners Ryan Adelaide 08 8339 1549 offers

Wanted 1800 automatic in VGC 03 9844 4664 [Melbourne]

(1) Oil Filter Test:

A quick check on the efficiency of an engine oil filter can be carried out by feeling it. If, when the car has been driven sufficiently far to warm the crankcase, if the oil filter remains cool, oil is not passing through it and should be replaced. A correctly operating filter should be as warm as the crankcase.

(2) Replacing Valve Springs.

The tightly coiled end must fit against the head or block. This is to keep the coiled end stationary.

Technical Tips

A POINT TO REMEMBER

by Peter Taylor.

Every component in a vehicles ignition system is the 'Heart' of the system.

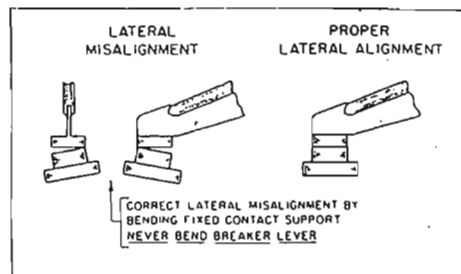
If this is the case, then the points are the mechanism that controls the beat of the heart.

Point gapping controls the amount of time which the points stay closed and has a very important relationship to coil saturation. That is, the longer the points stay closed the longer they feed battery current into the coil's primary windings, and the stronger the magnetic field becomes. As a result, greater spark voltages are produced.

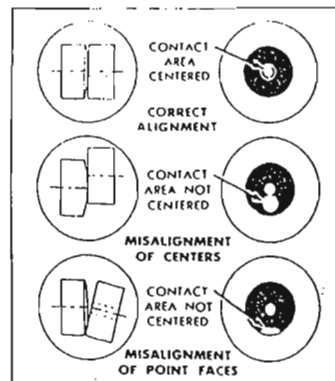
However, there is a limit to how long points can remain closed effectively due to the design of the distributor cam. Although there is a specific tolerance for point gapping, efficiency is lost beyond a certain point.

Points that are set too wide, open gradually. This can cause excessive arcing and burning of contacts, and shortens coil saturation time as well. If set too close, saturation time is increased, and point bounce can occur at higher speeds (not a problem for some of our cars), the idle becomes rough and starting is more difficult.

For maximum efficiency and minimum deterioration, the contacts must meet accurately - both horizontally and vertically as well as at 0 degree angle. If mismatching occurs, adjust the fixed support only - never attempt to bend the breaker lever.



After the points are checked for alignment, and any discrepancy corrected, they can be installed and adjusted to the manufacturer's specifications. Failure to adjust to the correct gap will have a direct bearing on when the spark plugs fire in relation to top-dead-centre. ie, engine timing.



Do not attempt to set 'used' points with a feeler gauge as the slightest pitting will result in an inaccurate gap setting.



Landcrab Owners Club of Australasia



22 Davison Rd. MITCHAM VIC 3132
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Welcome to newsletter number 148 for April and May, 2009

The Rally Car Register

SMO 233G



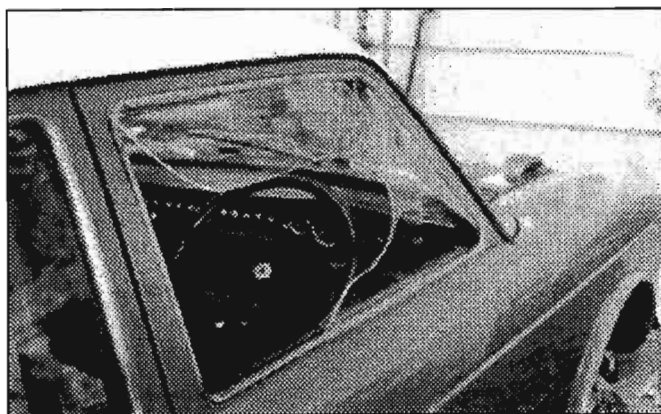
SMO 233G on the Lataban Pass. The '3' in the registration number has been deliberately scratched out to make it seem it could be SMO227G, his Rally Car.

SMO 233G was a Morris 1800, built up from a bare shell during 1968 in the Competition Department at BLMC Abingdon. It was made to be used as a survey car on the 1968 London To Sydney Marathon Rally.

Whilst it shared many of the rally car modifications it was not a full-blown Marathon car – it lacked the famous Roo bar for example, normal bumpers were fitted instead.

The car left England with Brian Culcheth and Henry Liddon as crew. It followed the Marathon route and part of the task was to check the notes made using the 1800 RMO 723F by Paul Easter, Henry Liddon and Tony Nash.

When the car arrived in Delhi it was garaged into



a secure compound, then Culcheth and Liddon took a flight home with the precious survey notes.

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

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



The same car later on the trip from Bombay to Europe.

SMO 233G stayed at the Motel until the day of the Rally when Stuart Jackson – a member of the Abingdon parts department – was driven out to Turin by Bill Price who was sweeping the marathon route. SMO 233G was then driven back to England by him, its part in the event over. SMO 223G still survives and is still in England. My thanks to Bill Price, ex Abingdon boss, who supplied most of the information.

SMO 223G being built in the Competition Department workshops at Abingdon. You can tell it's 233 by the fitting of bumpers and the fact that the top of the wings are not painted black.

The 1968 London-Sydney Cars

SMO 225G. Morris 1800. First registered to the MG Car Co 1/11/68. Rauno Aaltonen's car. Re-registered in Oz as ATF 353, used as promotional vehicle, see *Sports Car World*, March 1970 road test. Repainted Blue/White and fitted with a HRG cross flow head and twin Webber carbs. It was used as rallycross car AKO 258 – see test report *Australian Motorsports & Automobiles*, July 1970. Dismantled to build the X6 rally car in 1971, other parts sold off or scrapped.

SMO 226G. Austin 1800. First registered to the MG Car Co 1/11/68. Paddy Hopkirk's car. Second overall on the 1968 London/Sydney marathon. Returned to the UK and put on show. Rebuilt for the Pirelli Classic Marathon by Martin Jubb. In the BMIHT Museum at Gaydon, Warwickshire.

SMO 227G. Austin 1800. First registered to the MG Car Co 1/11/68. Prepared from a bare shell in the world-famous BMC Competition Department at Abingdon as one of four very special 1800s to tackle the 1968 London to Sydney Marathon.

Built for Australians, Evan Green, Jack Murray & George Shephard. Running as Car 31 it finished 21st overall, after being well up with the leaders and then losing a lot of time replacing a rear suspension arm due to an over-tightened rear wheel bearing failing.

Re-registered in New South Wales' Australia as ATF 353, it was driven by Greg Garrard in the 1969 Southern Cross and Alpine rallies.

Prepared in the Competition Department of Leyland Australia and used by Ken Tubman, Andre Welinski and Bob McAuley as AZN 256, running as car 32 on the 1970 World Cup Rally to act as a back-up to Evan Green's Triumph 2.5Pi. It is rumoured that they gave a lift to Prince Michael when his Maxi expired – this is to be confirmed.

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

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

Sold after the rally and re-registered in Queensland as 668 BMM, the car, still in World Cup trim, was displayed at Gilltraps' Museum, Coolangatta, Australia. The car was thought to be SMO 974G and was displayed as such.

If you read Evan Green's book "*A Fist Full of Right Arms*" he says that his car and Tony Falls' car were used by Ken Tubman on the 1970 World Cup Rally, he says that SMO 974G was the rally car and 227G the service car. This is why the car in the Museum was thought to be 974G.

However, it would not make sense to use

974G as the rally car as this is a Morris and only Austin cars were sold in the UK. The rally car would need to have an Austin identity for publicity purposes. Hence 227G being used instead.

Whilst there was never any doubt that the car was a genuine London to Sydney 1800, its real identity did not come to light until 2001, when the Chassis numbers were checked against the original vehicle licensing details in the Berkshire County records and were found to match SMO 227G. This was later reinforced when SMO 974G's chassis number matched another surviving car.

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

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

SMO 233G. Morris 1800. It was made to be used as a survey car on the 1968 London to Sydney Marathon Rally.

Whilst it shared many of the rally car modifications, it was not a full-blown Marathon car, it lacked the famous 'Roo' bar for example, normal bumpers were fitted instead.

The car left England with Brian Culcheth and Henry Liddon as crew. It followed the Marathon route and part of the task was to check the notes made using the 1800 RMO 723F by Paul Easter, Henry Liddon and Tony Nash. When the car arrived in Delhi, it was garaged into a secure compound, then Culcheth and Liddon took a flight home with the precious survey notes.

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Wonderful WD-40

by Ken Green

SOME USEFUL TIPS... HOPE THEY ASSIST

I had a neighbour who had bought a new Ute. I got up very early one Sunday morning and saw that someone had spray painted red all around the sides of this beige truck (for some unknown reason). I went over, woke him up, and told him the bad news.

He was very upset and was trying to figure out what to do. Probably nothing until Monday morning, since nothing was open.

Another neighbour came out and told him to get his WD-40 and clean it off. It removed the unwanted paint beautifully and did not harm his paint job that was on the truck. I'm impressed! WD-40 who knew?

Water Displacement #40.

The product began from a search for a rust

preventative solvent and degreaser to protect missile parts. WD-40 was created in 1953 by three technicians at the San Diego Rocket Chemical Company. Its name comes from the project that was to find "water displacement" compounds. They were successful with the fortieth formulation, thus WD-40.

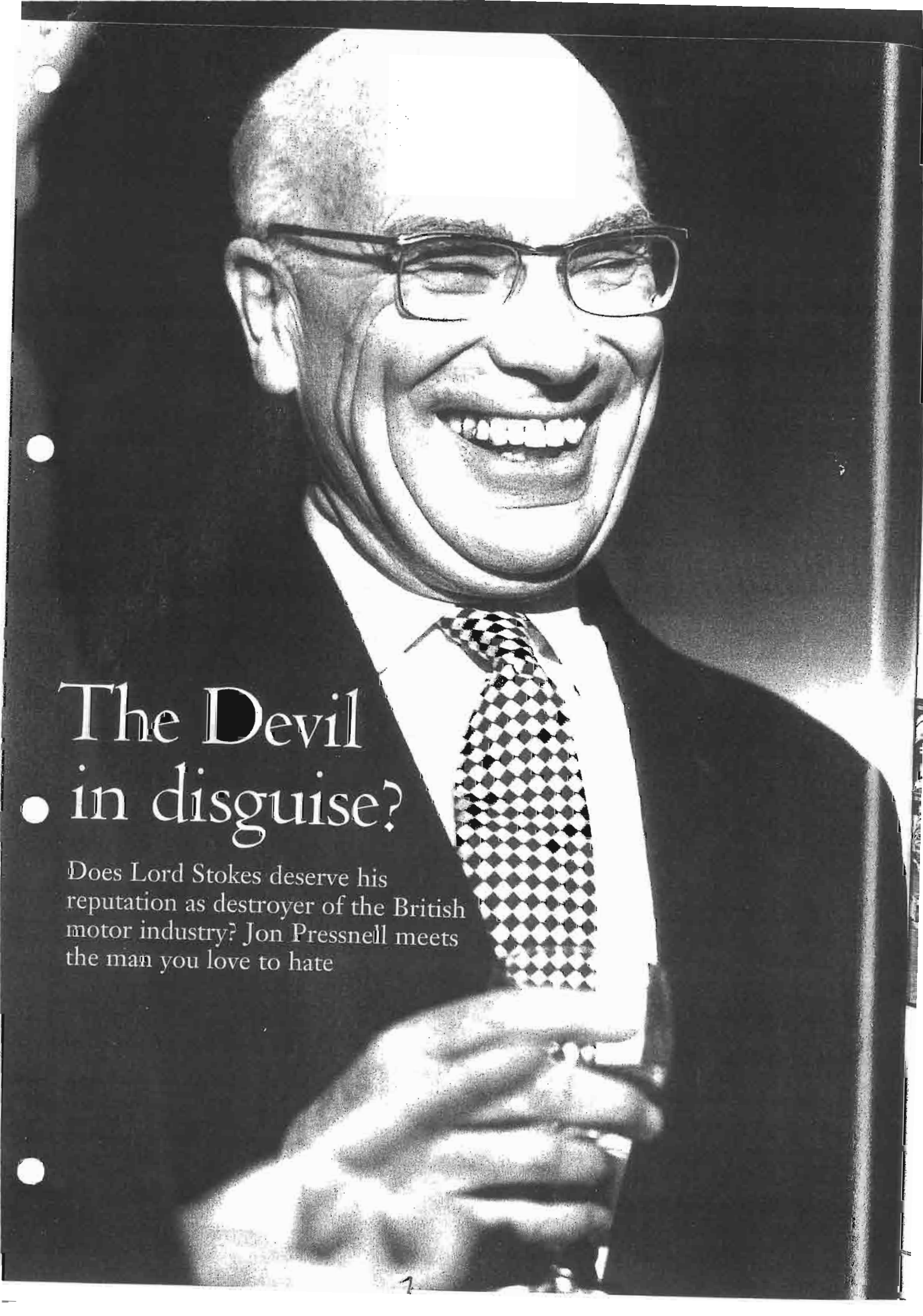
The Corvair Company bought it in bulk to protect their Atlas missile parts. Ken East (one of the original founders) says there is nothing in WD-40 that would hurt you.

When you read the "shower door" part, try it. It's the first thing that has ever cleaned that spotty shower door. If yours is plastic, it works just as well as glass. It's a miracle! Then try it on your stovetop... Voila! It's now shinier than it's ever been. You'll be amazed.

HERE ARE SOME USES FOR WD-40

- | | |
|---|--|
| 1. Protects silver from tarnishing. | 11. Removes dirt and grime from the barbecue grill. |
| 2. Removes road tar and grime from cars. | 12. Keeps ceramic/terra cotta garden pots from oxidizing. |
| 3. Cleans and lubricates guitar strings. | 13. Removes tomato stains from clothing. |
| 4. Gives floors that 'just-waxed' sheen without making it slippery. | 14. Keeps glass shower doors free of water spots. |
| 5. Keeps flies off cows. | 15. Camouflages scratches in ceramic and marble floors. |
| 6. Restores and cleans chalkboards. | 16. Keeps scissors working smoothly? |
| 7. Removes lipstick stains. | 17. Lubricates noisy door hinges on vehicles and doors in homes. |
| 8. Loosens stubborn zippers. | 18. It removes black cuff marks from the kitchen floor! |
| 9. Untangles jewellery chains. | |
| 10. Removes stains from stainless steel sinks. | |

19. Bug guts will eat away the finish on your car if not removed quickly! Use WD-40!
 20. Gives children's play gym slide a shine for a super fast slide.
 21. Lubricates gear shift and mower deck lever for ease of handling on riding mowers.
 22. Rids kids rocking chairs and swings of squeaky noises.
 23. Lubricates tracks in sticking home windows and makes them easier to open.
 24. Spraying an umbrella stem makes it easier to open and close.
 25. Restores and cleans padded leather dashboards in vehicles, as well as vinyl bumpers.
 26. Restores and cleans roof racks on vehicles.
 27. Lubricates and stops squeaks in electric fans.
 28. Lubricates wheel sprockets on tricycles, wagons, and bicycles for easy handling.
 29. Lubricates fan belts on washers and dryers and keeps them running smoothly.
 30. Keeps rust from forming on saws and saw blades, and other tools.
 31. Removes splattered grease on stove.
 32. Keeps bathroom mirror from fogging.
 33. Lubricates prosthetic limbs.
 34. Keeps pigeons off the balcony (they hate the smell).
 35. Removes all traces of duct tape.
 36. Folks even spray it on their arms, hands, and knees to relieve arthritis pain.
 37. Florida's favourite use is: "cleans and removes love bugs from grills and bumpers."
 38. The favourite use in the State of New York, WD-40 protects the Statue of Liberty from the elements.
 39. WD-40 attracts fish. Spray a LITTLE on live bait or lures and you will be catching the big one in no time. Also, it's a lot cheaper than the chemical attractants that are made for just that purpose. Keep in mind though, using some chemical laced baits or lures for fishing.
 40. Use it for fire ant bites. It takes the sting away immediately and stops the itch.
 41. WD-40 is great for removing crayon from walls. Spray on the mark and wipe with a clean rag.
 42. Also, if you've discovered that your teenage daughter has washed and dried a tube of lipstick with a load of laundry, saturate the lipstick spots with WD-40 and re-wash. Presto! Lipstick is gone!
 43. If you sprayed WD-40 on the distributor cap, it would displace the moisture and allow the car to start.
 44. Use WD-40 for those nasty tar and scuff marks on flooring. It doesn't seem to harm the finish and you won't have to scrub nearly as hard to get them off. Just remember to open some windows if you have a lot of marks.
- P. S. The basic ingredient is FISH OIL
- P. P. S. I keep a can of WD-40 in my kitchen cabinet over the stove. It is good for oven burns or any other type of burn. It takes the burned feeling away and heals with NO scarring.



The Devil in disguise?

Does Lord Stokes deserve his reputation as destroyer of the British motor industry? Jon Pressnell meets the man you love to hate

Out of scores of BMC and BL engineers, I've yet to meet one who has a good word to say of Lord Stokes. Depending on who you listen to, he's everything from 'that megalomaniac' to an automotive Attila the Hun who destroyed Europe's second-biggest motor manufacturer through a mixture of flash and ineptitude.

The truth is surely more complex, and doubts begin when the slight and sly Donald Stokes welcomes us into his seaside apartment. Is this smiling, surprisingly self-effacing but still brisk and businesslike 87-year-old really the villain of so many of my previous encounters?

Despite a list of latter-day city directorships, Stokes was never a suited-and-optioned businessman-thruster: he was a motor industry man to the marrow, beginning in 1930 as a teenage student apprentice at truck and bus maker Leyland, and soon being given responsibility for setting up a successful trolley bus division. Post-war, he built his reputation on the development of Leyland's export business, and from exports manager in 1946 he had risen to the board by 1954. With the 1961 acquisition of Standard-Triumph, he became sales director of the car company and, two years later, he was appointed chairman of S-T and managing director and deputy chairman of Leyland.

He remembers the old Lancashire firm of Leyland with great fondness. "Leyland were very economical – they gave you about 15 jobs at once. We bought Scammell and they said 'you'd better be managing director of that' – but you kept your job in charge of exports and you still kept your job as sales manager. They bought Standard-Triumph and decided to put

Leyland, I was sent out to sell them because I had a motorbike. I was sent on my motorbike because it saved money.

"The previous management had got into a spiral of wage increases that was out of this world. They paid well above the industrial norm, and it started a snowball effect. But what was worse was that they'd got into this tangle with old-fashioned customs and practices and when we tried to improve the Herald we couldn't do anything. The unions said 'we've got a contract that says that if you make any changes, then [the production of] the whole car has to be re-timed'. That was the piecework system for you. I remember one silly thing we had a lot of trouble with: the choke on the Herald. Women loved to pull the choke out and hang their handbag from it. To change that by putting on an automatic choke you had to have the whole car re-timed. And Longbridge was even worse..."

Despite this, Triumph was turned around. "We were making reasonable profit," Stokes confirms. "If we hadn't had all the disruption of production we could have made big profits. We were pouring a lot of the money we were making on trucks into trying to rejuvenate Triumph, just as we did later to try to rejuvenate Austin-Morris. We always sold far more than we could get out of the factory. The factory was capable of producing the

we did, we wouldn't have a reserve in case of a strike. We could have saved millions."

The 1968 merger between British Motor Holdings, comprising BMC and Jaguar, and the Leyland Motor Corporation, made up of Leyland, Rover and Triumph, was the defining moment in the history of the British motor industry, and in the career of Sir Donald Stokes – as he had become in 1965, a year before Leyland had purchased Rover. The protracted process of bringing together BMH and Leyland was a traumatic process, with the Labour government – and more particularly prime minister Harold Wilson and industry secretary Tony Benn – acting as midwife. When Leyland discovered the dire state of BMH's health, it came close to walking away from the merger, at the 11th hour.

"I don't think we had an option, quite honestly," says Stokes. "There was tremendous government pressure – at one stage they had even wanted us to team up with Chrysler. We hastily turned that one down, as we just couldn't see it working."

"I'm not making excuses," he continues. "On balance we thought we had a chance of making a success of the merger. We considered everything, and came to the conclusion that it was possibly the only way we could survive. It was a gamble, but Triumph probably couldn't survive on its own. I think now that the odds were

'On balance we thought we had a chance of making a success of the merger... we were trying to keep a British motor industry'



me in charge of sales for cars – as well as Leyland trucks and buses, as well as Scammell lorries, and a few other things. It was a charming company. But they never wasted money – you had to switch out the lights when you left the room, that sort of thing. It was very friendly, very family-orientated. You felt that you belonged. You felt that it was your company."

Triumph was a world apart: "It was complete chaos – and they spent money like water. It was unbelievable. Everybody had a company car – all the secretaries, the assistant secretaries, the wives, and everybody else. We soon stopped that. The culture was completely different: when I was in charge of the trolley buses at

cars – that was the aggravating thing."

Strikes were the big problem: "If it wasn't us, it was somebody else, such as Lucas, who was on strike. So we had to have two suppliers for everything, instead of one. It became crazy. Instead of 'just in time' we had to have three weeks of stock, in case there was a strike. You'd walk around a factory and find propshafts or whatever it was all over the floor. In BL we also had a lot of duplication within the company. For example, we had two factories making radiators. But we didn't dare shut one, because if

Above left: Issigonis with 1100 – Stokes had him sidelined after merger. TR7 was the car America demanded, Stokes thought, but no resources to make Rover BS (above)

against us. It's always easy to be wise after the event. But I don't think there was any alternative. I don't quite see what would have happened

otherwise. The board of directors and all the senior executives agreed that it was the only way we could possibly manage to keep a British motor industry. That was what we were trying to do – keep a British motor industry. It wasn't a case of trying to get a better deal for one group of shareholders. It wasn't a financial deal, with someone trying to get a lot of money out of the deal.

"I don't blame the government, really. I think they hoped that by combining what resources we had in this country, by a miracle we'd create a coherent manufacturing group. But it was too late, really. I don't think you can create a coherent manufacturing group with factories scattered all over the place."

Could Leyland have survived just with Rover? "Possibly, but it would have been difficult. It might have worked if we'd got Jaguar, Rover and Triumph. But you can't tell. Bill Lyons was a marvellous chap, but the quality of Jaguars was so awful it was unbelievable."

One of the new combine's principal problems, as Stokes makes clear, was that it had too many factories, with too little productivity, and spread over too wide an area: "We had sites all over the country. We hadn't got one factory where we could put everything. We were sending bodies from Cowley up to Longbridge, and from Triumph in Coventry up to Speke. It was a complex business. Speke was too far away – we didn't want to put a factory in Speke. We had to carry everything about the country. We had to carry all the bodies up to Speke – and they got rusty *en route*."

Adding to the misery, the factories were poorly arranged and some of the machinery was out of the ark. "Longbridge was clapped out. Everything was clapped out. It had just carried on after the war. It was very peculiar – the place had grown

the family atmosphere at Leyland, was to avoid redundancies: "I thought we could run an industry and keep people employed. I didn't reckon it was my job to get rid of people – I wasn't brought up in that tradition. I suppose that's one of my many faults."

Stokes readily admits there were too many factories within BL – "but only if we could have made them all work". Had that been the case, the demand for the products was there, and could have paid for restructuring: "We were making and selling about a million vehicles a year of one sort or another. We could have sold more, and we could have paid for all the development we needed to modernise the factories, if all the factories had been working efficiently. If we could have got that extra bit of production, which we had the facilities for, if we had sold one and a quarter million vehicles, we would have been making so much money that our problems wouldn't have mattered. It's that extra bit over the top that makes the difference. You've got fixed overheads, so once you get

over a certain level you're making money you can invest in new plant and equipment."

Alongside the rag-bag of inefficient factories was a model range which even after pruning was far too large. Stokes concedes this, but says that the over-extensive range was needed, to satisfy in particular overseas dealers desperate for cars to sell, and also quite

management engineers, and very few production engineers. We didn't have the culture of going to university and becoming an engineer, a production manager. We had some brilliant engineers, but they were *up there*. We wanted engineers *down here*, to work on running an assembly line – practical engineering. It's the middle-level chaps that matter in the factories. It's not the chaps at the top. It's the chaps who dedicate themselves to making a rear-view mirror that works and won't be knocked off, not the fellow with the grand concept."

That sounds like an oblique allusion to Issigonis, and indeed Stokes indirectly suggests that much of BMC's malaise was attributable to the mercurial Sir Alec, whom he admits he sidelined after the merger: "There was a 'Not Invented Here' attitude at BMC. They'd got this culture of thinking they were better than everybody else. They were very resistant to any suggestions from outside to improve the product. We had to move on."

"I liked Issigonis very much, but he resisted

'We lost £20 per Mini. People wonder why I scrapped the Cooper, but we were giving more money to Mr Cooper than we were making in profit'

MG AND TRIUMPH IN THE US

Lord Stokes refers to a report concluding that MGs were outsold by Triumph TRs in the States. In fact, although combined sales of the GT6 and TR6 exceeded those of the MGB and MGB GT in 1968, during the period 1964-'67 the MGBs substantially outsold the Triumphs; indeed, in 1966 MGB sales were more than double those of the Triumph TR4A.

In the same 1964-'68 period Spitfire sales, however, were comfortably ahead of Spridget sales for all but 1967. Turning to overall US sales for MG and Triumph sports cars in the period



like Topsy. There was a foundry in the middle of the works! In one factory I remember seeing machines that had been there since 1914 – it was quite unbelievable."

Despite this, says Stokes, factory closures didn't seem an option any more than large-scale redundancies. Mass sackings by GEC in 1966 had led to a climate of profound union distrust of British management, and Stokes felt the company had to tread carefully, or else risk chaos as strikes closed down the company. But he also says that his natural instinct, fostered by

Stokes didn't like the Maxi, and huge wastage of manpower across factories, plus expense of shifting major components between sites, cost the merged BLMC dear

range, because if you stopped making the cars you didn't make any money. We had to make the money to pay for the pressing plants and so on to make all those platforms. We were completely undercapitalised."

A fundamental problem with BL, says Stokes, was a shortage of skilled production engineers: "We were very short of middle-level engineers. We had no cadre of middle-

level engineers, and very few production engineers. We didn't have the culture of going to university and becoming an engineer, a production manager. We had some brilliant engineers, but they were *up there*. We wanted engineers *down here*, to work on running an assembly line – practical engineering. It's the middle-level chaps that matter in the factories. It's not the chaps at the top. It's the chaps who dedicate themselves to making a rear-view mirror that works and won't be knocked off, not the fellow with the grand concept."

simply to keep the tills ringing. A rationalised range, with shared platforms, would have to wait: "We couldn't afford to cut back on our model

1968-'74, Triumph outsold MG by a meagre 60 cars in 1968 but otherwise MG was always comfortably ahead.

Those Leyland bean-counters in particular must have had a nasty burning feeling in the back of the neck when in 1970 MG sales hit 30,548 units, and Triumph's US sales fell to an estimated 15,696 cars. If the Spitfire was showing the Spridget the way home, Abingdon more than made up with the success of the MGB. Relative profitability of the various models is another matter, and difficult to determine, but it does seem that MG was condemned at least partially on the basis of false information.

and changes whatsoever to the Mini, to make it more fashionable. It was an expensive car to make – there were so many different body pressings. We lost about £20 per Mini. Then people wonder why I scrapped the Cooper. But we were losing even more money on the Cooper. We were giving more money to Mr Cooper than we were making in profit.

Then there was that other wretched thing he made – the Maxi. I drove a prototype and I turned that down, because it just wouldn't work. You couldn't change gear on it – and that was when it was going to go into production! The 1100 was quite a good car, but it was past its sell-by date – and the fleet buyers wouldn't buy it. The biggest competition we had was from Ford, who were getting all that fleet business because they built a simple, straightforward car at a very competitive price. So we produced that awful Marina, which didn't fit the bill at all. But our experts from Ford told us it was the car we needed."

Stokes confirms that the Marina was rushed into production, and that it was overstretched in trying to compete at the same time with both the Escort and the Cortina. Does he today regret? "I do," he admits with a smile.

There's no repentance, however, when it comes to the TR7: "That was the car they decided they were going to have anyway, whether I fell for it or not. But I didn't disapprove of it. I thought it was very nice. I still do."

What of the whole business of promoting the TR7 and effectively writing the death warrant for MG? "We weren't selling the number of MGs and Triumphs we wanted to. Then we had this argument about whether to make MGs or Triumphs. We sent a team to

outselling the MG consistently with the TR. I think the MGs are gorgeous little cars, but you have to look at the hard facts. We hadn't got any emotional feeling about either. To be quite frank, I wasn't worried whether we did one or the other. All I wanted to do was make something that would make money."

Stokes is unmoved by Abingdon's supposed efficiency: "It was a bloody awful factory. It was efficient so long as you forgot all the transfer costs [of components arriving at Abingdon from other parts of BL] – and all those figures were fiddled. Anything to do with BMC in particular was fiddled. I don't blame them. They fiddled things to make it seem advantageous for them to carry on with their marques. Triumph did the same."

A further casualty of the BL axe was the renowned Competitions Department at Abingdon. Stokes sheds no tears: "We were spending so much money on it that it was absurd. It was a complete bottomless pit."

Turning to specific models that he reputedly binched, Stokes has no recollections of the Issigonis 9X 'New Mini' or of the big Rover P8 that was cancelled in the early '70s when tooling was already on order: "I was only advised by a lot of people. I didn't necessarily see every car. You have to take a consensus of opinion. But on the other hand you do have to be careful. I remember the sales people told

One particular reproach made of Stokes and his men is that they insensitively and brashly destroyed the heritage and sense of pride that existed within the individual companies forming British Leyland – whether we're talking of Longbridge doormen being forbidden to wear Austin lapel badges or MG telephone receptionists having to answer the phone with 'Leyland Assembly Plant, Abingdon'. Stokes is dismissive: "You had to try to get a new culture going in the place. First of all, Austin and Morris were scarcely speaking to each other. You had to break this down as quickly as you could. These were minor things. You couldn't let it go on. If you did, it would just get worse. We were trying to drag them out of the past. You had to go in and say who was boss."

Ultimately, as we know, the experiment failed. In the wake of the 1973 oil crisis and the three-day week, BL ran out of money in 1974 and was nationalised. "I don't think anyone else could have done any better," says Stokes. "It was a Herculean task – you felt you were cleaning out the Augean stables some of the time. I think everyone tried. We tried to do our best with a complex situation."

It's hard to disagree. Standard-Triumph's health at the time of the merger was more apparent than real, and BMC was frankly derelict, doing virtually everything wrong under a decadent and unfocused management. Bringing

'The biggest competition we had was from Ford, who were getting all the fleet business. So we produced that awful Marina'



America to try finally to come to a conclusion. They recommended that we should do the Triumph, as the Triumph was selling more, and making more money, in America. They produced a report that in balance seemed at the time that we were right to keep the TR and then they told us what sort of TR we should build, and we produced the TR7."

It really was as brutal as that, says Stokes, a straight choice between MG and Triumph: "Our ability to produce new cars was limited – we didn't have the money. And in any case the US market at the time was in free-fall. MG always had a good name in America, I must admit. But if I remember correctly, we were

me that the Range Rover would never sell, and it proved to be the best thing Rover ever made." On the mid-engined Rover BS he is more forthcoming: "We'd never have had the money to build it, and have a Triumph TR, and an MG, and to go ahead with the Range Rover. And also we didn't have the room to make it." What might have been viable as a low-production niche model within an independent Rover was simply another unwanted and unaffordable distraction within a big corporation struggling to turn itself around.

Stokes wanted Herald improved, but working practices stymied that; with Princess Alexandra at '68 Motor Show; in 'Ergomatic' cab of BL gas-turbine truck

the two together and streamlining the combined operation would have been viciously difficult under any circumstances, let alone those prevailing in Britain in the 1968-'74 period. That Lord Stokes made contestable decisions – perhaps many – is certainly true. But with the benefit of hindsight, it is equally true that he was handed a poisoned chalice – in particular when it came to the shambolic state of BMC. Today he admits as much: "It was a can of worms. The trouble was that we didn't have enough can-openers." ♦

RUN-FLATS CAN LEAVE

RACV is questioning the practicality of running a car, in Australian conditions, which has no spare tyre at all. Chris Jones reports on the technology – run-flat tyres – that some car makers are using to allow this:

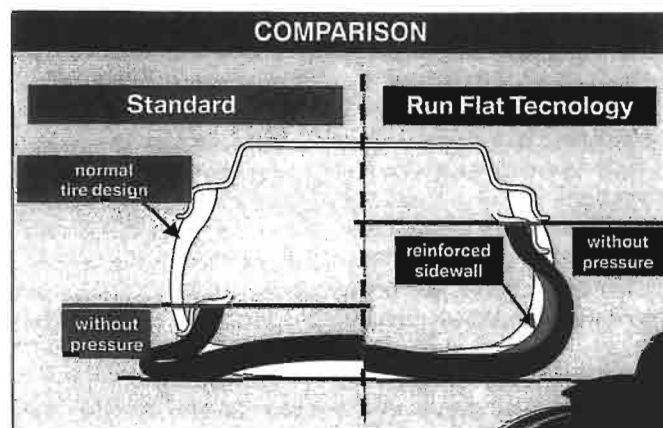
In theory it sounds so convenient: you have a flat tyre but don't have to worry about it then and there. No getting yourself dirty by dragging the spare out of the boot and jacking up the car. Instead, because your car has run-flat tyres, you keep driving, albeit within certain limitations. This can at least get you home or to that important appointment on time, and then you can get the tyre fixed at your convenience.

However, it may not be as simple as that. RACV has investigated these tyres further and we have discovered that having to replace one of these "convenient" run-flat tyres may be quite inconvenient. This may not be the first thing that you think of when you're buying a new car but these cars are in the showrooms and RACV suggests

you do think of the consequences you could face if you buy a vehicle which does not have a spare wheel.

Unlike 'space-saver' spares, which have their own safety and convenience concerns, run-flat tyres mean the vehicle's designer can opt for the vehicle to carry no spare wheel at all. This technology originated in Europe and has been designed to suit their conditions, with a greater concentration of population and back-up services. It does not translate all that well to Australia.

For example, our investigation has revealed that you may have trouble finding someone to repair the tyre, especially outside major population centres. And if the tyre cannot be repaired – which is likely in many cases – sourcing a replacement run-flat can be dif-

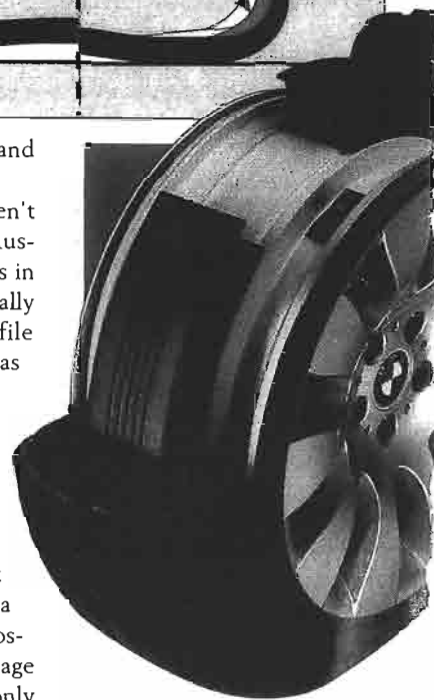


ficult, time-consuming and expensive.

Also, run-flat tyres weren't really designed with Australia's relatively poor roads in mind. Run-flats are typically large-diameter low-profile performance tyres, and as such are more susceptible to damage on poor roads. (Testimony to this issue is the decision by Mercedes Benz to list Australia as a "poor-roads" country and as a result fit higher-profile tyres and a full-size spare wherever possible.) And if you do damage a run-flat tyre, you can only use them for a limited distance (around 80-150km) and at a reduced speed (typically an 80km/h maximum).

What happens if you need a replacement? RACV has spoken to the major tyre manufacturers in Australia who have acknowledged that run-flat tyres are unlikely to be available at all tyre service centres. Bridgestone, for ex-

ample, advises that it only has them at its warehouses in Melbourne and Sydney. We've heard of one case where one motorist who damaged a run-flat on a Friday afternoon had his car off the road until the Monday, when a replacement tyre could be delivered and fitted. Run-flats are also more expensive than conventional




All BMWs, including this 7-Series, use low-profile run-flat tyres.

YOU DEFLATED

tyres, typically 30% more for the tyres we were quoted.

Not all tyre centres can fit run-flats. In a directive from Bridgestone to its dealers, fitters need to be authorised to fit the tyres, which means having specialised equipment and training. This can create problems, especially outside the major population centres.

Repairing a run-flat is another issue. Get a nail in the tread of the



Most run-flats utilise reinforced sidewalls to keep the tyre operating (above left), while others allow the tyre to run on an internal support ring (left).

tyre – a common scenario – and a run-flat will continue to work. But any damage to the shoulder or side-wall means you will probably have to stop and wait to be towed. Run-flat tyres slowly degrade as they are driven without air and, as a result, Bridgestone instructs its tyre centres not to repair them, which means every puncture will probably mean a replacement tyre. Other service centres are instructed to inspect the tyres first and repair only if the damage build-up is not excessive.

Run-flat tyres must be coupled with an on-board tyre pressure monitoring system

without which drivers may not even know if they have a puncture, as they can be difficult to detect visually. On the up side, the pressure monitoring system may pick up a slow leak and the driver can get to a tyre centre before the tyre is fully flat.

HOW DO THEY WORK?

In normal operation, run-flats operate like conventional tyres, using the air they contain to take vehicle loads and maximise the contact patch on the road. When deflated, the internal construction enables the tyre to maintain control, allowing the driver to continue without stopping.

Manufacturers such as Dunlop, Goodyear, Bridgestone and Pirelli all utilise a stiffened sidewall construction which is designed to support the vehicle's load when the air pressure is reduced.

Michelin takes a different approach, with its PAX run-flat allowing the tyre to run on an internal support ring on the wheel rim. This helps to keep the tyre's shape and contact with the road. Regardless of the run-flat system, running with no air pressure to support the vehicle load causes heat build-up and structural damage, and therefore run-flat tyres are limited to reduced speed and operating distances, as noted above. Damage to the tyre may not be visible, so you should not exceed the maximum distance and speed that

have been stipulated by the manufacturer.

BMW is leading the way by fitting run-flats across its model range. RACV road testers have noticed that some of these models have retained a space for a spare tyre, while others have done away with the spare tyre altogether. The BMW-owned Mini and the Chrysler Crossfire are other vehicles to fit run-flat tyres for their models in Australia.

RACV SAYS ...

On the face of it, run-flat tyres offer some advantages. Besides the safety implications of not having to change a wheel on a busy road, you save weight and get more boot space by not carrying a spare wheel. And at the point when a tyre blow-out occurs, a run-flat may also be more stable. And not having to pay for a fifth wheel and tyre can reduce the cost of the vehicle.

But while run-flat tyres clearly have some technical merit, they pose a cost and inconvenience risk in Australian conditions. Put simply, until replacements are more widely available, you face a significant convenience risk when travelling in Australia in a vehicle with run-flat tyres. So if you are in the market for a new car and it does not have a spare wheel, be aware of the inconvenience this may cause when you get a puncture.

Chris Jones is a research engineer in RACV's Public Policy Department

THE CYBER-TYRES ARE COMING

Computing technology is everywhere in cars to help keep them on the road, so why not in the components which form the physical connection.

Pirelli is developing its CyberTyre, which will use sensors in the rubber to transmit information back to the car's stability control system to improve handling in emergency or low-grip conditions.

The sensors will register data such as tyre load, camber, the amount and shape of actual tyre on the road surface, even road surface texture.

Pirelli is also working on new ways to warn drivers of dangerous tyre pressure levels, and a series of innovations called X-Pressure are being introduced into its range.

One is called the X-Pressure Optic, where the valve cap emits a red glow if tyre pressure is significantly low.

Next is the X-Pressure Acoustic which transmits tyre pressure information by radio to an on-board display.

But even that can be topped by Pirelli's X-Pressure Acoustic Blue, which will display the pressure levels on your mobile phone.

And the tyre maker will also save you the hassle of, in the short-term at least, having to do anything about it: its Safety Wheel System will incorporate a reservoir of compressed air within the wheel rim, from which the tyre is topped up automatically. All the driver need do is top up the reservoir from the air pump at the service station.

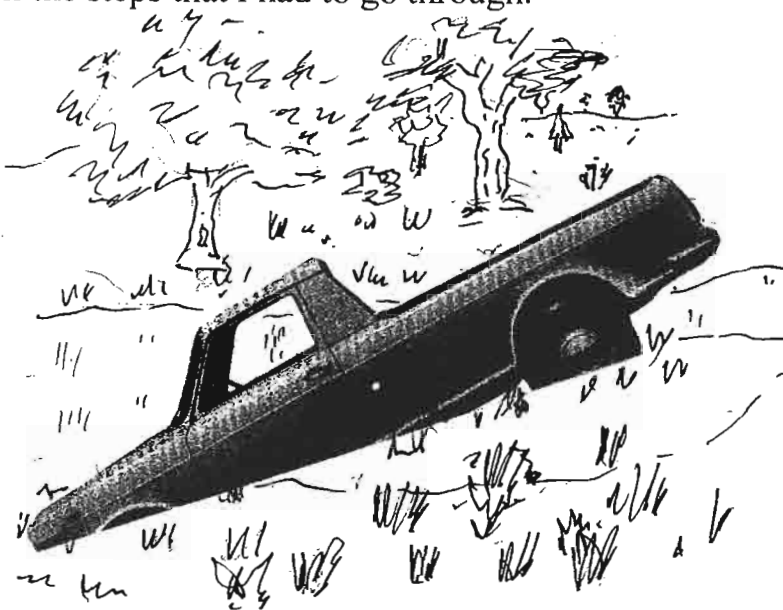
The Problems with an Abandoned Vehicle.

by Club Member Herb Simpfendorfer.

Here is a possible scenario. You are travelling on lonely roads far from the city, and see a battered hulk on the side of the road. Maybe battered, but restorable, and it is your favourite marque. So you ask around, and everyone you ask says the same thing, "It's yours mate, we'll be glad to see the end of it." So you take it home, and restore it.

That happened to me. I have now finished restoring an Austin 1800 ute, and have put it on Conditional Registration, commonly known as Club Rego. When I found this vehicle that had obviously been abandoned in the river flats in South Australia on Council land, it did not at first occur to me that it would be rather difficult to get it registered in my name. I'll tell you all the steps that I had to go through.

I brought the ute, a wreck, to my shed at Walla Walla, and blithely went ahead restoring it. It was a long job, as it had a lot of rust and many panels were dented and needed replacing, as it was obviously a paddock basher and spot light vehicle in its latter days before being abandoned years ago. The good old Murray River water flowed through the interior many times as the floods came up while it was sitting in the mud.



The first thing I did was remove the spotlight bar, and then removed panels one by one that had to be replaced from my spare parts vehicles. Some panels came from Canberra. All running gear had to be replaced, all rubber parts refitted, new tyres, all bearings greased and most replaced, all hoses replaced, every piece of trim had to be replaced. Every little thing had to be checked. Rusted parts were cut out, and new pieces welded in. A fair bit of body filler was used on panels that had minor dents. Primer, undercoat and final coat using the original colour. Tedious, but eventually finished. I did it all myself, so I was pretty happy when it was all done. So now I had a sugar cane coloured 1800 ute ready to go.

Why tackle such a tedious restoration? Well, the Austin 1800 ute is an Australian icon. They were based on the Austin 1800 sedan, but from the back of the door to the rear, were completely different except for some bits on and near the wheels. The 1800 sedans were designed and built in England from 1964 to 1972. No utes. In Zetland, an inner Sydney suburb, sedans were built from 1966 to 1972. 1800 utes

were designed by Aussies, and built in this same factory from 1968. There are not many left. So I did not want to see this one go to the crusher.



The day came when I tackled the job of getting it registered in my name. I went to the Club Technical Officer, and everything was in order, so he gave me the equivalent of a pink slip.

I knew it would not be easy at the RTA, so wrote out a lengthy statement, using the impressive heading Statutory Declaration, with my signature verified by a JP. I stated the history of the ute, as I knew it, and why I wanted to bring it back to life. I went to the Albury RTA, with the Application for Conditional Registration and my "Stat Dec". The person at the counter did not know how to handle this matter, so went off to see the supervisor. About 10 minutes later, the supervisor asked me to come into his office, where he explained what I had to do. He told me my Stat Dec was not a true Statutory Declaration, as a special Statutory Declaration form had to be used. He gave me one, and told me to go home and fill it in. He also told me to contact the Police to see if the vehicle was on the list of stolen vehicles or had money owing on it. So, on the way home, I went to the Albury Police Station to ask about my ute, and they told me it was not part of their responsibilities. I had to ring REVS in Sydney.

So I went home, rang REVS in Sydney, and they told me to ring REVS in Adelaide, since it most likely was SA registered years ago. I did, and yes, the ute was on their records. I asked who the last owner was, and the nice lady said she could not tell me because of privacy laws. She told me the vehicle was not listed as stolen and had no money owing on it. On the proper Statutory Declaration form, I wrote everything I knew about the vehicle again, including the information given to me by the Adelaide REVS lady. I got a JP to witness my signature once again.

I took all the forms to the RTA supervisor at Albury, who happened to be at the counter that day. He took all the paperwork away, including the Statutory Declaration, to his office, and come back after a while, and told me there still has to be one more step before the ute can be registered in my name. He gave me a form that had to be filled in by a police officer in the Crimes Squad, who would check that the VIN number on my Application Form was identical to the VIN number on the ute. So off I went again to the Police Station, The nice lady constable said I

could bring the vehicle to Albury for this identification to be done. I asked if the local Policeman at Walla, could do this, as this would save me a lot of travelling in an unregistered vehicle. The constable said OK. She even rang the Walla Walla policeman named Paul, and asked when he would be on duty at Walla and he said if I would be at his office in Walla at a certain time, he would do the identification work. So, a few days later, I carefully drove the ute to the Walla Walla police station at the pre-arranged time. The VIN number was checked, the correct section on the form filled in and signed.

So I went back again to the RTA with all the forms, now stapled together. The office was closed because of the Christmas week lock down. So I went back three days later when I knew it would be open. I was barely able to squeeze through the door, and saw the place must have had about 50 people waiting. So I went home. Four days later, I went again, and had only the normal 20 minute wait. The nice girl at the counter called the supervisor over, who checked the forms again, and told the girl to take my money, give me the rego papers and number plates, and I was out the door shortly thereafter.

It was a proud moment when I affixed the rego sticker to the windscreen of my ute and screwed on the number plates front and rear when I arrived at home that day.



What I have learned:

1. In Australia, ownership is sacred. That means that once you are the legal owner of something, that lasts through thick and thin. In this case, even when the vehicle has been abandoned, thrown away, dumped, left in a creek, cut into pieces, you name it, the law still lists you as the legal owner. There could be a Statute of Limitations, but it lasts an awful long time.
2. I could have become the "legal owner" of the ute if I had a receipt of sale from the last registered owner. But I had no way of finding out his name, so had to go the complicated way as explained above. Many good looking and well meaning blokes knew that I would have a problem at the RTA and said to me that I should write out a receipt for the ute, and they would sign it, and save me a lot of mucking around. I have put other vehicles on club rego using a receipt, and it is the easiest

thing in the world. The Proof of Ownership box is ticked after a momentary glance at the receipt by the RTA person at the counter. One trip to the RTA, and it is all signed and sealed. For this ute I made five trips to the RTA (two achieving naught), made three trips to Police Stations and made numerous phone calls, But I did not take the illegal (and immoral) short cut, as I was interested what all the steps would be doing it the legal way. I have no idea if the RTA in Albury checked the information I gave them from the Adelaide REVS office, but I hope they did.

3. What identifies a vehicle is the VIN. In my case it was 1025. Of course there would be many vehicles with this VIN, so the make, model, body shape, colour and year of manufacture must all be considered too for a positive identification. I think that in modern vehicles, the VIN is long enough to be unique, that is, the VIN itself is enough for positive identification.

4 I was asked by a police officer to drive an unregistered vehicle to a police station. Nothing in writing. This seems a bit risky. My question is: What if I knock over a child on the way. Which insurance company pays the hospital bills? I did have Shannon's insurance by this time, but that does not cover the person I hit. With club rego, there is no separate third party personal insurance. One payment at the RTA includes this. I'll find out the answer to this question sometime.

I have told you all this in case you have a similar situation. You can save yourself much of the drama I had by being fully informed, forewarned and therefore forearmed. If I had to do it all again, I think I could do it all in two trips to Albury. Is it worth it? Of course it is! When it is all finished, the suffering is over, and the vehicle can be driven on the roads by a very proud person.

And, most important, doing it this way makes it quite clear who is the legal owner. In my case, for the ute in my shed, I am.



The Perils of a Catholic Upbringing...

As I walked down the busy footpath, knowing I was late for Mass, my eye fell upon one of those unfortunate, homeless vagabonds that are found in every city these days.

Some people turned to stare. Others quickly looked away as if the sight would somehow contaminate them.

Recalling my old pastor, Father Mike, who always admonished me to 'care for the sick, feed the hungry and clothe the naked,' I was moved by some powerful inner urge to reach out to this unfortunate person.

Wearing what can only be described as rags, carrying every worldly possession in two plastic bags, my heart was touched by this person's condition.

Yes, where some people saw only rags, I saw a true, hidden beauty.

A small voice inside my head called out, 'Reach out, reach out and touch this person!'



So I did.....



I won't be at Mass this week.

THE WIND BAGS

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Selling

Austin 1800 1968 model Automatic Engine re built ie new big ends timing chain head redone with new valves and hardened valve seats. Engine bay resprayed Auto overhauled and external cooler fitted all under car and guards sprayed with bitumen all suspension bearings replaced some of the front end not installed
Selling due to ill health \$950 02 9153 9757

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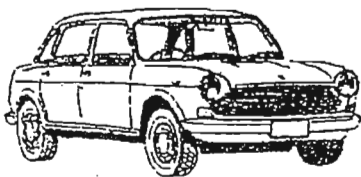
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Patrick Farrell
Fw: A40 Club member Ray van Galen.

From: Patrick Farrell (farwar@ozemail.com.au)
Sent: Wednesday, 11 March 2009 4:40:51 PM
To: Daryl Stephens (stephensdaryl@hotmail.com)

G'day Daryl
One for the newsletter, I also have found a 3.7 Crownwheel and Pinion set for sale
Regards Patrick
----- Original Message -----
From: R&B van Galen
To: farwar@ozemail.com.au
Sent: Tuesday, March 10, 2009 5:15 PM
Subject: A40 Club member, Ray van Galen.



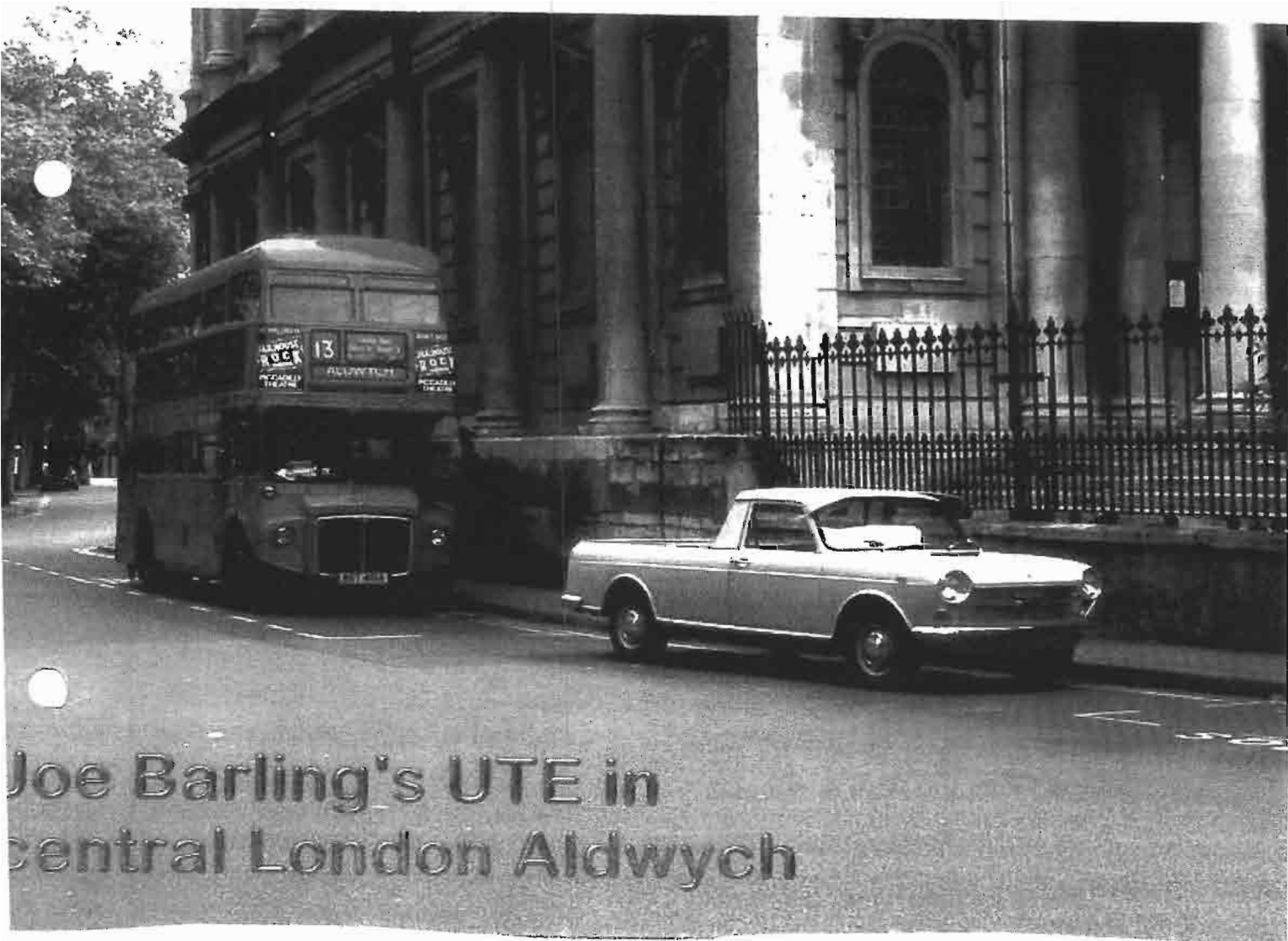
LANDCRAB

CLUB OF AUSTRALASIA INC.



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

Welcome to newsletter number 149 for June and July, 2009



Club fees of \$A35-00 become due 30/6. pay now and avoid the rush ! Remit to Landcrab Club 22 Davison street, Mitcham Vic 3132 or credit the clubs account BSB 063 109 Account 063109 0092 1464



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(See map on back)

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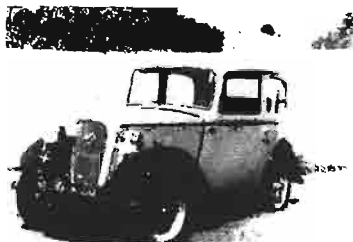
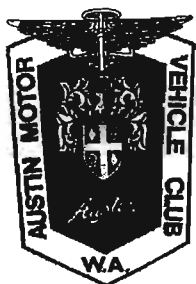
secretary@gcaac.com.au



AOA 2009 in Perth over the Easter weekend

By Club Member Herb Simpfendorfer

Every two years, over the Easter weekend, an Austin club somewhere in Australia hosts a rally, known as Austins Over Australia (AOA), inviting people with any Austin vehicle to come together. This year the Austin Motor Vehicle Club of W.A. invited us to Perth. We knew about the venue two years ago, so had plenty of time to get our vehicles ready. Past AOAs (the first was in 1991 in Tamworth, NSW) have all been in the eastern states, so there was some apprehension about having the 2009 AOA so far away from other capital cities. However, it all went very well. More than 150 Austins were there, many from the eastern states, and even three from overseas. The split up was: From W.A. 63, NSW 23, Vic 22, Qld 16, SA 9, ACT 6, New Zealand 2 and South Africa 1. So it is truly an international event. N.T. has yet to score in any AOA as far as I can recollect.



AUSTINS OVER AUSTRALIA 2009

PERTH WESTERN AUSTRALIA

Thursday April 9th to Monday April 13th

A section from the rally booklet. Left: the hosts' logo Right the rally badge, shown about half size. It is arguably the best AOA rally badge so far. What is shown black is correct colour. All other sections are gold.

I did not find out exactly how many vehicles from the eastern states were driven either once or twice over the Nullabor. I did see some on the road, but I think a lot of vehicles enjoyed a ride in the train or on a trailer.

The most impressive vehicle was the 1919 Austin 20 Sports brought over from N.Z. by Stewart Dyke and Rodger Gloyn. It was a very big, open, one seat vehicle, obviously bred for racing. This vehicle was "built in 1980", was on its fourth visit to Australia, and has been to 18 countries. It would have to be worth a lot more than my ute!

There were three Landcrab Club members at Perth with their vehicles. They were:

Ken Lyle with a Mk 2 sedan

David and Maria Huck with a Mk 2 sedan

and yours truly with a Mk 2 utility.

Jim and Liz Taylor planned to come in a ute, but ended up coming in a modern.

Ken was the local member, David and his wife from Orange, NSW went on the train with their

sedan on board on the way to Perth, then drove home. I drove both ways, a total of 8280 km, which included some short side excursions, taking 21 days for the total time away from home.



In Perth, Rally Headquarters were at a greyhound racing venue. I waited until everyone had left to go on a rally before taking this photo with a tripod.

There were also crabs with owners who are in other clubs, and other Perth landcrabbers who are not in any club, came along for odd times during the weekend, making a total of eight in attendance at some time or other. This is a bit down on attendance at other recent AOAs.



The 1800s at the Sunday display. My ute is at the left.

The AOA event lasted from Thursday afternoon to Monday afternoon, with planned activities on all of those days. The oldest Austin there, built in 1913, attracted much attention. The crabs were about the youngest vehicles there. A Kimberley was entered, but I did not see it. For me, it was of special interest to see another ute, and also a nicely built campervan built onto a lengthened ute chassis. This 1800 campervan could well be the only one in Australia. We know there is one in N.Z. The one in Perth had the rear section built to the width of the front section of the ute, as compared with the one we know about in N.Z. which has a considerably wider rear section.



The camper van built owned by Rodger and Mary Pedrick who live in Hillarys W.A.

The event was very well organised, as usual. The booklet of entries was well done, with colour photos of all our vehicles. During the second, third and fourth days, there were static displays in various places. These are always the highlight of AOAs for me, as it gives us all the chance of looking at each others' vehicles, especially the engine bays, and sharing information. Ken Lyle restores 1800s in Perth, and could answer any question asked by us others.

The venue for the display on Saturday was on the lawns at Whiteman Park, right next to a wonderful motor museum. Although the museum had a great variety of vehicles of all ages and price tags, I could not find one Landcrab. The closest was a Mini. I was intrigued with a display featuring the Rugby tourer and gear of an outback adventurer in the Kimberleys years ago. The museum staff brought rocks and soil from the Kimberleys to put under and around the vehicle to make it all look perfectly authentic.

At the official dinner on Sunday evening, they had the mandatory prizes for all kinds of categories, but the one that always interests me most is the Hard Luck prize. This one is given to the entrant who has had the hardest luck when coming to AOA. This time it was presented to Ian Mann of Sydney who has a 1925 12/4 Austin tourer. He was bringing his pride and joy on a trailer to Perth. He was still in Sydney suburbs when something happened to the trailer and it lost its load. His meticulously restored vehicle was badly bent. But he and his family still came to the rally. He even smiled a bit as he received the prize. He is a brave man.

The second prize for Hard Luck could well have gone to a A110 Westminster owner, Doug Benckendorff and his wife Lieka (both originally from South Africa, but now living in Qld) who had funny noises in his newly restored engine when he was well into the Nullabor Plain. He was towed 100km, then had a trailer carry his car some 500 km the rest of the way to Norseman, on the west end of the Nullabor. He took off the head and the sump, pulled out the pistons and found broken rings. He told me he had just had the engine rebuilt and the ring gap was some thou under, so the rings broke. He rang up his club mates back home, and they sent

him a set of pistons and rings, and the necessary gaskets. He knew everything was still standard size, so that was easy. He stayed at Norseman for 12 days, waiting and then rebuilding. He had enough time to get that done and still get to AOA, where his engine was running very nicely indeed. I had a nice chat with him, and he told me he was going to continue to the north after the AOA, and so go around Australia before reaching his home. I told him I thought he was a very brave man to do repairs like that in the outback and a long way from home, but he said he never faltered in his resolve to do repairs and continue. Most of us would have called the transport guys and had the vehicle carried home.

My ute was restored in the past six months from a wreck to fairly good looking, but containing many parts untried on a long run. This included an engine I had rebuilt, and as it was the first one I have done, I was worried that I could have forgotten to do something important. So I was rather apprehensive as I started off on the very long journey all by myself, telling friends I could well be back home again on the very next day. However, that was not to be. It was 21 days before we arrived back again after travelling 8280 km. There were a few teething problems, but easily fixed, except for an intermittent ignition problem which had me thinking hard for quite a few days. I will write separately about this problem.

It was a trip where the daily activity, except for the days in Perth, was hours of sitting and holding the steering wheel. In an 1800, this is possible and even enjoyable. The longest drive in one day was 704 km, and the average about 400, travelling mostly at a sedate 85 km/hr., as I was not in a hurry. My overnight stops were in caravan parks, where I put up my tent and cooked my own food. Doing it this way, the trip was done at low cost. The total, including fuel and all other expenses, came to a bit over \$1500 which is about double the fuel costs. The ute used no oil and only a little water. Fuel consumption was better than 10L per 100 km. No punctures. I was a bit worried when it rained for most of a day as I was coming back across the Nullabor, but there were no problems. On the way over, it was hot enough to have a concern about coolant temperature, as I fitted a radiator that had not been professionally cleaned, but everything went OK.

I can not boast about my achievement, as I know of the much greater achievement of others, including group of adventurers with ten diminutive and ancient Riley vehicles that were re-enacting a record trip made by a Riley vehicle 80 years ago from Fremantle to Sydney. I saw them for most of three days, but went a bit faster. They spent much of their leisure time fixing punctures, doing other repairs, and recovering from the time on the move.



*Some of the Rileys at the Nullabor Roadhouse .
Why mention these Rileys? Because they are close relatives of Austins.*

We had rest stops at different times, so I passed them during the day. And, as I passed them, I sailed along so smoothly in a luxurious cab and looked across at them hunched up in their tiny vehicles, mostly with very little between them and the outside weather, which was not so nice when it rained. They had one big advantage over me, as they had a tail end Charlie, a 4WD towing a very long trailer, which could carry two of the Rileys if necessary. But as long as I was with them, the trailer remained empty.

Also, a trip like mine to Perth and back in a vehicle 40 years old, or to anywhere else and back for that matter, is no longer newsworthy, as it happens almost daily. In a vehicle of any age, it is a common event. Riding a bike is pretty unusual. It is actually necessary to do a trip like this on foot to be doing something very unusual. I met four pair of cyclists and a group of four cyclists. One had a low bike. A couple were on a tandem bike with a trailer. I'll stick to a vehicle, thank you. The guy on foot was pushing some kind of a trolley. I heard later he was raising money for cancer research. I did not stop, but should have. It is always easy to be wise in hindsight.

As usual, many people came and had a look at my 1800, saying how fondly they remember an 1800 that they or some close relative owned years ago. My standard response is to tell them to get one and use it, and that they will not regret it.

I was all on my own, so had to do everything to maximise my chances of getting home again without help of any kind. And that all worked out OK. After arriving home safe and sound with the ute dent free, the engine running nicely, and having paid no moneys to the Police Force, I was quite satisfied and happy. It was truly an unforgettable trip. I cannot tell you everything that happened. That would take many more pages.

As a closing comment, we in the Austin 1800 camp have vehicles that are much less popular than others bearing the Austin badge. In the AOA 2009 rally book, for example, there were: Austin 7 ten, A40 twenty three, A30 twelve, A90 nine and so on until we get to the 1800s with five. Despite my best thinking effort, I cannot see a logical reason for this. Maybe it comes down to the simple fact that, with vehicles, we can become intensely one-eyed.

The next AOA in 2011 is at Forbes in central NSW, so that will test the stamina and resolve of the WA Austin owners. For people from overseas, it probably makes little difference where it is held. The rest of us will have an easy time getting there. Judging by the enthusiasm of participants and success of the 2009 AOA, this event will be run for quite a few years yet.

Problems on the trip to Perth and back.

by Herbert Simpfendorfer (not related to Sir Herbert Austin, founder of the Austin empire)

Going for an 8000 km trip like this in three weeks is a lot of fun. I was doing it solo in my 1970 Austin 1800 ute, restored completely by myself, so it was different from the normal way of doing a long trip in the outback. I really enjoyed the many hours of driving, the perfect roads in the outback, the passing scenery, thinking if anything in the vehicle needs to be checked at the next stop, working out where the fuel tank needs to be topped up, watching the gauges for the slightest movement of the needle (I had a few extra ones fitted), exploring towns I'd never seen before, doing the tourist thing, working out what to buy at the next supermarket, looking forward to a nice hot meal at the end of the day, putting up the tent, enjoying the camaraderie at caravan parks, curling up in the sleeping bag and then waking up to a new day of adventures.

But for me, the breakdowns, diagnosing the problems, and doing the repairs were just about the most exciting moments while away. Why? Because it is a challenge to find out what is wrong, then to fix it up. Imagine driving around Australia without challenges. People do this on tours. You wake up, line up for breakfast, sit in a nice seat and look out of a window of a coach all day, eat nice food cooked by someone else, and go to bed at night. Not for me!

My problems were:

Problem 1. Exhaust. Since no exhaust was on the ute when I bought it, and these are no longer available commercially at my exhaust supplier, I had one made up, copied from another one, by an Albury firm, and fitted it myself. Well, I did not do it perfectly, so it started coming apart on the way over to Perth. When more noise was coming from under that ute than was acceptable, I pulled up in a remote parking bay, jacked up one side of the ute, and re-fitted the pipes carefully, used Maniseal to seal off any small gaps, made a sleeve from the sides of a coke can (found in a bin) and used an exhaust clamp and wire I had with me. No more problems with the exhaust.



Working on the exhaust. Tripod photo. No-one else for miles.



Before



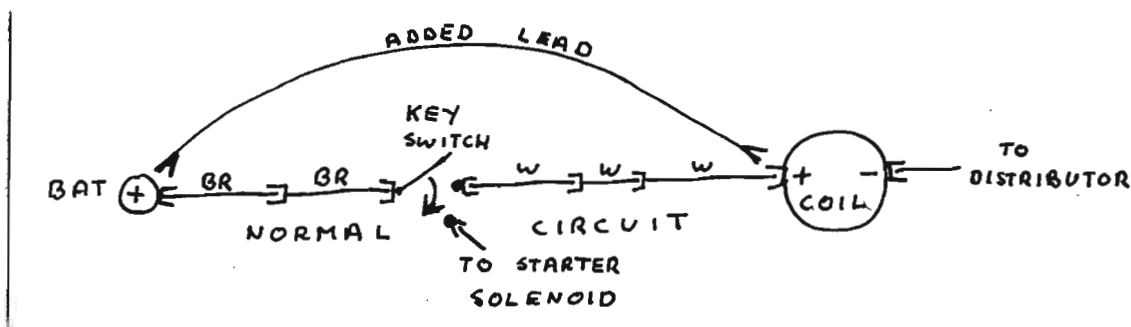
After

It may seem a bit odd to work on a problem as far away from everyone else as possible, but I have learned from experience that this is the best way to go. If you start working near others, some jerk will come along and say, "You're doing it wrong, mate. Give me the spanner and I will do it for you." Another scenario is that some jerk and his mate will stand near you giving you continual advice. Just what you don't need! I was going around Australia a few years ago in my green 1800, and had to replace a rear suspension unit. It was at Derby in W.A. To be absolutely sure I would not be disturbed on this two hour job, I went to the local rubbish tip, and it all worked out real good. I found that the Derby tip was actually a very large open paddock, with rubbish here and there! That's how things are done in the outback.

Problem 2 When the engine stopped after a few chugs in the streets of Perth as darkness was descending, I got out a torch and had a look around in the engine bay. I had to start somewhere, so assumed the problem was electrical. I knew the battery had plenty of

power in it, as the lights worked nicely, so connected an alligator clip lead straight from battery + to coil +, as this eliminates any problem which may be in the fuses, spade connectors, ignition switch and ignition circuit wiring.

The diagram below uses information from the Workshop Manual, and shows that there are a total of seven metal to metal connections from battery to coil, and if any one of these is not a good connection, the coil does not get the voltage it needs to work effectively.



*Diagram showing the existing circuit, and my temporary added lead.
BR and W are the colour of the wires.*

After connecting the added lead, the engine ran perfectly,¹ so I went "home" to my brother's place, but I had to be careful to remember to disconnect this added lead before turning off the key, otherwise the battery would go flat overnight. I knew problems like this do not evaporate but did not want the engine to stop on a major road, so kept using the added lead while in Perth.. It was an *intermittent problem*, and they are the worst to fix up.²

On the way back across the Nullabor, I taped my circuit test light to the windscreen wiper and connected it to a point in the circuit to help find out where the problem was. In this way, I could see the light from inside while driving along. Of course, I left the added lead (described above) disconnected. The light stayed on for over two days. It was a real mystery, but, at long last, after about a thousand km, the engine cut out, and the light went off, so I pulled over onto the side of the road being careful not to touch anything in the ignition circuit. I knew that now I could easily find the source of the problem by going back through the circuit using the light to test for voltage. A very short time later, I found I had a full circuit when I fiddled with the key. The problem was obviously an intermittent connection somewhere inside the ignition switch. So all I had to do now was take out the ignition switch and clean and lubricate it. I did this at one of the Bunda Cliffs parking areas while it was raining. It has gone perfectly ever since. If the ignition switch clean up would have failed, I could have thrown the key and switch away and used my added lead for the rest of the trip. Of course, I would have had to start the engine with another wire in the engine bay, from battery+ to starter motor solenoid, as the ignition switch normally does this function.

Other comments. I was prepared for a multitude of breakdowns including noisy wheel bearings, alternator malfunction, punctures, hose failure, suspension collapse, fan belt breaking, high tension lead failure, starter motor failure, spark plugs breaking down, blown fuses, light globes burning out and lots more. On the side of the road in the middle of the desert, I could have replaced the whole ignition system, the whole fuel system (I had an emergency small fuel tank aboard which clips onto the top of the passenger door window), the whole cooling system (including water pump, hoses and radiator), and the whole charging system. I also carried 20 L of water. But all these things had an enjoyable ride to Perth and back without being disturbed.

However, in my case, it was highly desirable to carry many spares, as a lot of the parts in the vehicle were second hand (taken off my spare parts vehicles) and therefore untested as they had not yet been on a decent trip. Heat and dust in the outback can also affect parts which normally function well.

In a ute, it is certainly easy to carry a lot of spare parts, tools and test gear, and it saves a lot of time if parts are there ready to go if something goes wrong.

It is also remarkable that I was not able to help anyone else who was having problems on those thousands of lonely kilometers. Most vehicles seem to be awfully reliable.

Assuming the vehicle has not been abused or left short of oil and water, it is normally wise to remember that any breakdown is most likely to be connected with recent work done on the vehicle, like that poor bloke found out with his pistons at Norseman.³ But on my trip, recent work done on my ute included almost every part of the vehicle, so there is a raft of possibilities when a hiccup occurs. In a newly restored vehicle, it is also possible that a component that was not rebuilt or thoroughly checked can play up. That was the case with my ignition malfunction, because I thought from past experience that ignition switches in an 1800 last many lifetimes without malfunctioning. So, with a recently restored vehicle it can be a difficult situation, and requires much thinking, to find the cause of a malfunction. That is particularly relevant in my situation, as I did not rebuild and thoroughly clean every component. If a part looked good/felt good/sounded good, I used it. My principles were: *When restoring a vehicle, why take apart a speedo or horn, for example, if they are working OK?* or, as some people say *Don't fix it if it ain't broke*.

However, just because brand new items are fitted, it must always remain a possibility that these items can malfunction. A mechanic told me recently that a complete set of brand new high tension leads were faulty.

¹ If this would have failed, I would have replaced the coil, then the distributor, as I did not have test gear with me to find where the problem actually was. And if that would not have worked, I would have had to start looking at possible fuel problems. I had left a lot of my gear at my brother's place while in Perth, as it is not acceptable to have a car in a display with a lot of stuff in it.

² I sometimes wonder what a service centre does when faced with an intermittent problem if the vehicle is going perfectly when they look at it. I think they have a bit of a guess, and replace a part. Or they can tell the owner to ring them when the problem re-occurs, and a mechanic can then go and diagnose the system. Of course, if it is absolutely imperative that the problem does not occur again, as would be the case on Mt Panorama, then every single item in that particular system must be replaced with known good parts. That can be awfully expensive.

³ See other article for details.

P.S. I have another intermittent problem in my 1800 daily driver. About once a week, when I turn on the right indicator, all the lights dim, and the ammeter goes to - 30. Clearly there is a short circuit somewhere. There are three indicator lights involved, so the obvious way to proceed is to disconnect these one at a time, then watch the ammeter when right indicator is activated, but because this is an *intermittent problem*, when I have time to do this, everything behaves. One day

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An Indian Mystery revealed

Finally someone has cleared this up for me...

For centuries, Hindu women have worn a dot on their foreheads. Most of us have naively thought this was connected with marriage or religion, but the Indian High Commission in Canberra has recently revealed the true story.

When a Hindu woman gets married, she brings a dowry into the union.

On her wedding night, the husband scratches off the dot to see whether he has won:-

- A - Taxi license in Adelaide
- B - Convenience store in Melbourne
- C- Service station in Perth,
- D- Kebab shop in Brisbane
- E- Take away cafe in Sydney

If there is nothing there, he must take a job in India answering telephones giving technical advice to Telstra and Optus customers in Australia.

2 women in heaven

1st woman: Hi! My name is Sandra.

2nd woman: Hi! I'm Sylvia. How'd you die?

1st woman: I froze to death.

2nd woman: How horrible!

1st woman: It wasn't so bad. After I quit shaking from the cold, I began to get warm & sleepy, and finally died a peaceful death. What about you?

2nd woman: I died of a massive heart attack. I suspected that my husband was cheating, so I came home early to catch him in the act. But instead, I found him all by himself in the den watching TV.

1st woman: So, what happened?

2nd woman: I was so sure there was another woman there somewhere that I started running all over the house looking.

I ran up into the attic and searched, and down into the basement. Then I went through every closet and checked under all the beds.

I kept this up until I had looked everywhere, and finally I became so exhausted that I just keeled over with a heart attack and died.

1st woman: Too bad you didn't look in the freezer---we'd both still be alive.



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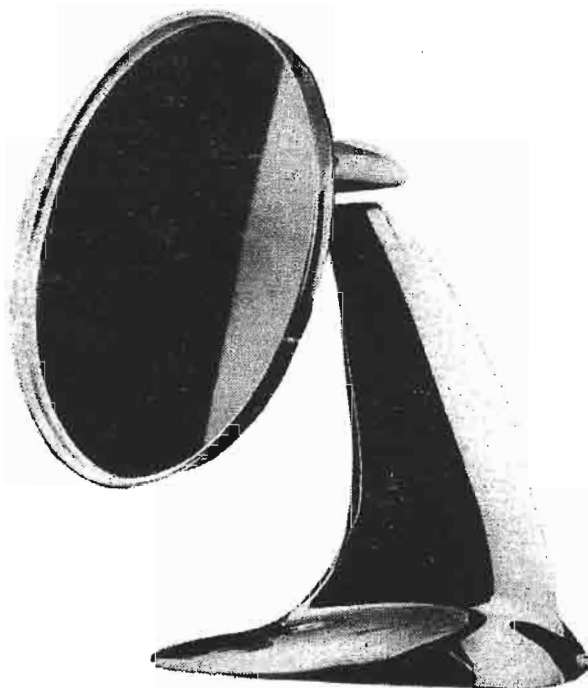
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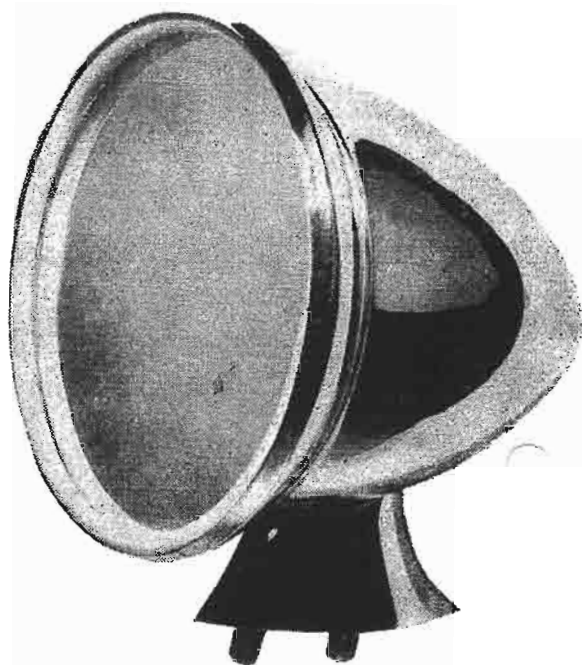
BMC mirrors, illustrated, appears on pages M3-5

MUDGUARD — UNIVERSAL



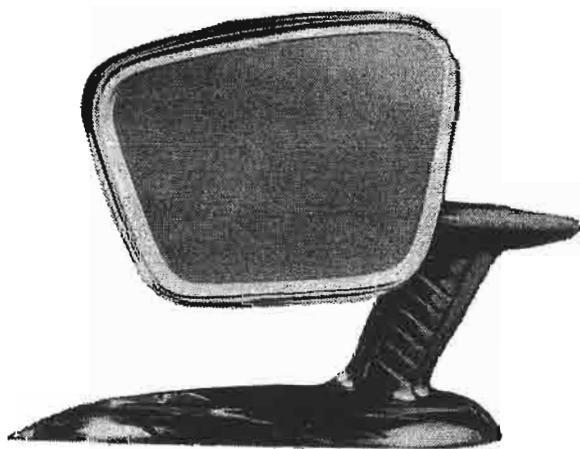
HYL499 Clear
HYL499A Anti glare

SPORTSMAN



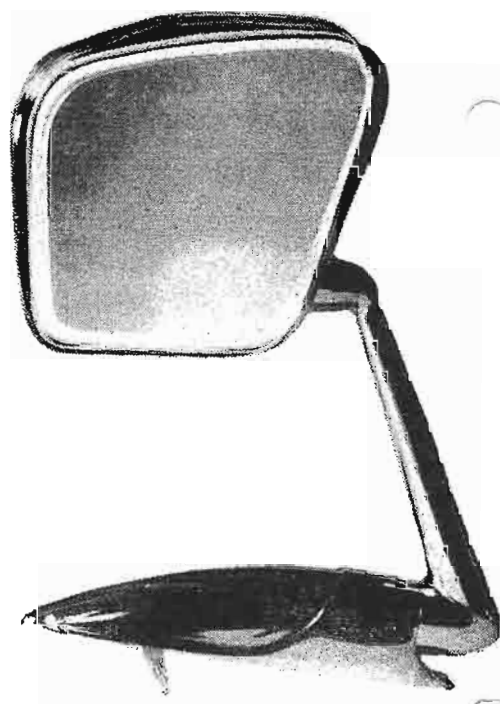
HYL2968 Clear
HYL2970 Anti glare

BODYLINE

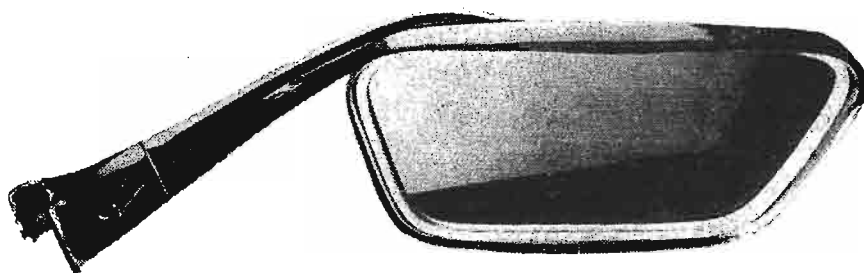


HYL2920 Clear
HYL2921 Anti glare

SWING ARM



HYL3250 Clear
HYL3251 Anti glare

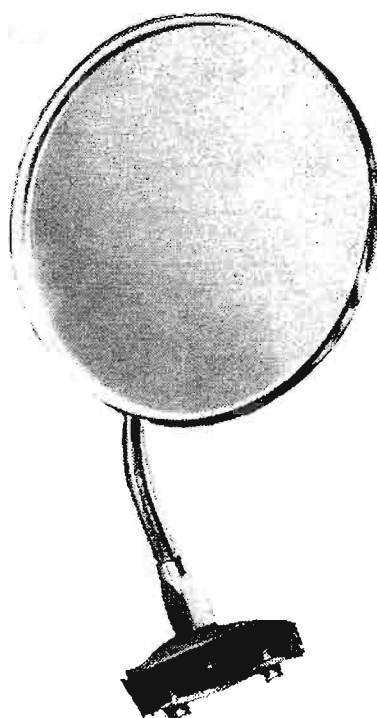


DOOR — DELUXE

HYL2962 Clear

HYL2963 Anti glare

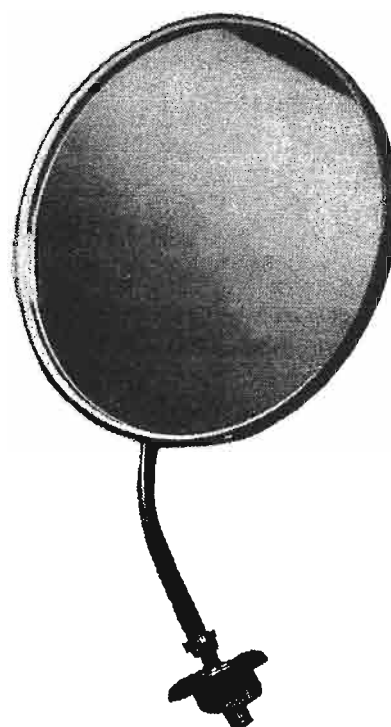
DOOR — STANDARD



HYL459 Clear

HYL459A Anti glare

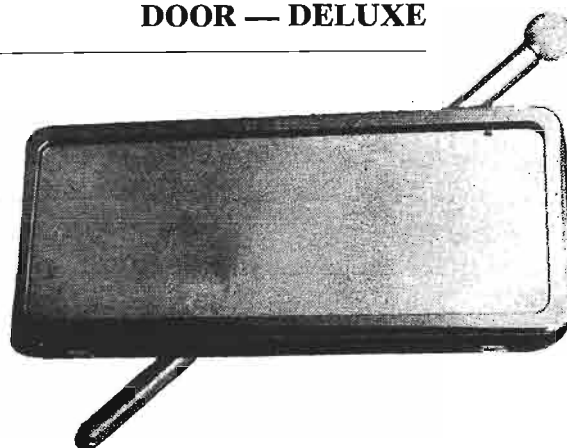
MUDGUARD — UNIVERSAL



HYL458 Clear

HYL458A Anti glare

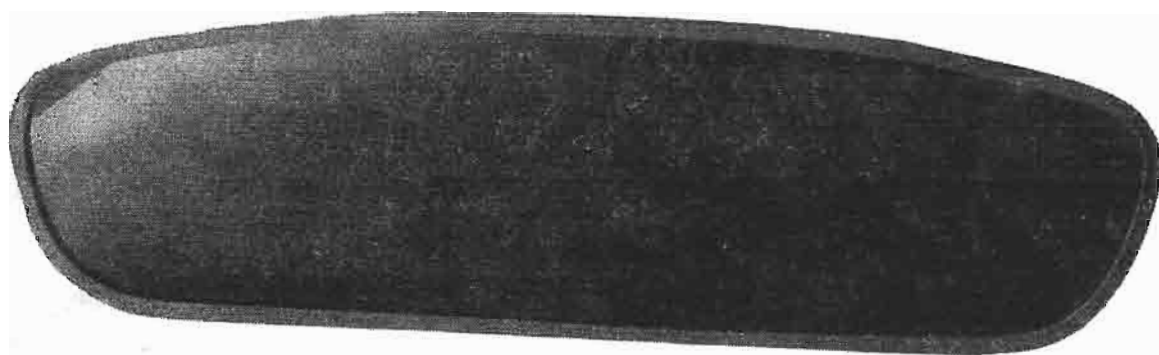
DOOR — DELUXE



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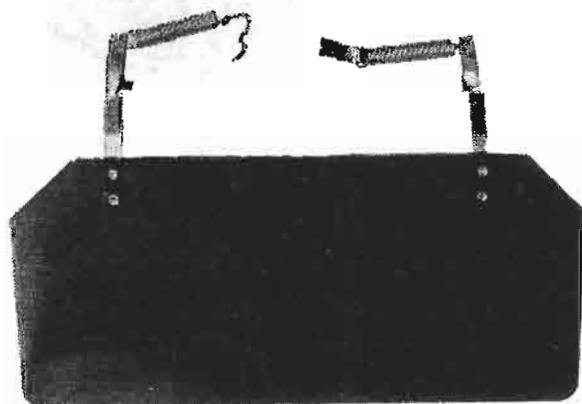
HYL2481A Anti glare

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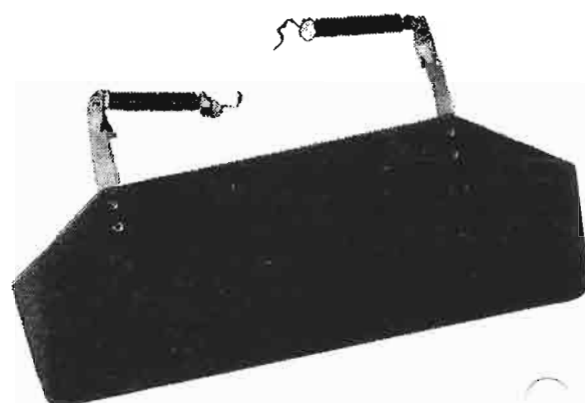


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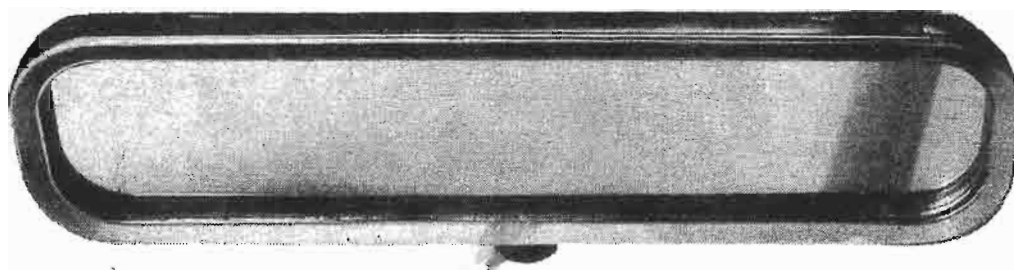


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Tailor made, 11 Transistor and 6 Transistor car radios with push button or manual operation, for all BMC vehicles.

11 TRANSISTOR MODELS FEATURE:

- * Exclusive "Crackle Cutter" . . . reduces noise interference from trams, power lines, welders and electrical storms.
- * A fully variable, wide range tone control gives an efficient bass boost and treble cut effect.
- * Push-pull audio, provides 8 watts of distortion free sound at high volume.
- * Volume control automatically compensates the tonal response as the loudness is varied.

11 TRANSISTOR AND 6 TRANSISTOR MODELS INCORPORATE THESE ADDITIONAL FEATURES:

- * BMC 12/12 Warranty.
- * Provision for cassette type tape player.
- * All standard type BMC Aerials have 5 telescopic sections to provide the minimum retraction length (for clean styling) and a maximum extended length for long distance reception.
- * The latest "Silicon" type transistors for greater reliability and consistency.
- * Push on/Push off switch enables a pre-set volume level to be retained.
- * A highly efficient "Automatic Gain Control" compensates for fading in weak signal areas.
- * Special compensating circuit ensures against distortion under all variations of temperature and supply voltage.
- * Advanced printed circuit assures trouble free performance.
- * Negligible current drain from battery.
- * Straight line tuning to give better station separation.
- * Dial has filtered illumination from the edge to eliminate glare.
- * Tuning knob is on the left hand side so that the dial is not obscured by driver's hand.
- * Technological Advances have enabled us to produce the smallest car radio in Australia that gives the ultimate in performance with an unobtrusive built in appearance.

8 TRANSISTOR UNIVERSAL RADIO FEATURES:—

- * Neat, simple under dash installation, the receiver pack is complete with all necessary suppressors and leads in addition to the 5 piece Aerial supplied with the radio set.
- * Fully variable tone control.
- * 2 watt audio output.
- * BMC 12/12 Warranty.
- * Provision for cassette type tape player.
- * All standard type BMC Aerials have 5 telescopic sections to provide the minimum retraction length (for clean styling) and a maximum extended length for long distance reception.
- * 8 transistor providing maximum performance in difficult areas.
- * Push on/push off switch enables pre-set volume level to be maintained.
- * Advanced printed circuit ensures trouble free performance (incorporates the latest "silicon" type transistors).
- * Straight line tuning for better station separation.
- * Filtered dial illumination—eliminating glare.
- * Negligible battery drain.

BMC RADIO RECEIVERS AND VEHICLE KITS

RADIO RECEIVERS.

PART NUMBER	SPECIFICATION	TYPE
HYL3628	11 Transistor	Manual
HYL3629	11 „	Push Button
HYL3630	6 „	Manual
HYL3631	6 „	Push Button

VEHICLE KITS.

PART NUMBER	VEHICLE	TO SUIT
HYL3633	Morris 1100	Manual or Push Button
HYL3953	Morris 1500	„ „ „ „
HYL3953	Morris Nomad	„ „ „ „
HYL3759	Morris Mini Range	„ „ „ „
	Austin 1800	
HYL3632	Fascia mounting	„ „ „ „
HYL3912	Trinket box mtg	„ „ „ „
HYL3634	MG "B"	„ „ „ „
HYL3635	MG Midget	„ „ „ „
HYL3635	Sprite Mk III	„ „ „ „

HYL4056	UNIVERSAL	8 TRANSISTOR MANUAL RADIO
Includes Aerial (HYL3636)		

AERIALS.

TYPE	SPECIFICATION	PART NUMBER
COWL MOUNTING	RETRACTABLE	STANDARD RANGE HYL3636
		LONG RANGE HYL3924
	LOCKDOWN	STANDARD RANGE HYL3637
		LONG RANGE HYL3925
	MOTORISED	HYL3961

AERIAL WHEN USING PORTABLE RADIO IN CAR, WITHOUT CRADLE KIT.

HYL2859 Gutter grip aerial.

HYL2764 6" Extension speaker with fader.

BMC "TAPE MATE" and PORTABLE CAR RADIO listed overleaf.

BMC "TAPE MATE"

HYL3932

Mono type pre-recorded cassette playing Tape Mate, for connecting to BMC Radio.

HYL3933

Stereo type pre-recorded cassette playing Tape Player that plays through it's own independent amplifying system. **THIS UNIT CAN ONLY BE USED IN VEHICLES WHERE THE BATTERY CONNECTION IS POSITIVE TO POSITIVE AND NEGATIVE TO EARTH.**

PORTABLE CAR RADIO.

HYL2857

Portable Car Radio

CRADLE KIT.

HYL3174

Morris 1100 Cradle Kit

HYL3159

Austin Freeway Cradle Kit

HYL3160

Wolseley 24/80 Cradle Kit

HYL2858

Universal Cradle Kit . . . except the above vehicles.

ERIALS WHEN USING CRADLE KIT.

COWL MOUNTING	RETRACTABLE	STANDARD	HYL3636
		LONG RANGE	HYL3924
	LOCKDOWN	STANDARD	HYL3637
		LONG RANGE	HYL3925
	MOTORISED		HYL3961

AERIAL WHEN USING PORTABLE RADIO IN CAR, WITHOUT CRADLE KIT.

HYL2859

Gutter grip aerial.

Sales

Freebies from Laurie Cameron 03 9838 6406

1 Completer Mk 1 Ute power unit, including original diff ratio

2 Mk 11 1800 - red interior like new

Portifino Gold 69 Mk 11, with parturient interior. No reg or RWC but runs. Has a new clutch Peter Collingwood 03 9702 1925 \$750

1971 Austin Kimberely mk 1 X6 76,000 miles re conditioned motor 14, 000 miles ago no oil leaks, uses no oil, no rust. Good condition all over Reg till 10/09 Many spares \$3,000 Allan Hogg 02 9522 8184



A Dutch registered Landcrab

After 3 days, fish becomes smelly

So do guests



Landcrab Owners Club Of Australasia



22 Davison Street MITCHAM VIC 3132
Ph 03 9873 3038



The Committee in its infinite wisdom has decided to limit club membership to 1,000. Therefore, be quick with renewals or miss out !!! Please remit \$A35.00 to Landcrab Club 22 Davison street, Mitcham 3132

Or credit the clubs account 063 109 00921464

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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

PRESENT:-

Mr. A.J. Rook - Service Manager, Victoria & Tasmania - Chairman.

Mr. M. Prescott - B.M.C. General Service Manager.

DEALER PERSONNEL PRESENT:-

J. Broome	Broome Bros.	Ferntree Gully
R. Cleaver	H. Collins Motors	Ballarat
J. Collis	H.C. Heathorn & Co. Pty.Ltd.	Hobart
D. Cox	Brown-Murphy Pty. Ltd.	Geelong
K. Gaston	Lyon Bros. Mtrs. Pty. Ltd.	Eltham
E. Goltz	L. Gordon Dent Pty. Ltd.	Essendon North
T. Haas	Mitchell Motors Pty. Ltd.	Launceston
C. Head	Head Bros. Pty. Ltd.	Carnegie
L. Kearton	J. & R. Anderson Mtrs. Pty. Ltd.	Glen Waverley
D. McDonald	Lane's Motors Pty. Ltd.	Frankston
P. McGough	Linacre's Motors Pty. Ltd.	Brighton Beach
G. McLiesh	Baker Motors	Albury
F. Muddyman	Plaza Coburg Pty. Ltd.	Brunswick
T. Muller	Swing Bridge Motors	Footscray
F. O'Callaghan	Peter Manton Motors Pty. Ltd.	Melbourne
M. O'Rielly	Kellow-Falkiner Pty. Ltd.	Melbourne
A. Parker	Lane's Motors Pty. Ltd.	South Melbourne
H. Putting	Gould's Motors Pty. Ltd.	Northcote
K. Russell	Etheridge of Blackburn Pty. Ltd.	Nunawading
R. Smith	A.F. Hollins Pty. Ltd.	Prahran
H. Webber	Kellow-Falkiner Pty. Ltd.	Melbourne
W. Weeberg	Lane's Motors Pty. Ltd.	Oakleigh
M. Wilson	Syd Mills Motors Pty. Ltd.	Mildura

OTHER B.M.C. PERSONNEL PRESENT:-

M. Ambrosius	Service - Victoria
S. Breeden	" "
W. Laidler	" "
C. Parsons	" "
A. Scott	" "
I. Thomas	" "
W. Phillips	B.M.C. Sydney

The Chairman opened the meeting and extended a welcome to the dealers' personnel present.

After a few words from Mr. Prescott, who stressed the importance to the factory, of the "feed back" of information, the meeting was "handed over" to W. Phillips, who discussed the following points:-

Mini Range - Grease leaking from front hubs.

For this problem CASTROL L.M. grease was introduced in production at vehicle Chassis No.

Mini Van	7698	
Mini Minor	2637	(rubber cone)
Mini Deluxe	36730	
Mini Matic	2659	
Big Wheel Moke	1502	

If grease from back of drive flange is leaking past bearing distant piece (Part No. AYA.4060) use PERMATEX AVIATION sealing compound No. 3 on inside diameter of bearing distant piece to seal in grease.

Sealer available from George H. Sample & Son Pty. Ltd.,
17 Anthony Street,
Melbourne. Phone 329-7435.

A Parker stated they have found seals to be out of the hub when dismantled - W. Phillips to check at Factory - also suggested seals be fitted in with R/R gasket cement.

C/V joint boots.

Factory is investigating the life expectancy of the rubber boot.

The C/V joint kits in the future will include the ball bearings - factory will advise when available.

Mini/1100 oil leaking up spline on drive flanges.

Factory are going to silver solder washer (Part No. FWZ.110) onto Nut (Part No. FNZ.810) and fit extra washer to overcome this problem - will be introduced into production later on.

Mini Deluxe rear displacer pipe rubbing on exhaust pipe bracket.

Production now use exhaust mounting (Part No. AYA.2071) on rear end of exhaust pipe - allows more clearance between displacer hose and bracket.

Commence at Chassis No.

Mini Deluxe	36326
Mini Auto	2628

Repair of damaged displacer hoses.

A displacer hose with the P.B.R. Aeroquip fitting is under test at the factory, and if approved, a Bulletin will be issued.

Steering rack boots - All Models.

A new "softer" material rack boot has been introduced in production, has a higher "tear" strength.

Steering column bush - All Models.

A new bush, made of Polyethelene material (pink in colour) has been introduced in production. Will be available through Spare Parts in the near future - Part No. will be advised.

Steering rack rattle.

Felt bush also going to be replaced with a Poly ethelene bush on all models in the near future.

1800 rack rattle - Rack and pinion adjustment is now carried out before the felt bush is fitted to overcome problem of early adjustment that was usually required.

A. Parker suggested a plug be fitted in rack housing for oil replacement - W. Phillips to take up with factory.

Morris 1100 Exhaust Pipe Support Bracket - AYG.2054.

The modified bracket (refer Service Bulletin C.74/68) is now used in production. Some dealers have been fitting two unmodified brackets, back to back to overcome
4

Mini/1100 Sump Guards.

M. O'Rielly stated that Sump Guards bend too easily - suggested rear brackets be strengthened - W. Phillips will take this up at factory.

H.T. Ignition Leads.

All old stocks to be scrapped. (Parts and Production). Copper core high tension leads with improved P.V.C. caps (for improved water sealing) were introduced in production at the following Chassis Nos.

Morris Mini Minor	5312
Morris Mini D/Luxe	38738
Morris 1100	69585
Morris 1100 S	15487

Refer Service Bulletin C5/69 for 1800 range.

P. McGough registered the complaint of no labour allowance for the 'B' grade campaign for Service Bulletin C5/69. Still not acceptable.

Where cases of distributor cap ends and coil ends burn out, dealers are to submit claims to Lucas, and if rejected then claim on B.M.C., attaching the rejected Lucas Invoice or Warranty Tag.

Mini/1100 Timing Cover.

The latest type cover was shown. Factory are fitting Loctite on seals when assembling and R/R on gaskets.

Dealers reported that in quite a few cases the gasket is the cause of the oil leak and seals are also replaced as a precautionary measure - this is misleading to the factory when evaluating this problem.

M.G.B. Hood Water Leaking through stitching holes.

Can be overcome by using -

Polyurethane Trim Sealer 389B

Supplier - M. Carson (Vic) Pty. Ltd.,
96 Islington Street,
Collingwood. Phone No. 41-3411
419-1737

1 Tube does 1 Hood.

Application Procedure

1. Clean hood along stitching line with solvent X60.
2. Apply Polyurethane sealer along needle holes.
3. Push sealer into needle holes with thumb.
4. Clean off excess with solvent X60 - be careful not to dilute sealer in the needle holes.

Approx. Prices - 1 oz Tubes - 12 off - \$2.70
1 quart Tin - 2.75
16 oz Tin - 1.20

1800 Complaints of Engine noise up Air Intake.

Can be minimised by fitting a strip of Close Cell Foam rubber 1" x 1" x 16" Length glued around intake hole - grille has to be removed to install rubber strip.

H. Webber has fitted a metal deflector, made up from a part of a Mini heater with similar results - this can be fitted without removing grille.

1800 - Exhaust system flex joint.

Couva type 150 galvanised flex, which is more flexible than original type, is a suitable replacement and gives a longer service life - size required $1\frac{5}{8}$ " inside diameter.

Available from - McPherson's Ltd.,
546 Collins Street,
MELBOURNE.

Phone No. 62-0301.

Approx. price with trade order - 35 cents per foot.

Approx. price without trade order - 65 cents per foot.

8" flex required for each vehicle.

Procedure for fitting.

1. Cut off old flex just forward of weld by flared end.
2. Cut off 8" Length of Couve flex - cut flex slowly and carefully to stop damage to copper sealing.
3. Fit approx. $\frac{5}{8}$ " of flex over pipe ends and braze - make sure front and centre pipes are in same relationship as when removed.
4. Fit in a closed up state.

Difficulty has been experienced obtaining $1\frac{5}{8}$ " Couve flex but $1\frac{3}{4}$ " is available, the attached instructions then applies and the Cooper pipe mentioned is Part No. AYG2016.

It has now been reported by dealers that the fitment of this Couve flex greatly assists to minimise the vibration on 1800 Auto, around the 40 m.p.h. to the extent of achieving owner satisfaction.

1800 Lower suspension bushes.

A "Silent block pin" (flexible bearing) sample was shown, and at this stage no definite time can be given when sufficient supplies will be available.

When fitting the silent block pin bush it is essential that -

- (a) Overtightening of nuts can snap pin at ends - tension setting is 45 foot lbs., then to next pin hole.
- (b) Tension nut at tapered end of pin with vehicle at normal vehicle riding height.

Factory are looking into the possibility of a tool to fit silent block pin bush without removing suspension housing off vehicle.

1800 Gear Change Cable leaking.

A demonstration of the fitment of the Nylex P.V.C. Tube over gear change cables was given by I. Thomas, and all dealers are now advised that claims will not be accepted for cable replacements due to oil leaks.

Instructings for the covering 1800 gear change cables are attached along with a detailed drawing of an adaptor that is suggested to dealers to make up themselves. This method of cable covering was developed by dealer, Etheridge, some time ago, with very satisfactory results, on a very large number of vehicles.

1800 Alternators.

An example was shown where housing was damaged by using a hammer handle to lever alternator to adjust fan belt. Email will NOT accept claims in these instances and should be checked on

Rattle Pads - 1800 Disc brake. The fitment of G.M.Clip Part No.7429659 assists this problem.

Squeal. The fitment of a Zinc Anneal Steel Shim 20 gauge between piston and pad, cut to size of pad plate assists this problem.

Mini Range brake linings.

A. Parker reported that Bendix linings are being supplied in B.M.C. boxes. Also you can only purchase DON linings from Soare Parts, whereas Hurdie Ferodo are now fitted on production.

W. Phillips to follow up at factory.

1800 - Jamming Starter Motor.

Is caused by poor thread condition on bendix - starter motor, with a 2.69 stamped on housing are claimed by Lucas to have this condition corrected.

This poor thread condition is not readily visible, so the complete barrel assembly should be changed over by the Lucas agent.

Lucas were to advise agent of this problem, but it is suggested that dealers make their local Lucas agent aware of the repair method. If difficulty is experienced then dealer should report this to the State Service Office.

1800 Auto - Oil warning light flashing on and takes an excessive time to go off when starting engine.

There have been found two points where air leaks into the oil pick up channels, they are -

1. Plug in transmission case just above governor housing. Can be sealed off with a suitable sealer.
2. Lanc's Motors of Dandenong have been fitting 'O' ring, Part No. 22A852 (from Mini/1100 Auto transmission) on the oil strainer pick up pipe with great success. It is easily installed. Just remove Cover and Filter assembly, Part No.37H2897 and strainer then can be removed and new seal fitted.

1800 Door Locks.

A factory investigation revealed that it was quite obvious that dealers were replacing locks unnecessarily, so all dealers were requested to refer to Service Bulletin C64/68 whenever they encountered a door lock problem.

1800 Door lock barrel.

When the clips breaks the pin falls out. Most dealers report that usually they find all parts in bottom of door, and replace with new clip.

Factory requires sample of barrels that experience this problem.

A. Parker has since reported that barrel can be turned around 180 degrees by altering position actuating lever, and if clip does break the pin will not fall out. Suggested that factory take this action in production.

Morris 1100 Near Side front door adjustment.

It was reported that still no adjustment left on strike plate to correct door adjustment.

W. Phillips to follow up at factory.

1800 Bonnet contour.

H. Webber reported that bonnet contour does not line up with mudwing.

Mini/1100 Idler gear bearing housing repair.

J.B. Beddison Motors Engineers, 1357 High Street, Malvern. 3144. Phone 20-3605 are now satisfactorily repairing the transmission cases and clutch flywheel housings when they are damaged by the failure of the idler gear bearings. In all cases so far, they have been able to satisfactorily repair all transmission cases but have had one clutch flywheel housing that was beyond repair, so a new one had to be fitted.

The prices are -

\$48 for the complete repair (both cases)
\$28 for the transmission case only

It is necessary to forward the following parts for the repair.

Transmission case (with all gears and bearing removed)
Clutch flywheel housing
All studs and nuts that hold both casings together.
New Gasket that fits between both casings.
New Idler gear
2 off Idler gear needle roller bearings
2 off Idler gear thrust washers

Due to the high costs involved of fitting new casings, dealers are advised to consider this type of repair whenever they experience this problem.

1300 Auto Transmission gaskets.

From the examples shown by A. Parker it appears Spare Parts are still supplying the old type gaskets. Particular reference to gasket Part No. 27H9450.

W. Phillips to follow up at factory.

QUESTION TIME:-

- M. O'Rielly Factory are rejecting time spent carrying out check as per Service Bulletin G1/68 for automatic transmission problems. Airport West Service Office have since received advice that this time will now be accepted when claimed for.
- M. Wilson Reported experiencing 1800 Utilities breaking rear suspension torsion bars.
- Also 1800 twisting of exhaust pipes where flange joins manifold.
- H. Webber Reported 1800 spilling out petrol from filler cap when fuel tank full on hot day.
- H. Putting Reports cases of 1800 tie bar nuts (refer Bulletin C80/68 coming loose after being checked.
- A. Parker Reported problem of intermittent loss of brake pedal on 1800.
- Also problem of unavailability of Parts - two quoted 1800 steering rack boots - C/V joint boots
Mini/1100 Auto - forward clutch kit Part No. 18G8227 - to get the individual seals you must buy whole kit.
- W. Phillips to take up with Spare Parts.
- G. McLiesh Reports a problem with 1800 Utility brakes - pulling one way - not evident when radial tyres fitted.

Meeting closed by Chairman, and it is anticipated that the next Meeting will be held during May 1969.

4

Trouble Shooting the Tandem Brake System on an 1800

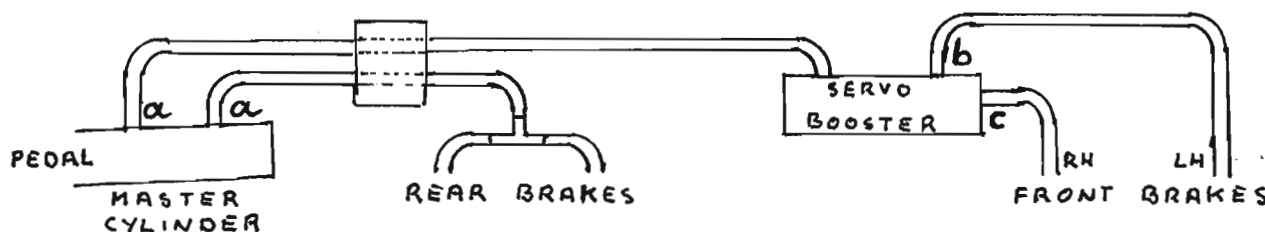
by Club Member Herb Simpfendorfer

Any reader who has only one 1800 and/or gets a mechanic to fix everything, can go and read something else, as this is meant for beginners, and fix-it-yourself people.

This article describes a brake problem and how it was fixed. This may help those who are learners, like me. It is all about a trap for young players.

I restored a ute that had been left abandoned in a river, and I had to replace many parts using my parts cars. The brake system was tandem which means there are two reservoirs for the brakes, and more piping than is found in the earlier single system. My ute has a PBR system. The booster servo unit is only for the front brakes.

So the time came for bleeding the brakes. The brake pedal went to the floor two times, then caught near the bottom of the third stroke. Not good! After going through the bleed process for all four wheels, it was still the same. So I did it again, thinking there must be a lot of air in the lines. No change. A lot of fluid gone. Now it was time to sit back and have a hard think. What was wrong? Since I had rebuilt the booster, the master cylinder, and replaced some of the slave cylinders, I had to suspect all these parts, as I am prone to making mistakes.

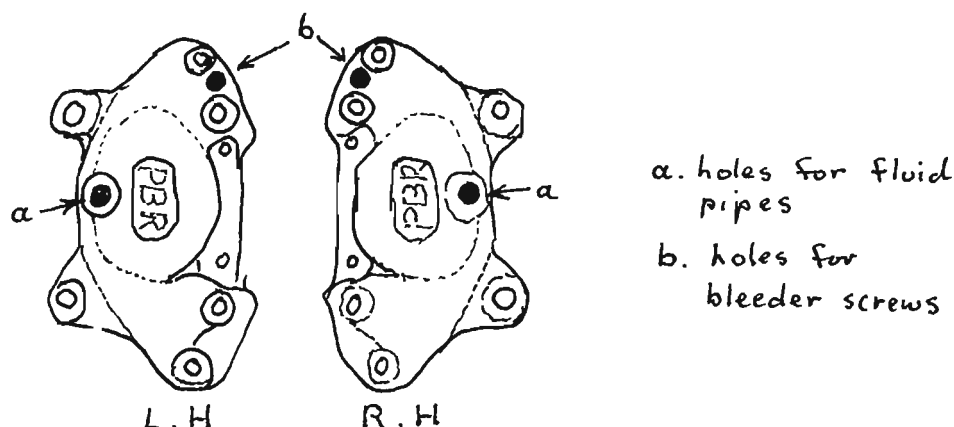


The hydraulic brake system on the 1800 ute.

After a restless night, I decided to try trouble shooting. Next day, I had a look at the system, and could see how to test one section at a time. I started by blocking both lines from the master cylinder, using very clean UNF bolts, (see **a a** on the diagram) and the pedal went down half way on the first stroke and stopped. So the master cylinder was OK. I connected the lines back on again. Then I blocked both outlets of the servo booster unit (**b c** on the diagram). Success again. So the booster and back brakes were OK. (The ute system is a bit different to the sedan's). Without further ado, I could have driven around Australia with back brakes only, but that was not a good idea. I still had a fault, and wanted to find out what it was. Then I blocked the line to the right front brake (**d** on the diagram), and success again. So the problem must be somewhere in the front right brake system. What could possibly be wrong there? I re-connected at **d** and blocked off at **c** to make sure my diagnosis was correct, and the pedal went straight to the floor. Incidentally, I have given you all the hints you need to work out what was wrong, Here they are again: PBR system and using parts from other vehicles.

I thought it impossible that so much air was in the pipe and hose, so there must be a fault in the caliper unit. I had a good hard look at it. The pads were quite thick, the bleed nipple was tightly shut, no fluid was leaking, and then the penny dropped. **The bleed nipple was at the bottom.** I took the whole caliper unit off, and put on a unit that had the bleed nipple at the top. Using the normal bleed process, I did three strokes of the pedal with bleed nipple open, closed the bleed nipple screw, and the pedal has stopped half way down ever since.

So now, I will not be tricked again in this way, and hopefully my article will help someone else avoid falling into the same trap. And as for all problems, when the fault is found, it is quite embarrassing to write about it, because it is all so obvious.



The PBR calipers, as seen from engine side.

Analysis: The PBR caliper unit from the LH side fits very nicely onto the RH side, but it cannot be used there. Why? The units are identical except for the position of the bleed nipple. The air stays in the unit if the bleed nipple is at the bottom, no matter how much bleeding is done. It cannot fill with fluid and displace the air. As I said, a trap for young players. This cannot happen with Girling units, as the pipe comes in from the top, not the middle of the side as for the PBR unit.

One more question: Can a PBR LH side caliper be changed to make it suitable for RH side use? I had a good look at the caliper unit, and it would be very difficult.

If I was in the bush, now that I know all this, I would bleed the LH unit while it is upside down on the RH side, and unbolted from the vehicle, with the hose and pipe connected, then bolt it into place without taking the pipe and hose off. That would work.

Even though my success was miniscule compared to that of Archimedes, I know how he felt when he shouted "Eureka!" after working out how to prove if the king's crown was solid gold or not. He was having a bath when the penny dropped for him, and legend has it that he then ran naked down the street, but I did not do that extra step.

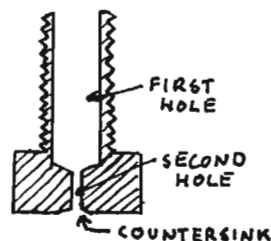
Accelerator Cable End Modification

Where the accelerator cable comes to the carburettor, the end of the cable goes through a little plastic unit which fits tightly into a hole in the top of the metal bracket which sits behind the carby. This little plastic gismo gets brittle over the years, and bits of it break off. If this happens, the cable sort of flops around and this is quite clearly unsatisfactory. What next? You don't have to buy anything, as you can make the necessary part yourself, and it is much stronger than the plastic part that was fitted in the factory at Zetland many years ago.

Here is how I do it.

Start with a bolt about 2.5 cm long, similar to ones used in 1800 rear engine mounts. Avoid using a high tensile one. Also have on hand a nut and spring washer for this bolt. The size of the bolt depends on what is on the carbie end of your accelerator cable. The tip of the cable outer has to fit snugly into the first hole. A bolt with head size 9/16" is OK if the cable is original. Also, this first hole has to be smaller than the diameter of the bolt where the threads are. So a bit of measuring is necessary. It's all in the diagram below.

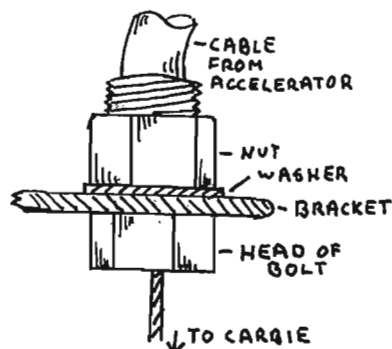
Place the bolt on the stage of a pedestal drill with the head on the bottom, in the vice on the stage if you have one there, otherwise hold it firmly with a vice grip pliers. Drill the first hole over half way through to the other end of the bolt. Then change to a drill of diameter a bit bigger than the inner of the cable, and drill the rest of the distance to the other end of the bolt, all the way through the head of the bolt. It does not matter if these holes are a bit off centre to the bolt.



*Cross section diagram of bolt
with all drilling completed*

Now turn the bolt upside down, and countersink the small hole a tiny bit with a drill of diameter about 5 mm, to remove the sharp edges.

Now see if the bolt fits into the hole in the bracket mentioned above. A bit of filing with a round file may be necessary to achieve this. Now put the bolt upside down through the hole in the bracket as shown in the diagram. Put on washer and nut and tighten. Then connect up the cable in the usual way, pushing the cable housing firmly into the first hole you drilled. If it does not go in, it may be necessary to drill the first hole a smidge bigger. Aim for a firm fit.



*Diagram of modification and cable
fitted on engine.*

If you have done all this, no more plastic bits can break off for ever, and it's ever so easy to take the cable off and put it on. (H.S.)

Crankshaft oil seal leak problem solved with Speedi Sleeve

Information from member Ken Patience.

Ken told me about a persistent leak he had past the oil seal at the flywheel end of the crankshaft in his 1800 engine. Replacing the seal did not help. This is because careful examination of the crankshaft showed that the lip of the seal had worn a groove into the metal of the crankshaft.

The solution turned out to be the use of a device called Speedi Sleeve Part No. CR99350 and Seal Part No. P 4978, both from Repco.

No more leaks. Thanks Ken.

(H.S.)

Your forefathers had a word for it

WARREN Fahey talks us through some of the inventive colloquialisms used by the early settlers now out of use and all but lost: **JOHNNYCAKES**: a staple gut-filler for the bushmen, a sort of hard scone usually eaten with "cocky's joy" — treacle. **MURPHIES**: spuds or potatoes. **RINGER**: the fastest shearer in the shed. In the late 19th century men were paid for each sheep they sheared and all shearers wanted to be the gun or ringer, as in "he could run rings around any other shearer". Jackie Howe was Australia's gun shearer. **SARDINE**: a style of shearing — a "sardine blow" — a wide shearing cut with the old blade shears. **PINKIN**: to "pink them" refers to the

style of shearing where the blades cut close to the sheep's pink skin. "Shaved him bare!"

CURRENCY LADS: currency lads and lasses were Australian-born children of early settlers and convicts. They felt superior to those born in England, who they referred to as "stirling".

COBBLER: this was the worst behaved sheep in the pen; the one no shearer wanted to shear. "As tough as an old cobbler" — it was usually the very last sheep shorn.

BARCOO ROT: skin disease that spread in the dry, desert regions. It left the skin scabby and scaly — and the flies loved it.

NEW CHUMS: British born. Many English new chums arrived in the

colonies dressed in top hat and other inappropriate clothing. They soon learnt to adopt an Australian style of clothing and lose their accents.

FAKING HIS CLY: a very old phrase that meant adopting someone else's accent.

LIGHTHOUSE: obscure but makes sense when explained. It refers to the swag. Imagine the swag upright, tied with belts, it would have looked like a mini lighthouse.

WOBBLY: the International Workers of the World were colloquially known as wobblies. It was a pioneer socialist organisation arriving in Australia in 1907 and remaining a force for around 40 years. Its members believed in "one big union" of workers.

SUNDAY@6 **AMPED** **HYR**
A God Space... Young Adults High School

These are some of my favourite church bulletin typos!

- Remember in prayer the many who are sick of our church and community.
- For those of you who have children and don't know it, we have a nursery downstairs.
- Low Self-Esteem Support Group will meet Thursday at 7 to 8:30 p.m. Please use the back door.
- The service will close with "Little Drops of Water." One of the ladies will start quietly and the rest of the congregation will join in.
- During the absence of our pastor we enjoyed the rare privilege of hearing a good sermon when J.F. Scubbs supplied our pulpit.

Weight Watchers will meet at 7:00 pm at the First Presbyterian Church. Please use the large double door at the side entrance.

CRAWWISE

Camshafts

The camshaft fitted to the landcrab has a long life and in most cases will last the life of the engine.

There have been several different camshafts fitted to the 1800 range so lets look at the history, back in the late 1950.s when the ADO 17 was on the drawing board BMC developed a new camshaft technology, this was a steel forging against the cast iron unit previously fitted and has a new profile called "Sine Wave Technology" this related to the way the valves were opened and closed and improved the life of the valve springs by reducing spring surge, BMC was so pleased with the result they patented the system.

The new cam gave smoother running but it was less tolerant to incorrect valve clearances, it was vital that these be accurate for correct operation.

The Mk1 1800 was fitted with a camshaft with the timing 5-45-21-51 and used a 18 thou valve clearance, this was used up to engine no 18 AMW-U-27273 a cam with the same valve timing as the Wolseley 16/60 (0-50-35-15) was then fitted, this was done to improve low speed running as the differential ratio had been raised and the new cam although it lost power at the top end it did improve the torque of the engine the valve clearance was also reduced to 15 thou.

When the Mk2 was introduced a different cam was used to complement the higher compression ratio of the 18H engine, the change to mechanical fuel pump and the introduction of 14" wheels, the new cam had a timing of 5-45-40-10 and was used up to the end of the single carb 1800 production and on into the new Wedge cars, the valve clearance remained at 15 thou but later in the Mk3 handbook the clearance was reduced to 13 thou.

When they brought out the 1800"S" all they did was use the MGB specification on the 1800 but with extra machining to work the mechanical fuel pump.

What to use if you need to change the cam. Well there are several after market camshafts available, There are several 1800"S" engines running round with a single carburettor so a new MGB cam would work But they will not have the machining for the mechanical fuel pump, not a problem with a Mk1 but a change to an electric pump for everyone else.

If you want to keep things standard then a Mk2 cam would seem to be the best bet as it will work in all the engines including the "S" as when Special Tuning did a test of a twin carb Mk2 (standard cam) against a "S" there was negligible difference in the performance up to 80 mph !!

When BMC entered a team of Group one cars on the Monte Carlo rally and Safari Rally they reverted to the very early Mk1 camshaft so if you are intending to do rallies in an Mk1 where you are restricted to Homologation rules then that is the cam for you but where you find one is your problem !!

For the London Sydney Marathon / World Cup Rally the MGB cam was used with a Mk1 cylinder head and twin carbs, this works well with a nice spread of torque and is reliable.

Part Numbers

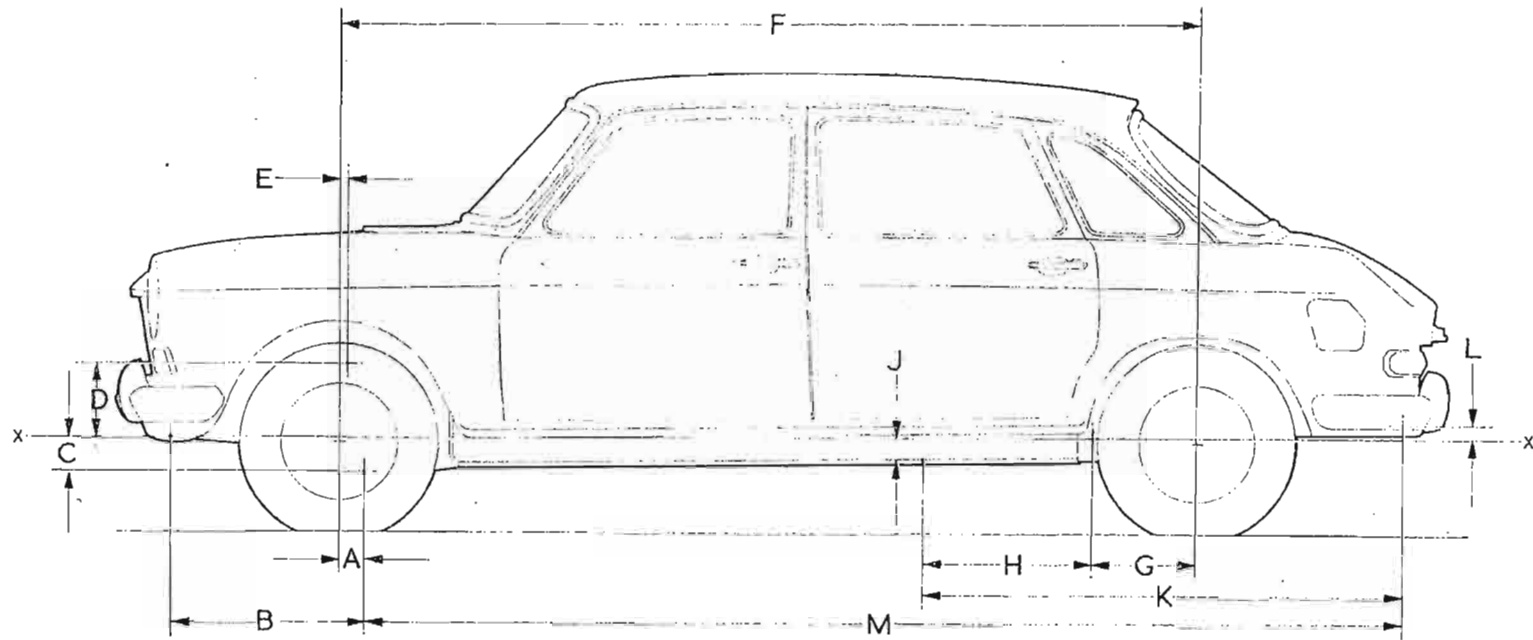
Early Mk1	12H 34
Late Mk1	12H 2435
Mk2	12H 2436
1800 "S"	12H 2746
MGB	88G 252

.....



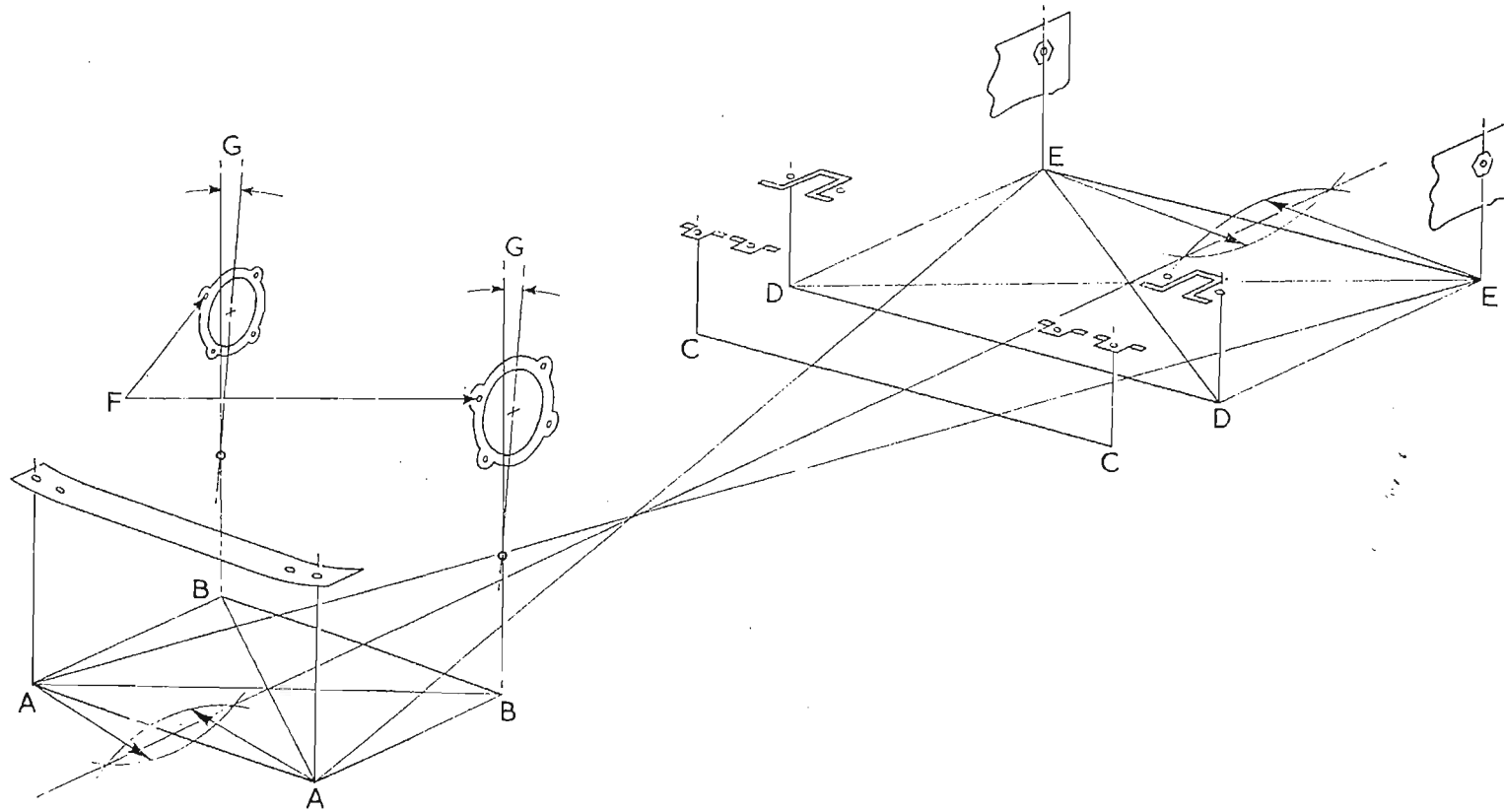
Still from a 16mm film shows the Benzimra / Earnshaw 1800 Mk1 reg no KXX 801 on the 1968 Safari rally. It was the only 1800 entered and failed to finish. It may have been a survey car from the 68 event.

VERTICAL ALIGNMENT CHECK



Code letter	Dimension	Location	Code letter	Dimension	Location
XX		Datum (body line)	G	13 ¹ / ₈ in. (331.8 mm.)	Hub centre to suspension rear mounting
A	3 ⁷ / ₈ in. (87.7 mm.)	Hub centre to lower suspension mounting	H	22 ¹ / ₈ in. (560.4 mm.)	Rear suspension rear to front mounting
B	23 ⁷ / ₈ in. (595.3 mm.)	Lower suspension mounting to tie-bar mounting	J	3 ⁵ / ₈ in. (78.6 mm.)	Rear suspension rear to front mounting
C	3 ¹ / ₂ in. (94.8 mm.)	Lower suspension mounting to datum line	K	58 ⁵ / ₈ in. (1481 mm.)	Rear suspension front mounting to bumper bar mounting
D	10 ¹ / ₂ in. (257.2 mm.)	Suspension mounting front (ref. Horizontal Check)	L	1 ¹ / ₂ in. (44.4 mm.)	Bumper bar mounting
E	1 ⁵ / ₈ in. (32.5 mm.)	Hub centre to suspension mounting front	M	126 ¹ / ₂ in. (3219 mm.)	Lower front suspension mounting to bumper bar mounting
F	106 in. (2693 mm.)	Wheelbase			

HORIZONTAL ALIGNMENT CHECK



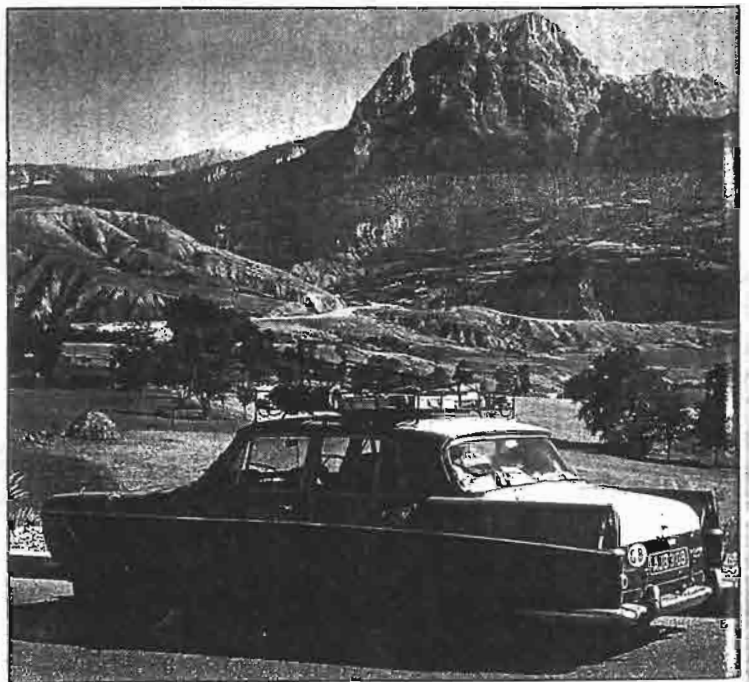
Code letter	Dimension	Location	Code letter	Dimension	Location
A-A	27 $\frac{3}{8}$ in. (697.7 mm.)	Tie-bar mounting hole centres	D-D	47 $\frac{1}{8}$ in. (1201.7 mm.)	Rear suspension mounting, rear hole centres
B-B	27 $\frac{1}{4}$ in. (697 mm.)	Front suspension mounting, front hole (top)	E-E	48 in. (1219 mm.)	Bumper bar mountings
C-C	46 $\frac{1}{8}$ in. (1171.6 mm.)	Rear suspension mounting, front hole centres	F	—	Centre of hole (horizontal check)
			G-G	—	4° suspension mounting angle

TEAM SPIRIT

Wilson McComb looks at the competitions department behind BMC's world-beating rally team



Above, the service crew enjoy a brief halt to pick up supplies. Below: left, Den Green prepares an Austin-Healey 3000 for a 1963 event; right, a pause to admire the scenery on the 1965 Acropolis



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ALITTLE while ago I wrote a letter to *The Times* – not about the first cuckoo of Spring but because one of their staff, doing a piece about Paddy Hopkirk, had kept referring to the achievements of “the British Leyland team”. Which was nonsense – the sporting successes of British Leyland could be counted on the fingers of an Iranian pickpocket. It was the British *Motor Corporation* team that reigned supreme in that golden Sixties era of Big Healeys and Mini-Coopers, and British Leyland who closed down the Competitions Department in 1970. For a short time – 1964 to 1967 – I had been their Press Officer, so I wasn’t likely to forget it.

Late in 1954 John Thornley finally persuaded BMC that a Competitions Department should be formed, and hired ex-HRG man Marcus Chambers to manage it. Naturally he located it at Abingdon, where most of the pre-war MG racing mechanics were still to be found, and in fact the fledgling Comps was at first squeezed into the old Development shop, its foreman the same Alec Hounslow who had been riding mechanic to Nuvolari when he won the 1933 Ulster TT with a K3 Magnette.

In practice this wasn’t such a good idea, for Alec loathed rallies and wanted as little as possible to do with them. Nor did it help that, even before Marcus arrived, six overweight cars had been entered for the Monte with crews of scarcely international ability. When the rally ended, the best-placed BMC works car was an Austin A90 in 68th position, and the next best was a ZA Magnette in 178th place...

So Marcus began the long haul from this unpromising start to get BMC recognised, some 10 years later, as the world’s best works rally team. It’s significant that he started with what mattered most, his service back-up, and that he chose a local man, Doug Watts (brother of Syd Enever’s secretary), to head the new Comps workshop elsewhere in the MG factory. Doug, now crippled by ill-health, looks back with proper pride on the part he played: “I was the first. Alec stayed with Development, I took over as Comps. He gave me the pick of the mechanics, and I reckon I picked the best of ‘em. Proud of them? Certainly I am.”

These were the lads who were to prepare the works cars for rallies and follow them the length and breadth of Europe to keep them going, whatever the treatment handed out by hard-pressed drivers who were using every ounce of performance their machines could provide. In his book, *Seven Year Twitch*, Marcus was later to remark on their dedication: “I have never met a more loyal body of men than racing and rally mechanics; they will put the success of the marque for which they work before anything.”

And this was the simple truth. They froze in mountain-top blizzards during the Monte, sweltered in airless valleys on the Alpine, and choked in the dust

of that comprehensively awful event, the original *Marathon de la Route* – which we always called simply “the Liège” or Liège/Rome/Liège, long after it ceased to start at Liège or go to Rome (and beside which the so-called Classic Marathon of today is an afternoon outing for kindergarten pupils). To set up and man the vital service-points for our rally crews, the mechanics drove hundreds of miles a day in the overloaded BMC vehicles – big old Austin and Wolseley A99s and A110s, usually – that were known as “barges”, though whether because of their handling characteristics or Marcus Chambers’ RNVR background, I never discovered. If need be, these boys would go without food or sleep and sometimes they risked their very lives to be at the right place at the right time, sweeping across the Continent of Europe with an assurance that Julius Caesar himself would have envied.

After 10 or 15 years of the game they knew *all* the tricks, whether they were in France, Germany, Italy or wherever. My most chastening experience in the team was to travel with six mechanics and six cars – three barges and three works Mini-Coopers – right across France and the full length of Italy to Brindisi, where we were to catch a boat for Greece and the start of the Rally Acropolis. As a reasonably experienced traveller I could, I thought, make myself useful as navigator, spare driver, general dogsbody – but bless you, they didn’t need *me*! Not for anything! At Brindisi we were

nicely caught by the local Customs officers, who refused to let us board the ship without our *carte carburante* – meaningless documents they knew we hadn’t got because they were no longer required. My righteous indignation (expressed in fundamental French mixed with half-remembered Latin) made not the slightest impression, and as sailing-time approached the officials sat smugly behind their desks, waiting – until Nobby Hall leaned across to them and silently rubbed finger and thumb together, raising his eyebrows a couple of millimetres. Suddenly all was understood; within minutes we had paid the required “fee” and were on our way to Greece.

If necessary, a repair job would be spread over a succession of service-points and several different countries. In the 1960 Liège, the Moss/Wisdom Big Healey lost its gearbox oil during the first pass through Italy because the drain plug had vibrated out. It was replaced at Verona by one from a Ferodo man’s A90, but the overheated input shaft had damaged the oil-seal, and in Northern Yugoslavia the clutch began to slip. Pat and Ann were told to douse it frequently with fire-extinguisher fluid and keep the oil-level low; meanwhile a new seal was ordered by phone, to be flown from Paris to Nice and thence taken by road to Barcelonnette, just on the French side of the Franco-Italian border. Unfortunately this was delayed, but the mechanics found a French one that could be fudged to suit. When the



Above Stuart Turner (wearing glasses) receives a presentation from the BMC Competition Department mechanics on his retirement as Comps Manager in 1967



Left, a hectic service halt on the 1966 Alpine Rally: three BMC mechanics attend to the engine, Tommy Eales (right) dismantles the nearside front suspension and Dunlop mechanics change the tyres

ow: left,
a pause to

ailing Healey arrived at Barcelonnette they whipped out the gearbox, fitted the new seal, replaced the gearbox and got the car going again – all within one hour. This repair enabled Pat Moss and Ann Wisdom to win the toughest rally there was in the international calendar. It was the first-ever victory by a British car and crew, and the first time an international rally had been won by women.

To Marcus Chambers it was "the highlight of my career as Competitions Manager", but his cup was filled to overflowing when the Morleys won the 1961 Alpine Rally as well, and he retired later that year. He had struggled for success with a variety of A90s, modded A50s, Magnettes, MGAs, hotted-up Minors, the Farina A40, Riley 1.5 and Frogeye Sprite – none of them capable of more than the odd class win – and attracted to the team the likes of John Gott, the brilliant Moss/Wisdom duo, the Morleys, Tony Amhrose, Peter Riley and Vic Elford. He had developed the Austin-Healey 100-Six for rallying and, building on that know-how, made the 3-litre version into the immortal 'Big Healey' – the long-legged red-blooded monster that was truly a winner.

Above all, Marcus had turned the BMC service team into something unique, and Stuart Turner had the good fortune to inherit this organisation when he succeeded Marcus as manager. Erstwhile co-driver to some of the very best, Stuart had a reputation for ruthlessness rather than finesse. Not for him the service route influenced, however incidentally, by convenient Michelin Guide rosettes; Stuart was in there to win, and matched his determination with superb planning, an awe-inspiring grasp of tactics. Some drivers suddenly found themselves looking for a new job, and even the best of them were sometimes out-manoeuvred – as Pat discovered when she accepted a tempting offer from Ford, only to find that Stuart had signed up the only two co-drivers available to her!

It was Stuart who spotted Paddy Hopkirk as a potential top-liner poised to make his mark, who signed our Flying Finns – Rauno Aaltonen and Timo

"To win the Monte for the fourth year running was an impossible ambition..."

Makinen – because of their matchless ability on ice, and added the really great co-drivers, Henry Liddon and Paul Easter. And when BMC came up with the new Mini-Cooper, following a couple of years' testing of the 850 Mini in rally conditions, the stage was set...

In 1964 the BMC team began to display its supremacy, winning the Monte and the Tulip and the RAC with Mini-Coopers, while the ageing Healey won the Liege a second time and came runner-up to the RAC-winning Mini-Cooper. In 1965, Makinen's Mini-Cooper 'S' was the only unpenalised car to reach Monte, and he and Easter were fastest in five of the six Mountain Circuit stages that followed, so of course they won for BMC again... and the team went on to win another seven major internationals that year.

Desperate to stem this extraordinary run of successes, the 1966 Monte organisers loaded the handicap so that only Group 1 cars – virtually unmodified – could win. I remember how the crews complained about inadequate performance when the 1966 Minis came through from the Comps shop. They were forgetting the new technique that the wily Turner had developed, using ex-rally drivers to go over the route in advance of the competitors and report back on road conditions. This enabled the BMC service crews to have exactly the right tyres available for every stage, every time, and it meant that on the Mountain Circuit our cars were fastest *on scratch* in two of the tests, and so well-placed in the other four that when the handicap was applied, the organisers found that BMC had done it again. Those three red-and-white boxes had, in fact, scored a 1-2-3 to underline their third successive Monte victory.

That the French disqualified all three plus the fourth-place Cortina, so that the premier award could go to a works Citroën – is history, and although their

assertion that we had used highly-tuned replica Minis for the Mountain Circuit was shown to be nonsense, they stirred up enough ill-feeling to ensure that some other rally organisers also became hostile, that year. We scored another eight or nine 'outrights' in 1966, but it was disappointing (and incidentally very damaging to our post-rally publicity) that several times our success was queried and its confirmation delayed. Most people thought Stuart would give the 1967 Monte a miss, as a number of works teams decided to do. Most people didn't know Stuart Turner, who put more determination and effort into that year's entry. I think, than any of the others. To win the Monte for the fourth year running was an impossible ambition, but BMC achieved it, Aaltonen finishing a mere 13 secs ahead of the second-place Fulvia.

And then Stuart said goodbye, handing over Comps to Peter Browning, who had been my assistant when I was Press Officer. Peter brought his own special skills to the job, plus the experience already gained on the publicity side, as founding secretary of the Austin-Healey Club, and as a qualified RAC timekeeper who had managed BMC record attempts and run our pit control at Sebring and Le Mans. Under his leadership, BMC won five more major internationals in 1967, but 1968 was a different story. The Mini-Cooper had simply not kept pace with the way rival manufacturers' cars were being developed, and in order to stay on the leader-board at all our crews had to give our cars some pretty merciless treatment. The BMC mechanics worked wonders to keep the Minis going although they now found themselves doing frantic repairs at most halts, rather than routine servicing, but gradually it became obvious that the days of supremacy were over.

A little after the Leyland takeover, Peter was in effect told that it was all right for the Competitions Department to continue operations provided they always won – an attitude betraying a fairly basic misunderstanding of motor sport! The Department's budget was cut so drastically that the team drivers and co-drivers had to be released; it was decided that saloon racing would be less costly than rallying, but results were on the whole disappointing. In retrospect, it seems obvious that too much of the team's now meagre resources were diverted into developing the BMC 1800s and Triumph 2.5 PIs for such events as the London/Sydney and London/Mexico marathons, but this was scarcely a free choice. Indeed, Peter Browning soon discovered that freedom of action was a luxury belonging to days gone by, and as he records in his book, *The Works Minis*: "It was in an atmosphere where every move seemed destructive rather than constructive, critical rather than sympathetic... that I decided the time had come for me to leave Abingdon." One month after his resignation, Leyland announced that Comps would be closed down.



Left to right: Johnny Lay, Ernie Giles and Doug Watts with one of the Competition Department's Austin Westminster service 'barges' at the Abingdon MG works

Italian Tomato Garden:

An old Italian lived alone in New Jersey . He wanted to plant his annual tomato garden, but it was very difficult work, as the ground was hard.

His only son, Vincent, who used to help him, was in prison. The old man wrote a letter to his son and described his predicament:

Dear Vincent,

I am feeling pretty sad, because it looks like I won't be able to plant my tomato garden this year. I'm just getting too old to be digging up a garden plot. I know if you were here my troubles would be over.. I know you would be happy to dig the plot for me, like in the old days.

Love, Papa

A few days later he received a letter from his son.

Dear Pop,

Don't dig up that garden. That's where the bodies are buried..

Love,

Vinnie

At 4 a.m. the next morning, FBI agents and local police arrived and dug up the entire area without finding any bodies. They apologized to the old man and left.

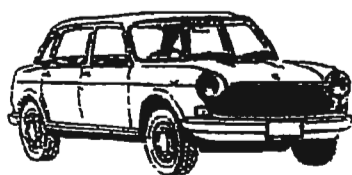
That same day the old man received another letter from his son.

Dear Pop,

Go ahead and plant the tomatoes now. That's the best I could do under the circumstances.

Love you,

Vinnie



LANDCRAB

CLUB OF AUSTRALASIA INC.



Great News...



*...The introduction of
'Women Only'
car parks !*

THE WIND BAGS

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Expiry	Prefix	First Name	Last Name	Address	City	State	Postal Code	Country	Home Phone	cars
30/06/2010	Mr	Bruce	Austin	15 Bickley Ave.	Thomastown	Vic	3044		(03) 9465 5447	mk 11 ute
30/06/2010	Mr	Joe	Barling	125 The Ridgeway	Chingford	LONDON		ENGLAND		3 wolsleys
30/06/2010	Mr	Francis	Barnes	224 Cooriengah Heights	Engadine	NSW	2233		(02) 9520 7351	mk 11
30/06/2010	Mr	David	Beard	37 Bemboka Road	Warranwood	Vic	3134		(041) 433 7116	mk 1
30/06/2010	Mr	Walter	Berry	12 Elkin Ave	Heatherbrae	NSW	2324		(02) 4987 1680	mk1 1800
30/06/2010	Mr	Rudy	Bourdaire	436 Maitland Bar Rd	Mudgee	NSW	2850		(02) 6373 3633	mk 11 1800
30/06/2010	Mr	Douglas	Bright	26 Bayton st	Kingston	TAS	7050		(03) 6229 2665	Mk11 1800
30/06/2010	Mr	David	Bright	30 Larwill Avenue	Northgate	QLD	4013		(07) 3266 3263	
30/06/2010	Mr	Peter	Collingwood	11 Viewpoint Place	Berwick	VIC	3806		(03) 9704 1822	Mk1 1800
30/06/2010	Mr	Ian	Cope	65A Henning Cres	Manning	W.A.	6152		(08) 9450 5161	ute
30/06/2010	Mr	Ian	Davey	11 Oxley Cres	Goulbourn	NSW	2580			Mk 1 1800
30/06/2010	Mr	Eric	Davison	3 Clifford Place	Coonellabah	N.S.W.	2480		(02) 6624 4537	mk 11 Ute
30/06/2010	Mr	Colin	Day	14 Mitchell St	Kerang	VIC	3579		(03) 5450 4090	Mk 1 1800
30/06/2010	Mr	Mathew	DeCean	41 Ridgeland Drive	Sanctuary Point	NSW	2540		(02) 4443 7876	mk 11
30/06/2010	Mr	Keith	Douglas	50 - 66 Mackelroy Road	Plenty	VIC	3090		(03) 9432 2820	Mk 11 1800 x 3
30/06/2010	Mr	Albert	English	454 Quarry Rd	Bunderburg	QLD	4670		(07) 4157 8191	Mk 1 1800
30/06/2010	Mr	Patrick	Farrell	4 Wayne Av	Boronia	VIC	3155		(03) 9762 4457	LOTS
30/06/2010	Mr	Ron	Fenwick	Box 62	Singleton	NSW	2330		(02) 6574 5182	Mk 1
30/06/2010	Mr	Peter	Fitzpatrick	222 Mitchell Road	Wagga Wagga	NSW	2650		(02) 6922 4882	mk 1
30/06/2010	Mr	Peter	Flavelle	69 Longview Road	Croydon	Vic	3136		(03) 9870 4450	mk 11 Ute
30/06/2010	Mr	Leo	Goodfellow	! Panarama Pde	Safety Beach	N.S.W.	2456		(02) 6654 1283	18/85 S, mk 11
30/06/2010	Mr	Ken	Green	23 Beacon Road	Kindstanding	Birmingham		England		Mk 11 1800
30/06/2010	Mr	Russell	Greenwood	25 Queen Street	Colac	VIC	3250		(03) 5229 7780	Mk 11 1800
30/06/2010	Mr	Kerry	Guinea	Box 45	Wulguru	QLD	4811		(07) 4778 3379	mk 1 ute 2 Kim
30/06/2010	Mr	Keith	Haines	8262 Hamilton Hwy	Hamilton	Vic	3300		(03) 5572 4875	Mk 11 Ute
30/06/2010	Miss	Naomi	Hall	288 Mt Dandenong Road	Croydon	Vic	3136		(03) 9723 0769	mk 1
30/06/2010	Mr	Nathan	Harris	4 Mackenna Street	Lynham	ACT	2605		(02) 6251 3412	mk 1
30/06/2010	Mr	Gerald	Hiles	16 Lawrence Avenue	Gawler	S.A.	5118		(08) 8522 2160	mk 11
30/06/2010	Mr	Peter	Hocking	18 Aranga Crt	Mt Claremont	W.A.	6910		(08) 9385 0692	3 Litre
30/06/2010	Mr	Alan	Hogg	22 Huntingdale Av	Miranda	NSW	2088		(02) 9522 6184	Kimberly
30/06/2010	Mr	George	Honick	Box 17427 Sunward Park	Gauteng	Republic of		Sth Africa		Mk 1 1800
30/06/2010	Mr	David	Huck	Leyland Park, 585 Burrendong	March	NSW	2800		(02) 6365 8328	Mk 11

Expiry	Prefix	First Name	Last Name	Address	City	State	Postal Code	Country	Home Phone	cars
30/06/2010	Mr	Andrew Cox	Jasdane Eng.	Factory 5, 8 - 12 Pascal Rd	Seaford	VIC	3198		(03) 9782 4995	Mk 11 ute
30/06/2009	Mr	Peter	Jones	4 Yarandin Ct	Worongary	QLD	4213		(07) 5574 8293	Mk 11 1800
30/06/2010	Mr	Mike	Jordan	34 Shana Ave, Keighley	West Yorkshire			England		Replicia
30/06/2010	Mr	Tim	Kennon	727 Drummond St	Carlton	VIC	3053		(03) 9347 7457	Mk 1 1800
30/06/2010	Mr	Adam	Krenske	9 Errington Street	Moorooka	QLD	4105			mk 11 ute
30/06/2010	Mr	Peter	Laursen	Praestemarksvej 30 DK 2300	Copenhagen			Denmark	(45) 3251 7336	1800
30/06/2010	Mr	Anthony	Lawman	1 Sophia Grove	Parkdale	Vic	3195			mk 11
30/06/2010	Mr	Garry	Lawrence	28 Roseash Street	Logan Centrral	QLD	4114			mk 11 ute
30/06/2010	Mr	Adrian	Leighton	20 Clarinda Av	Faulconbridge	NSW	2776		(02) 4751 6926	Mk 1 & 11 180
30/06/2010	Mr	Ed	Lenny	51 Prince St	Goulbourn	NSW	2580			Mk 1 1800
30/06/2010	Mr	Chris	Lewis	18 Lucas Street	Caulfield South	VIC	3162			Mk 11 1800
30/06/2010	Mr	Ken	Lyle	5/11 Cussack Road	Malaga	WA	6945		(08) 9248 5325	Lots
30/06/2010	Mr	Robert	Mackellar	33 Third Avenue	Sandgate	QLD	4017		(07) 3869 0834	Kimberly mk11
30/06/2011	Mr	Paul	Maher	90 Clarks Road	Cradoc	Tasmania	7109			
30/06/2010	Mr	Stephen	Mc Phail	Dun Iolair Tugalong Road	Canyonleigh	NSW	2577		(02) 4878 9318	Mk 11 1800
30/06/2010	Mr	Ian	McIntyre	18 Yondell Avenue	Springwood	NSW	2227		(02) 4751 4338	mk 1
30/06/2010	Mr	Robert	Medlen	2 Grassdale Rise	Alberfoyle Park	SA	5159		(08) 9370 7794	1800 Ute DYLO
30/06/2010	Mr	Neil	Melville	C/O Post office	Cowaramup	WA	6284		(08) 9755 5332	Mk 1 1800 ute
30/06/2010	Mr	Bill	Mitchell	Box 128	Beaufort	VIC	3373		(03) 5349 2720	1800 Ute
30/06/2011	Mr	Ross	Nankivell	462 Gordons Road	Drumanure		3636		(03) 5865 5464	Wolseley 6
30/06/2010	Mr	Bruce	Norton	90 Urana Street	Wagga Wagga	NSW	2650			2 mk 11s
30/06/2010	Mrs	Adele	Oates	169 Balaclava Road	Maryborough	Vic	3465			mk 1
		Austin Club	of NSW	Box 3943	Parramatta	NSW	2124			
		Austin Club	of QLD	1376 Old Cleveland Road	Carindale	QLD	4152			
		Austin Club	of W.A.	18 Drew Street	Stirling	W.A.	6021			
30/06/2010	Mr	Ken	Patience	149 Brees Rd	Keilor East	VIC	3033		(03) 9337 4661	Mk 11 1800 Ut
30/06/2010	Mr	Hans	Pederson	3 Thornton Crs	Mitcham	VIC	3132		(03) 9874 1800	1100, s/c1800
30/06/2010	Mr	Ian	Powell	7 Arcacia Street	Elsternwick	Vic	3183		(03) 9523 7097	mk 11
30/06/2010	Mr	Jim	Robertson	4 Sylvan Court M/S 2223	Glenvale	QLD	4350		(07) 4634 2418	Morris 1800
30/06/2010	Mr	Michael	Sage	71 Williams Road	Grapetree	QLD	4352		(07) 4697 9386	
30/06/2010	M	Clive	Saunders	6 Apex Court	Craignish	QLD	4655		(07) 4128 7284	
30/06/2010	Mr	Herb	Simfendorfer	21 Stitt St	Walla Walla	NSW	2339		(02) 6029 2224	Mk 1 180

Expiry	Prefix	First Name	Last Name	Address	City	State	Postal Code	Country	Home Phone	cars
30/06/2010	Mr	Franklin	Smallcombe	30 Illawarra Dr, Kin Kora	Gladstone	QLD	4680			UTE
30/06/2010	Mr	Richard	Snedden	36 Claremont Av	Malvern	VIC	3144		(03) 9509 0110	3 x Wlosley 6s
30/06/2010	Mr	Daryl	Stephens	22 Davison St	Mitcham	VIC	3132		(03) 9873 3038	Mk 1 1800
30/06/2010	Mr	Lachlan	Story	1704 Henty Highway	Mockinya	Vic	3401		(03) 5383 7507	Mk 11 ute, sed
30/06/2011	Mr	Bruce	Summerell	Verona Rd, Quaama	Via Bega	NSW	2550		(02) 6492 9575	Mk 11 1800
30/06/2010	Mr	Peter	Tadman	Box 283	Nundah	QLD	4012		(07) 3266 4537	Mk 11 1800
30/06/2010	Mr	Jim	Taylor	Box 232 The Mall P.O.	Heidelberg	VIC	3081		(03) 9457 7808	1800 Ute
30/06/2010	Mr	Paul	Toneman	2 Mynas Grove	Ballejura	W.A.	6066		(08) 9248 8218	mk 1
30/06/2010	Mr	John	Watson	10 Eastcote Lane	Welling	KENT		England		
30/06/2010	Mr	Rob	Williams	33 Portside Place	Shoal Bay	QLD	4750		(07) 4954 7676	mk 1 ute
30/06/2010	Mr	Ian	Wilshire	17 Melia Close, Mt Sheridan	Cairns	QLD	4868			
30/06/2010	Mr	Tony	Wood	31 All Hallows Rd	Bispham	Blackpool		England		

SMILE AWHILE

Wife: "What are you doing?" Husband: Nothing. Wife: "You've been reading our marriage certificate for an hour." Husband: "I was looking for the expiry date."

Wife: "Do you want dinner?" Husband: "Sure what are my choices?"
Wife: "Yes and no."

Wife: "You always carry my photo in your wallet. Why?"
Hubby: "When there is a problem, no matter how impossible, I look at your picture and the problem disappears."
Wife: "You see how miraculous and powerful I am for you?"
Hubby: "Yes I see your picture and i ask myself what other problem can there be greater than this one?"

Stress reliever girl: "When we get married. I want to share all your worries, troubles and lighten your burden." Boy: "It's very kind of you darling but I don't have any worries or troubles."
Girl: "Well that's because we are not married yet."

New members

Ross Nankivel
462 Gordons road, Drumanure 3636

Ross is just starting a ground up restoration of a Wolseley 6

Paul Maher 90 Clarks road, Cradoc, Tasmania

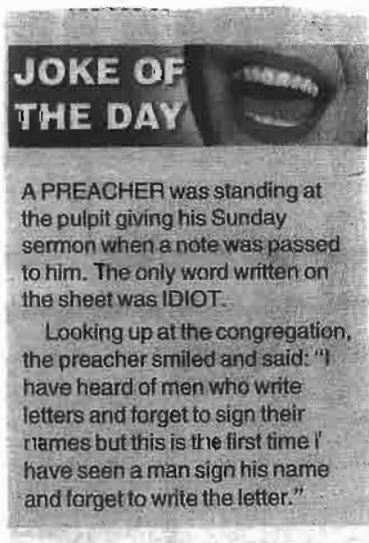
Sales

1981 Austin Allegro 2 door Euchuca Vic 0434 536 230 or 03 5482 1035

1800 parts Dave 02 9631 4854

72 Kimberley mk 11 Auto \$400 Vinyl roof, some rust in a door 2nd owner
0418 743 650 Nowra

One owner 69 mk 11 auto 89,000 miles excellent condition \$2000 Grafton NSW
02 6642 5931



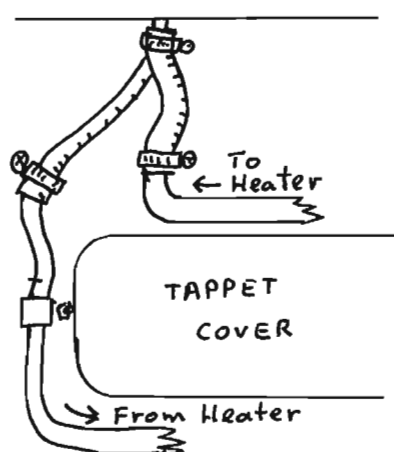
The Austin 1800 Heater.

by Club Member Herb Simpfordorfer

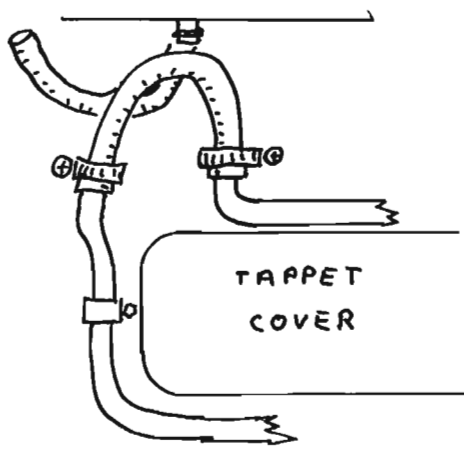
My experience is that the 1800 heater is efficient and trouble-free. Well, nearly always. The important part inside it is called the matrix. That is the part that hot water goes through and where heat exchange takes place, so that the heat of the water is taken inside the vehicle. It looks like a miniature radiator. A fan and a moveable flap take the air to the desired place and at two levels of strength: up, down, or a bit of both and then either fan driven or ram forced.

Until a few weeks ago, the only problem I have had was a noisy fan, and that can go on for years without needing attention. Why ignore it, if a drop of oil can cure the problem? Because it is so hard to get at. But I always knew that the matrix can fail, and it has now happened to me in one of my vehicles. The clue comes from getting a foot bath while driving along. This is a very dangerous situation, as the engine coolant is rapidly disappearing. What to do then? Turn off the engine immediately.

Then whip out a flat screwdriver, and short circuit the heater system. This is done by using one of the heater hoses, so that the water from the pipe normally delivering water to the heater is fed directly into the pipe normally taking water away from the heater. The water could be very hot! Takes about five minutes. Refill the radiator with coolant, and continue travelling, without heater comfort.



Before Short Circuit



After Short Circuit

As we are all now thoroughly spoiled into needing a warm car on a cold day, the heater must be fixed as soon as possible. To do this, first get hold of a non-leaking matrix, and I have at least a dozen, so there must be a fair few around. (Trying to fix the broken one is not worth the bother.)

Two tests need to be done:

1. Check for blockages in the tubing of the matrix. Use the garden hose to send water under pressure through the matrix in both directions. Keep on going until the water that comes out is clean and plentiful.
2. Check for leaks. This is best done with compressed air, with the matrix under water.

Now comes the tricky bit. To take the leaking heater out, fixing it, and replacing it, plan to have a whole day of uninterrupted time.

Hint: It would actually be a lot quicker and much less stressful to take the vehicle to the wreckers, and buy another 1800 with a good heater on the way home!

The manual says: **Remove the parcel shelf assembly.** Sounds so simple. A few screws and nuts to undo, and out pops the parcel shelf. Not so! My vehicle was an auto Mark 1 ½, so I had to contend with a centre console, the steering wheel tube, the auto controls, the fresh air vents and the hand brake lever under the parcel shelf. Just in case you are wondering, it is impossible to remove the heater without taking off the shelf. It is best to start by removing both front seats. Be prepared for a lot of lying down inside the car. Have a good light handy.

Disconnect the battery. Then remove every screw, nut and bolt connecting things to the parcel shelf. There are quite a few. Also undo the bolts under the carpet at the base of the steering wheel tube. Keep unscrewing things until the steering wheel is right away from its usual place and the parcel shelf is starting to move. There are also some electrical connections.

Prise out the parcel shelf. It is a tight fit, so must be brought out slowly. A paint scraper with a thin blade helps a lot, to give the shelf something to slide along. It comes out of the car through the passenger door. Put the parcel shelf in a safe place.

Then, taking the heater unit out is technically not difficult, but you will be so happy that both seats are out, as there are awkward lifts involved while lying down. There are four nuts, and some electrical connections. The unit is surprisingly heavy. I've got a feeling that two people could do it better than one.

At this stage, the inside of the vehicle looks like a bomb hit it, and it may well look like the vehicle could never be driven again. Think positively.

With the heater unit on the bench, replace the matrix, lubricate and test the motor, then oil all moving parts. Quite simple.

Hint: While the parcel shelf and heater are out, check things that are normally very difficult to get at, like windscreen washer and windscreen wiper components. Maybe the hoses or nozzles should be replaced, for example. Also renew the O rings that fit between the nozzles and the body. To take off the nozzles, you need a long tube spanner. Leave the hoses connected at the nozzle end when putting the nozzles back on. Also lubricate the bonnet hinges.

Replace the heater. Not easy if you are by yourself.

Now comes the hard part. The heater is back, and now the parcel shelf must be put back again. The ventilator tubes are a nuisance, especially the one on the right side, as there is a lot of clutter there.

When everything is back in place, there will be some screws that don't seem to fit anywhere. Discard these. But try to find a place for all nuts and bolts.

Connect the heater hoses back to where they belong, fill up the cooling system, and hope that you have not forgotten something important, because to do the job again will take another full day, and involve the same very awkward lifts.

I think that if I was asked to choose between taking the engine out, or replacing a heater matrix, I would cheerfully choose the former. But I also know that doing a job for the first time is always the worst. However, one thing is for certain: there are no awkward lifts while lying down involved when taking the engine out.

The Austin 1800 speedometer

An original article by Club Member Herbert Simpfordorfer.

About one thing goes wrong with the speedo. It is a colour change at the end of the ribbon. When it left the factory, this ribbon was all the same colour, a bright red. After some years, the little bit that is exposed when the vehicle is stationary changes colour to orange because of sunlight affecting the colour. So, when the vehicle starts moving, the first bit of the ribbon going across is a different colour. If you happen to have a ribbon with the same shade of red all the way, it would mean that the instrument has rarely been exposed to sunlight. For the purist, there may be some way of cutting off this bit of discoloured ribbon, but, for the rest of us, it is really of no consequence.



This is one of the early Mk 1 speedometers. The bit of the ribbon that changes colour can be seen at the left.

Obviously, the speedo is a very intricate device, full of all kinds of little moving bits, so all manner of things can go wrong. I have had one breakdown in a speedo. I was doing a restoration, and thought that 1800 speedos do not break down, so did no tests before fitting it. Bad mistake! A few metres down the track on a test run, there was a click. No action on the speedo. A quick check showed no movement of the inner cable at the speedo end while moving. So it was either a busted inner or a fault in the mechanism where the speedo drive starts at the differential. Back in the shed, I found the inner had sheared off at the diff. end. So I fitted another well lubricated inner, thinking the previous inner had a weakness. Another test run. Another click. This was getting serious! I could easily run out of inners if this kept up. So out came the speedo for testing.

The test gear for a speedo is a drill that has reverse, which has fitted in its chuck the last 5 cm section at the speedo end of a busted inner cable. If the speedo is good, this will move the ribbon to about 30 mph.

In my case, there was nothing. So I used "sledge hammer" tactics to get it working. No good. Since speedo repairs are not one of my skills, I got another one, tested it, fitted it, and

it all works nicely.

Next point: How available are speedo cable inners? Or outers, although these would rarely be needed? If you want to buy a new inner, do not come to Albury/Wodonga. One guy at the place reputed to be able to supply just about any part ever made looked at me and instantly said "No!" So, my hint is that you do nothing that might shorten the life of your inner, and do everything to lengthen its life. That would involve not having any kinks in the cable, and making sure the inner is covered in grease. And if you can get hold of a spare one, get it. So, if you see a wreck somewhere, remember that it takes about one minute to extract the inner. All you have to do is unscrew the knurled nut on the speedo end of the cable, push the cable away from the speedo housing, and pull out the inner. Have a plastic bag handy, as the thing is covered in grease from one end to the other. The ones that have broken for me break at the diff. end, so check that there is a square section at that end before you think you have a good spare.

It could be that Tony Wood in England can supply these, someone might know.

What have you done about the mph speedo on your vehicle? As it is helpful, even highly desirable to look at the speedo and instantly see your speed in km/hr, various methods have been used to make the change. As far as I know, no 1800 speedo was fitted in Australia with only km readings. But early ones had both, and I found enough to fit into all my road vehicles. If you have a few lying around, keep them in a safe place. They are valuable.

So what else can be done.

1. A strip of paper was available with km/hr numbers on it. The speedo was removed, taken apart, and the strip glued over the km/hr numbers. That was OK until the paper started discolouring and looking ragged with age, as happens to paper when exposed to sunlight. The odometer was still in miles.
2. When Australia changed to metric in 1974, some enterprising after market people made up small plastic gearboxes to fit between the speedo end of the cable and the speedo, for all common vehicles. The ratio used was 5 to 8. It was easily fitted, and the speedo/odometer was then km, even though mph was still printed on its face. I saw them in shops years ago, but never used one. Maybe they did not last long. It was a very good idea.
3. Putting strokes and numbers onto the front of the speedo glass is common. All commonly needed km/hr speeds are marked: 110, 100, 80, 60, 50, 40 and 25 for starters. To work out where to put these strokes and numbers, knowing 80 km/hr is almost exactly 50 mph and then using a calculator is all that is needed. White correcting fluid with that tiny brush works well. A similar idea is to glue a strip of paper onto the glass, with strokes and km/hr numbers at the appropriate places.

Which brings me to ask you a simple question:

Where were you in July 1974?

That was 35 years ago. The Austin 1800 had finished its run, the Austin Kimberley and Tasmans were discontinued in September of the previous year. The Leyland Marina was just entering the market, and the P76 was in dealers' showrooms. Holdens were selling the last of the HQ line. Fords were having a good run with the XB. ¹ And so on. Some people weren't born yet.

It so happens that 1974 was a very important year for all drivers. There was one night during that year when we went to bed with everything on roads officially measured in miles, miles per hour (mph) and yards, and next morning, everything was officially measured in kilometres, km/hr and metres. All fingerboards and roadside notices were changed in a few days. It was a mammoth operation, involving thousands of people.²

Aside: In one country in Europe I read about, some years ago, there was an even greater change, with driving on the left side of the road changing to driving on the right side of the road at 2 a.m. on one night determined by the government. It was done by having everyone on the road stopping at 2 a.m., staying there for ten minutes, and then everyone slowly driving over to the other side of the road, stopping again for ten minutes, then proceeding in the new fashion. It must have been a lot of fun. In the paper the other day, it was reported that the island of Tonga is about to change, and some Tongans do not like the idea one bit.

All this was given much publicity by the Prime Minister, Gough Whitlam and other bodies which were involved in the change. Not everyone was happy about it. For months, and even years, retailers, farmers, builders and many others had dual systems running and some even retained the old system. But the roadside signs were all in km and km/hr.

Now comes the important point. Very few, if any, motorists changed their speedos on that special night. Some had forethought and changed their speedos before, and some soon after. Some never changed.

So what did the directors at Zetland decide to do with Austin vehicles? Vehicles sold at the time of the change or any time thereafter would have had to have km speedos, or the prospective owner could well have decided to go to Holden or Ford where the appropriate changes had been made. The 1973 Ford XB and the 1971 Holden HQ vehicles had km speedometers.

I know that no Mk 2 1800s had km on their speedos. So when the last sold Mk II vehicles (the model was discontinued in 1970) were only a few years old, their speedos would have been out of date. It would be interesting to hear from a Kimberley or Tasman owner if all of those vehicles had km only speedos.

¹ According to Glass's Guide.

² If you think hard, you would remember we also changed:

from feet and inches to metres, centimetres and millimetres

from gallons, quarts, pints and fluid ounces to litres and millilitres,

*from tons, hundredweights, quarters, stones, pounds and ounces to
tonnes, kilograms and grams*

from pounds, shillings and pence to dollars and cents

from degrees Fahrenheit to degrees Centigrade

from points of rain to mm of rain

from *altitude in feet* to *altitude in metres* (except in aviation)

from *square miles, acres and square yards* to *hectares and square metres*

from *pounds per square inch* to *kilopascals*

from *horsepower* to *kilowatts*

and maybe some others I have forgotten about. We even had *guineas, links, carats, roods* and *perches*, but not many people used them. The changes were called *metrication* and *decimalization*. The new system involved 10, 100, 1000 and so on. I do remember some men bought new underwear at the time of the changes, as they thought it was appropriate!

It would seem that all these changes would be too much for a human brain to comprehend and remember. Some people had difficulties, but the rest of us just kept on going after a few hiccups. Mind you, not all of these changes were made on the same day or even the same year! Remember the controversy on whether we should say *kill-o-meter* or *kilom-eter*? The Prime Minister told us what he wanted us to say, but not everyone followed his advice, even though Gough was a good guy, and about to get the sack.

Another one of my memories: In a remote section of New Guinea, where I was at the time, the natives were lined up for an injection against something or other at the time the change was made from shillings to dollars. The wise ones knew what it was all about. "Yes," they said, in Pidgin English of course, as they nodded their heads, "this is necessary as we change to dollars."

And some things we have are not part of this system. For example, there are 90 degrees in a right angle, 360 degrees in a circle, 60 seconds in a minute, 60 minutes in an hour, 24 hours in a day, seven days in a week, 12 months and about 52 weeks in a year. And days in the month can be 28, 29, 30 or 31. Maybe someone, one day, will want these to be decimal, and there will be more problems.

Not everything changed. For example, a cricket pitch is exactly one chain between stumps. It will be some time before we stop using the 44 gallon drum. Some things in vehicles are still measured in *thou* (thousandths of an inch). I still put 28 pounds per square inch of pressure in my 1800 front tyres. Four gallon drums are handy for stands. Some people are six foot six inches in height, others are five foot nothing. Babies weigh about seven pounds when born. A normal step is one yard. Some people like to buy a dozen eggs. Mt Kusciusko is still 7,310 feet high. Many rooms are eight feet high. A pint of beer is nice after a hot day. Subway rolls are six inches or a foot long. When travelling, we are sometimes miles from anywhere. When thinking about petrol consumption, we think of mileage. We still like to get 30 miles per gallon. We like to get an inch of rain. We don't like it when the temperature reaches a century. Gold is still measured in ounces. Boats still go in knots. Planes fly at an altitude of 10,000 feet or more.

And, finally, we all end up six foot under.

Paul and Josh's Austin 1800 Ute

We recently purchased our Austin MkI Ute on ebay down here in Tassie, where it had been sitting in a drive way in Devonport overlooking where the 'Spirit of Tasmania' pulls up for the last 5 years. Prior to that I believe it was a daily driver until the gear cables gave way.

It was an all day outing to retrieve it as we live south of Hobart and it was located up at Devonport, darkness caught up with us on the northern outskirts of Hobart. Just a tip, if you know your trailer lights aren't working correctly, pull up and fix it, the boys in blue were waiting for us just down the road from home. I was let off with a warning because of my good record.

Once we got it home, I stuck a battery in, gave the points a bit of a clean and she fired up without too much trouble, and seems to run quiet well.

The restoration is now underway. I have repaired the roof which was pretty dented with some rust coming from underneath of one section that had been previously bogged up, one of the rear quarter panel's is also now a lot straighter. Actually the car is quiet straight except for the tailgate which has been knocked around abit.

The floor is badly rusted on both sides of the cabin and I plan to replace with flooring out of one of the sedan's I have.

My stepson has been pretty keen on the 'Landcrabs' for a while and he sort of got me interested in them. Previously I had owned an Austin A30 and an A40 which I sold last year. At the moment, where trying to work out who is going to be driving the ute the most, (which will be a daily driver and put to use as we live on a few acres). I guess, we might have to get one of the sedans on the road as well.

SMILE AWHILE.

A little boy went up to his father and asked:" Dad where did my intelligence come from?" The father replied. "Well son, you must have got it from your mother, because I still have mine."

"Mr Clarke?, I have reviewed this case carefully," the divorce judge said, "and I have decided to give your wife \$775 a week." "That's very fair of you your honour," the husband said. "And every now and then I'll try to send her a few bucks myself."



134

1800 Update

Hi all. Some time since I put pen to paper, but "things" seem to get in the road. I have finished the Mk2 1800 Rally car but not without some grief. The motor is 150 thou up with Volvo pistons and rings, match ported head, mandrel bent extractors and a 2" system. It has twin 1.5 inch carbies and a compression ratio of 10:1. I have also put ute suspension bags in it and it goes like a rocket.

The dramas started with pulling the engine out. The only reason for this was the clutch needed replacing. We decided to take it out through the bottom. Bad idea. While it was out we put new rings bearings etc in, even though they looked O.K. I mean, while it is out you may as well. A heavy duty clutch was added and the engine replaced.

Immediately I discovered it would only select 1st and third and grudgingly reverse. And that was with the engine switched off. Out came the engine again. This time through the top which was marginally better than through the bottom. We had a look at the linkages and found one bent so with that straightened and everything else checked she went back in. This time I had no trouble selecting gears until I turned on the motor. With the motor running I could not select any gear.

It was about this time that a friend, Peter Van Acklemaid came to stay and he simply said "Oh that's easy. Your gaskets are too thin." I thought he was having a lend, but, no, he was serious. Out came the motor again. This time with the grille etc removed it came out the front. This time it was out in 90 minutes as against 1.5 days the first time.

We put a double set of gaskets in and reinstalled the motor. Again. This time perfect gear changes and no trouble since. (Touch Wood...)I stripped the paint from the body and fixed all the little scrapes and dents and painted it light green over dark metallic green. Why those colours? Just liked them I guess. The paint is not perfect but looks great from 5 feet away

At this point my son's Mazda 626 is languishing at the farm while he is gallivanting around the countryside in my 1800. In the meantime he has purchased a 1800 ute Mk2 and I have recently purchased (actually swapped it for a Landrover) a very early Mk1 ute. Chassis no is 699. This car I bought from the original owner who once owned the BMC dealership in Geelong. This was the first ute delivered to the dealership so he grabbed it as a work come demo vehicle.

He is now an auto elec and as such the mechanicals and electrics are brand new. The body needs some attention but nothing serious. It came with a ton of spares including a complete spare set of brand new suspension bags for the ute, a brand new head, CV joints, boots etc. It also came with a hydrolastic pump. That is a real score.

It is a really great car to drive and gives flawless service, is cheap to run and very comfortable. Some of the improvements he has made are a complete rewiring of the ute, the introduction of circuit breakers and relays, a heavy duty alternator, a Gemini starter motor, xenon bulbs in the headlights and the spotlights which are truly stunning at night. He has installed electronic ignition (what a blessing) and to demonstrate how well he has done it, I went out the other morning at minus 2 Deg C, pulled the choke and without touching the throttle turned the key and it fired first go. I wish all my cars started like that.

Once the A 40 Tourer is finished (not long now) the ute goes into my workshop for a cosmetic makeover including paint.

I still cannot understand why these vehicles are not sort after like other models. They were revolutionary when they came out and they are still a brilliant car. I watched the film of Evan Green and Jack Murrays trip to the four corners of the country including their epic east west crossing in a Mini 850 and a Mk1 1800 Sedan. It is called Crossroads Alice. What an adventure that would have been.

As a foot note I was able to look over that particular 1800 in Adelaide last year. It has resurfaced after many years and still shows the scars of that trip. The new owner is doing a sympathetic resto of the car in such a way as to leave the unique features like the sleeping position in the back and the total sandblasting underneath. It runs an alternator with an air hose attached to the rear to stop dust getting in. A very historic car in great hands.

That's all for the moment. I will write again when the Tourer is finished and when I get my rally car back from Matthew and try it out at Winton.

Regards

Lachlan Story

Mockinya Victoria

"A closed mouth gathers no feet"

SMILE AWHILE

Little Johnny's at it again...A new teacher was trying to make use of her psychology courses. She started her class by saying, "Everyone who thinks they're stupid, stand up!"

After a few seconds, little Johnny stood up. The teacher said, "Do you think you are stupid, little Johnny?"

"No miss, but I hate to see you standing up there by yourself!"

Little Johnny attended a horse auction with his father. He watched as his father moved from horse to horse, running his hands down the horse's legs and rump. After a few minutes, Johnny asked, "Dad, why are you doing that?" His father replied, "Because when I am buying horses, I have to make sure that they are healthy and in good shape before I buy. Johnny, looking worried, said, "Dad, I think the Telstra guy wants to buy mum."

Come one
Come all
To our
Annual barbeque
Sugar Loaf reservoir
11 am
Sunday
November 22

Melway 273 D7

More details ?
Bruce Austin 8465 5447

The Treasurer has generously announced that the
Club will provide the flies

Alec Issigonis – 100th Birthday

Born Alexander Arnold Constantine Issigonis on November 18th 1906 in Smyrna, now Izmir, Turkey, Alec showed no interest in motor cars as an infant and was 12 years old before he even went in one. Issigonis' grandfather and father were both engineers, but as his father died when Alec was a teenager his mother, Hulda, the daughter of a Bavarian brewer became the pivotal figure in his life.

After World War I, Hulda and Alec left for England where he resisted his mother's wish that he should study art and, in 1925, enrolled in a three year engineering course at Battersea Polytechnic. When he graduated, his mother bought him a car to go on a tour of Europe before starting work. The car, like most at the time, was unreliable, and the experience motivated Alec to try to improve the experience of driving for everyone.



Issigonis' first job was working as a draughtsman and salesman for an engineering consultant who was developing a type of semi-automatic transmission. In his free time, from 1933 until 1938, Alec worked with his friend, George Dowson, on a private project to construct a hand built racing car. Built without the aid of power tools, the car employed an efficient 'stressed skin' structure devised by Issigonis and plywood body sides

covered by aluminum sheeting. Alec successfully raced the car himself until the demands of his job forced him to stop in 1948.

In 1936, Issigonis was offered the post of steering and suspension engineer at Morris Motors, a company founded in Oxford in 1912 by William Morris. Alec developed his knowledge of independent suspension systems at Morris Motors and devised an independent coil spring system for the 1938 Morris Ten only for the company to adopt a more conventional and cheaper beam axle solution.

Working under the company's chief engineer, A.V. Oak, Issigonis originated almost the entire design and specification for the Morris Minor, an extraordinary achievement in the mass production vehicle industry of the time. In 1942, the first scale model was produced and the following year work began on a hand formed steel prototype. By 1945, a full scale static model close to the eventual production form was unveiled.

The car, code named the Mosquito was completed and presented to the motoring public as the Morris Minor. It went on sale in 1948, and won the hearts of the British motorists, not least because Issigonis' steering and suspension made it easy to drive compared to other cars at the time. The Minor remained in production until 1971.

Encouraged by the success of the Minor, Issigonis, now Chief Engineer continued his design experiments at Morris Motors, but when merged with the Austin Motor Company in 1952 to form BMC, he resigned to work for Alvis fearful that his freedom would be curbed in a large company. There he worked on the design of a luxury car but it was never put into production. Sir Leonard Lord invited Issigonis to return to BMC where he was to forge a close rapport with the draughtsman Jack Daniels, who transferred his concept sketches into technical drawings and working prototypes.

The mission given to Issigonis and his team at BMC was to combat the increasing imports of inexpensive bubble cars from Germany and Italy. His department was charged with the design of a fuel-efficient, inexpensive four-seater vehicle using an existing engine to regain market share for BMC. The design was revolutionary and went on to become one of the best selling cars in Europe – the Mini. Issigonis squeezed the transverse east/west engine location into so little space that 80% of the 3 metre long car was free for the driver and passengers.

The Mini was launched in 1959 and was a great success. Issigonis was promoted to Technical Director of BMC in 1961 then in 1964 he was made Engineering Director. During these years the Austin 1100 and the 1800 were launched, all developing the concept he had pioneered with the Mini. In 1969, he was appointed Director of Research and Development at British Leyland as it was now called and the same year the Austin Maxi was released to continue the theme.

In 1969 he was knighted for his services to automotive engineering and in 1971 he retired. In 1988, he died at the age of 81. Alec was always known as a gentleman, as an enthusiastic and brilliant engineer, and as a person who led by example. He was also known as someone who always got his own way when designing a car. He was of the opinion that the car design should be carried out by one man and that the total concept made the car, not the individual parts of it.

KEN GREEN'S PAGE

Leyland Australia

Works X6 Kimberley



Reg BME 516

It was originally all white. It had Tasman grille and headlights but was a

Kimberley. Used by Ken Tubman / Jim Barrett the Dulux rally Jim says :- *Our result in the Dulux was on the third day while competing at Lakeside circuit near Brisbane we broke a CV joint, and with delays in getting the service crew in back in place they were no longer in the top 10 so decided to withdraw.*

Jim and Ken also competed in the N.Z Heatway rally. They were part of a 3 car team from Australia, Andrew Cowan in RJB 327F and Evan in BFO 067 both Australian Cooper S

Painted White / Blue (Australian works colours) it was Prepared for the 1972 Southern Cross Rally - spec included London / Sydney suspension i.e. Ute rears, front & rear shock absorbers and triple carbs it was crewed by John Taylor / Dr Graham West.

Sold to John Taylor after the event and re-registered in South Australia as RTX 362

Some Results

1972 BP 1000 Hills rally

1972 Walkerville 500 rally - 1st 28/29th Oct 1972 Comp no 4

1973 BP South Eastern Rally Car 8

John Taylor / Gary Chapman 1973 Southern Cross Car no 1

1973 Uniroyal Southern Rally



It was then sold To Jerry Browne in South Australia still RTX 363 and painted Maroon / White

Results

Jerry Browne / Kevin Attwood

1973 Walkerville 500 Comp no 6

1973 Uniroyal 850 Rally Comp no 12

1973 SAS Rally Comp no 2

Sold to Tony Beekman in Victoria Re-Registered as LTN 439

Sold to Bob Morgan still LTN 439

Sold to Colin Pope still LTN 439 used to tow his Austin Mini Racing car. Scrapped and rally parts recycled by Patrick Farrell into other cars.



Jim Barrett & Ken Tubman 1971 Heatway Rally. NewZealand.

Thanks to Jim Barrett of Sydney for His help....

Ken Green



LANDCRAB

CLUB OF AUSTRALASIA INC.



Welsome to newsletter number 152 for December, 2009, and
January 2010.

And have a merry Christmas !



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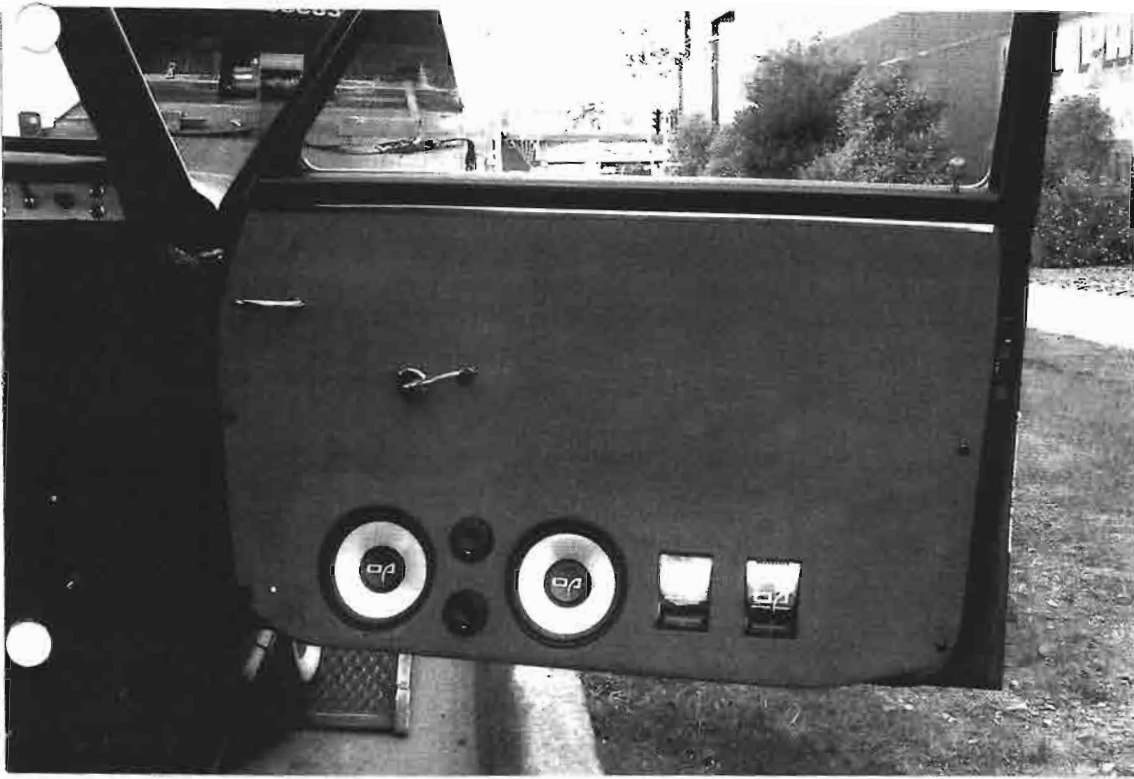
New member

Lex Marshall Box120 Bega NSW 2550 02 6492 1234

Sales

1800 one owner 86,000 miles Tallebudgera 0423 045 565 \$2,000

This mk 1 was photographed by Keith Douglas out the front of JB hi fi, with noise coming out in all directions !!!



Air Conditioned 1800

By Andrew Cox, as told to Daryl Stephens, who was lucky enough to see and experience the almost finished result

Aim; to air condition an 1800 Ute- not as an after market addition – but as a fully integrated system, to a standard that BMC would have achieved

Parts Purchased. Compressor Sandon TR90 or 70 from VK – VL Commodore \$50

Falcon EF idler pulley

Condensers Jayair CN 5051[2 of]

Fan assist DCSL8 2 of these 8" fans \$230

Fan Belt XL7470

Heater/ Cold Air Box, from Hot Rod Hardware 03 9752 6555 Super Frost SF SF- SRP \$600

Radiator Modification \$100

Receiver dryer \$120

Plus hoses wires and band aids

Method

Initial experiments were performed on the original heater boxes, both Mk 1 and 11, with unsatisfactory results. Andrew tried to add the cooling to these boxes

This progressed to the modern combination heater/ cold air box from the Hot Rod hardware. After removing the original heater box, the new device was fitted without much trouble. The bottom half of the dash was left in situ Andrew just removed both cardboard glove box sections to provide under dash access. As well as new wiring, it needs an in and out for the water and an in and out for the refrigerant. The refrigerant was piped in through the original heater hoses in the firewall. The heater in and outs are now neatly hidden under the brake booster

The remaining hose necessary is a condensation outlet through the floor to the road

Andrew did not connect the air inlet. His Ute leaks air like a sieve which will provide enough fresh air, and if it doesn't, the fresh air vents at either end of the dash board can be opened it should be noted that most after market under dash installations just recycle the air.[Mrs Editors note- this system would not work in Daryl's 1800 as he has VERY bad breath !] It also solves the problem of incorporating a recycle system when stuck in a traffic jam

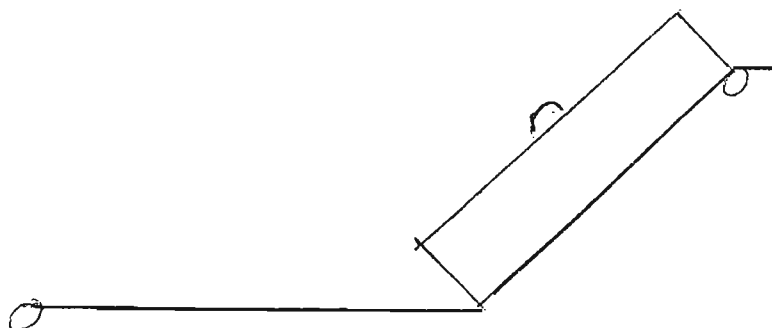
The refrigerated air outlets down to the floor, as with the original heater, through the demister, and with a brilliant piece of lateral thinking through a vent in the dash where the clock usually sits. When I saw it the a/c was working perfectly. It has 2 controls – an on off come degree of cold required and a fan speed setting. These controls were mounted on the console. The heater controls were not completed when I saw it, but no dramas were anticipated

Under the Bonnet

Based on the experience of others who have done this, Andrew mounted the compressor where the alternator was, and sat the alternator above it The task was made doubly difficult because he designed the system to use only one belt. To make it work an idler pulley of an XF Falcon was mounted to contact the outside of the belt. At this stage I noticed a Bible in his workshop and concluded he sought Divine intervention to make it work!!

A couple of minor nuisances surfaced here. Firstly, the coil was in the way. And was moved. Secondly the dipstick needed minor modification – the uncultured may say it needed a good belt ! And thirdly, the alternator is now situated where the top radiator hose needs to be. He therefore made a new water outlet pipe which sees the water leaving the block vertically, and a 45 degree bend in the radiator inlet completed the exercise. The only down side is that the fan belt adjustment cannot be reached! A bit more lateral thinking here. The alternator pulley is simply changed. Care has to be taken because the alternator could stop access to the number one spark plug.

The receiver/ dryer was mounted on the grille, which only left the 2 small condensers to be fitted. These are a thing quite similar to a radiator. More lateral thinking here. They are mounted on the inside of the sump guard with the 8" fans attached to the core, as per drawing below.



Brilliantly done Andrew!



How to Understand Carbon Taxing

We are told that man is responsible for carbon emissions which are changing the earth's climate and we are to be punished with heavy taxes to pay for our actions. Power stations that burn coal, and cars, cows and sheep that emit exhaust gasses are supposed to be responsible, so we have to switch off our lights, freeze in the winter, eat less meat and pay heavy taxes.

Few people understand what carbon taxing is all about, so here's a way to appreciate the reason for the Carbon Pollution Reduction Scheme:

Imagine 1 kilometre (1,000m) of atmosphere that we want to rid of **human** carbon pollution. Let's walk.

The first 770 metres are Nitrogen.

The next 210 metres are Oxygen.

That's 980 metres of the 1 kilometre - 20 metres to go.

The next 10 metres are water vapour - **10 metres left.**

The next 9 metres are Argon - **just one more metre.**

A few gases make up the first bit of that last metre but **the last 38 centimetres of the kilometre** is carbon dioxide; a bit over one foot.

Of the 38cm of carbon dioxide, **97% is produced by nature** and always will be. We can't do anything about it.

Out of our journey of one kilometre, **there are just 12 millimetres left** - about half an inch or just over a centimetre. **That's the amount of carbon dioxide that global human activity puts into the atmosphere.**

And of those 12 millimetres, **Australia contributes 0.18 of one millimetre. Less than the thickness of a hair out of one kilometre!**

As the thickness of a hair is to a kilometre - so is Australia's contribution to Carbon Pollution.

Imagine Brisbane's new Gateway Bridge, ready to be officially opened. It's been polished, painted and scrubbed by an army of workers till its 1 kilometre length is surgically clean. After inspection, it is found that there's a human hair on the road so the toll charge is increased to pay for this human pollution. Absurd? The comparison is valid.

SMILE AWHILE.

A lorry driver was driving along a country road. A sign came up that read "Low Bridge ahead". Before he realised it the bridge was directly ahead and he got stuck under it.

Cars are backed up for miles. Finally a police car arrives.

The policeman got out of his car and walked to the lorry's cab and said to the driver. "Got stuck eh?". The lorry driver said, "No, I was delivering this bridge and ran out of petrol."

The A, B — and D o

Lindsay Porter delves into the origins of Austin's — and B

In the last days before the Second World War, Austin, under Leonard Lord, produced its first overhead-valve engine. It has been suggested, although vehemently denied by Austin management of the day, that the Austin 'standard truck engine' design, as it was called at Longbridge, was filched from the Bedford/Chevrolet 'stove bolt' truck engine that had proved so successful in the Thirties. The evidence we now have is purely circumstantial. The Austin and Chevrolet engines are certainly very similar indeed, except that the Austin unit was built with its camshaft in the left-hand side of the block which was established practice for Austin sidevalve engines, while the American engine's camshaft was on the other side. Moreover, the man ultimately in charge, Leonard Lord, was no stranger to plagiarism, having based the Morris 8 engine quite unashamedly on the Ford unit of the time when, with Nuffield, he had seen the need for a new, small engine in a great hurry...

In the very first months of the war, Austin developed its engine into the 'high-speed engine', so called because it gave 87bhp from 4.0-litres compared with the 68bhp from the original engine's 3½-litres; and then to the '100hp' engine which, when fitted with a Stromberg carburettor in place of the Zenith one, gave 100bhp. Although this engine did not see civilian service until a couple of years after the war ended, it gave the Longbridge-based company an ideal platform on which to base its first ohv car engine. As early as 1944, Austin announced that the pre-war 12 would be fitted with a new 16hp, 2.2-litre ohv engine, designed by Johnny Rix with involvement by Eric Bareham as his last job before he temporarily left Austin. Stan Johnson, now head of experimental engineering at Longbridge, remembers being impressed by Bareham's layouts for the new engine but, typically, Bareham dismisses the engine, which was the keystone of Austin's entire post-war engine range as, "just a simple scaling-down job"! It was built much to the chagrin of Nuffield chief, Miles Thomas, who complained that, while the Nuffield factories had been throwing their all into the war effort, Austin had been messing around with new car engines. Of course his criticisms were born of little more than pique at the fact that Morris had

no similar engine development in the pipeline and in any case such criticisms were unfounded. Austin was allowed to work on the 2.2-litre engine because of its military application (it was later a candidate for use in the Army's Champ) while at Morris, wasn't there a chap called Issigonis beavering away throughout the latter stages of the war at a project called Mosquito, later to become the Minor?

The 2.2-litre engine shared the same stroke and general arrangement as the 'high speed' truck engine but was in effect a four-cylinder version of the truck engine with bore reduced from 3⅞in to 3⅝in. It fulfilled a tremendous range of tasks for the company and, from its launch in 1944, powered the 25cwt Austin Van, the 16hp saloon and had a wide range of other applications ranging from its use in taxis, trucks, boats and many industrial roles. It went on to be restored to the truck engine's 3⅞in bore which gave it 2662cc, exactly two-thirds of the 'high speed' truck engine's capacity in which form it was to power the Atlantic, the rare civilian Champ and, of course, the Healey 100 and 100M.

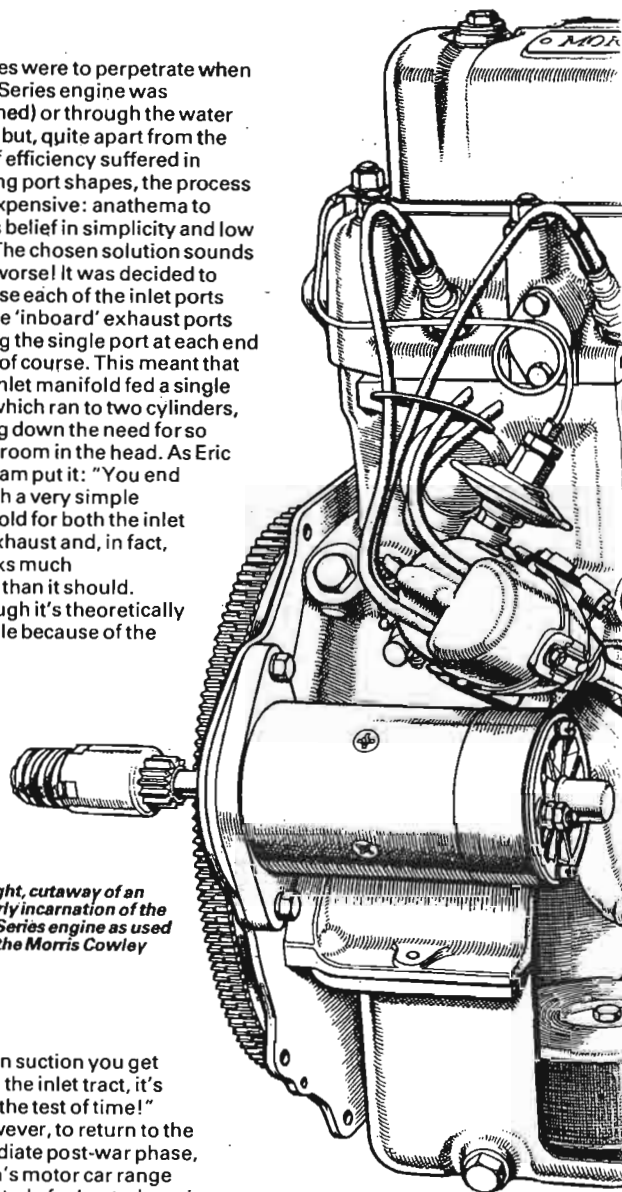
The general arrangement of this new generation of Austin ohv units, a hybrid of old practice, new constraints and, possibly, the political need to keep the camshaft on the opposite side to that of the Bedford, is interesting in itself. It had long been Austin's policy to position inlet and exhaust manifolds on the same side of the engine which had several advantages. It was possible to incorporate a hot-spot in the inlet manifold which aided rapid warming-up and encouraged better vaporisation of the mixture, and it meant that all the electrical components were kept away from the 'hot' side of the engine and away from the fuel input, too. This caused no problem with sidevalve engines, because only the head studs had to pass through the cylinder head, leaving plenty of room for ports and the water jacket. But with camshaft, inlet and exhaust ports all on the same side of an ohv engine it meant that an almost impossible demand was made on the available space because of the additional requirements of 12 or eight pushrods, depending upon the number of cylinders. One solution would have been to run tubes through the head, allowing the pushrods to pass through the ports (a horror which Morris

engines were to perpetrate when the C-Series engine was designed) or through the water jacket but, quite apart from the lack of efficiency suffered in spoiling port shapes, the process was expensive: anathema to Lord's belief in simplicity and low cost. The chosen solution sounds even worse! It was decided to siamese each of the inlet ports and the 'inboard' exhaust ports leaving the single port at each end alone of course. This meant that each inlet manifold fed a single tract which ran to two cylinders, cutting down the need for so much room in the head. As Eric Bareham put it: "You end up with a very simple manifold for both the inlet and exhaust and, in fact, it works much better than it should. Although it's theoretically horrible because of the

uneven suction you get within the inlet tract, it's stood the test of time!"

However, to return to the immediate post-war phase, Austin's motor car range consisted of reheated versions of the pre-war Eight, Ten and Twelve, the two smaller cars being fitted with different sized versions of the 10hp sidevalve engine, while the Twelve was fitted with a different design first introduced in 1932, the same year that the 10hp engine first saw the light of day.

Austin's first all-new post-war car, the Devon/Dorset, was to replace all three of the smaller models in one fell swoop when it appeared in 1947. The car possessed an independent front suspension set-up that was to cost Austin a fortune in warranty payments as it broke up on the rough Continental roads and particularly on Belgian *pavé*, and was powered by a smaller version of the sturdy 'BS1' 2.2-litre ohv



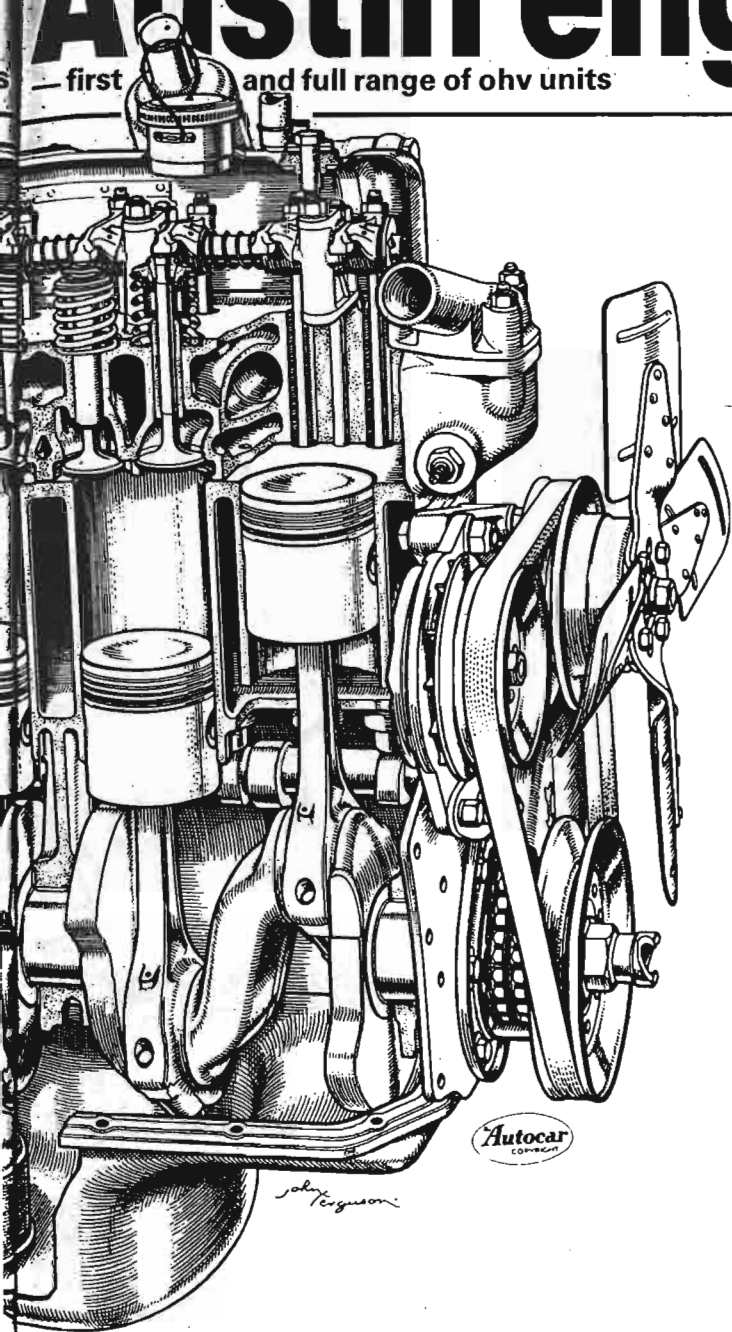
Right, cutaway of an early incarnation of the B-Series engine as used in the Morris Cowley

Below, Eric Bareham wearing his Austin apprentice tie in 1953

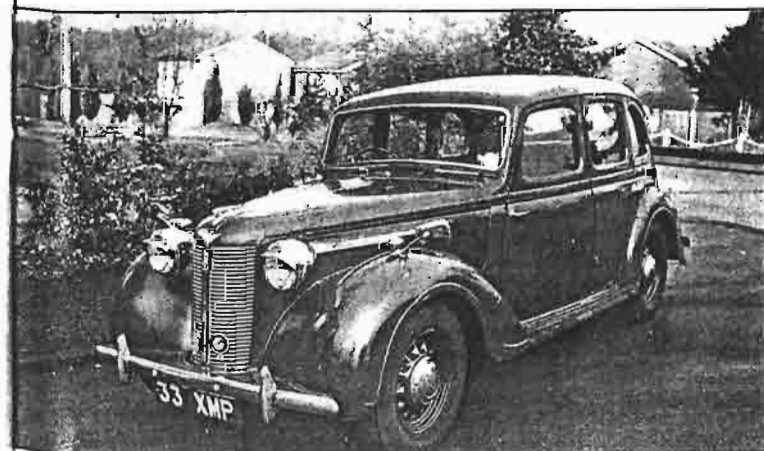


Austin engines

—first and full range of ohv units



Below, the first post-war design upon which Eric Bareham worked was the 2.2-litre engine of the Austin 16



engine. Originally conceived as a 1.0-litre or 1.2-litre unit (Stan Johnson still calls it "the 1000/1200" today), the engine never saw the light of day in smaller guise. It was really a hybrid of the Austin Ten unit, retaining a similar-looking crank with the same external oil pipes, a bypass filtration system, and the same crank throw/stroke and the same crank-to-camshaft centres and even the same bore centres, although, of course, there was a tappet chest for the overhead valve pushrods where the sidevalves had once been. The top of the engine was essentially the truck engine and Bareham's BS1 layout but, of course, miniaturised. The question was, how much smaller could the layout go?

The answer came when Leonard Lord, rebuffed by Lord Nuffield in his bid to pull Austin and Morris into a single entity, decided to put pressure on Nuffield by bringing Austin's new AS3 model, or A30 as it was to become, on to the market. Work had already been started, led by the engineering skills of Eric Bareham, who had returned to the Austin fold in 1947 after a spell at Lagonda, and Johnny Rix. The first design notes were drafted out by Eric Bareham on May 24, 1949, which happens to be this writer's date of birth!

The original plans were for an 800cc four-cylinder engine, sidevalve, tilted at 20 degrees (amended to 15 degrees later) with an extraordinarily simple block design, no water pump and an aluminium cylinder head. The first engine was actually ohv and weighed in March 1950, and was known as the 7hp engine although by September 1949 designs for an overhead-valve 7hp were in hand and the first prototype was indeed an ohv. As the engine design developed, the oil pump driven from the end of the camshaft was retained from the original plans, but the distributor was restored to its conventional Austin location instead of being located on the other end of the camshaft. A water pump was fitted and the proposed aluminium head (for the sidevalve, following pre-war Austin 10 developments) was scrapped in favour of conventional cast iron. The 'slant' arrangement was also dropped in favour of the conventional upright stance.

In many ways it was a great pity that the BMC merger did not take

place before the A-Series was introduced. Designed for the lightweight AS3/A30, its 803cc capacity was too small for the Minor in which it had to be fitted in place of the antiquated Morris 8 engine that was still being used at the time of the merger. Paul Skilleter, in his book *Morris Minor, The World's Supreme Small Car*, asks the question as to why the Wolseley ohv 10hp was not fitted to the Minor, but not only was the Wolseley an ohv conversion of another piece of past history but the A-Series engine had introduced a leap of technology at Longbridge that could not be ignored. Not only had Eric Bareham and his immediate superior, Johnny Rix, designed a modern, efficient engine, but also the production facilities had become among the best in the world. Previously, engines had been manufactured a stage at a time at entirely separate work stations: now there were vast transfer lines, a kind of conveyor belt production line along which a block or a head would pass, starting at one end as a rough casting and coming out at the other as a machined and finished component. Leonard Lord had sunk a fortune of Austin's money into setting up these new production facilities and they were best utilised by making as many engines as possible. The A-Series had to go into the Minor!

One of Eric Bareham's next projects was the creation of BMC's keystone engine units—the B-Series. Bob Grice, once head of testing at BMC, says that Leonard Lord had told him: "What we want is a universal engine, one as reliable as the Heavy 12 and that can be used in lcv's (light commercial vehicles) and that can be developed as a Diesel." Whether that quotation is apocryphal or not, the 'universal' engine is just what Eric Bareham turned out. The B-Series engine, designed almost from the start to be used with either 1200 or 1500 capacity, was certainly an evolved A40 engine but it was most certainly not the same as A40's. For one thing, in order to allow for greater capacity, Eric Bareham had to lengthen the block. Then, to prevent the overall length from growing by too much, the water pump was heavily and cleverly recessed into the front of the block. The crank was redesigned as a stronger, longer component and it quickly became apparent that white metal would no longer

The A, B— and D of Austin engines

be adequate for the bearings and so lead-indium was substituted. The type of oil filtration used with white metal bearings had been of the bypass type which meant that just a little of the oil was filtered at a time, some unfiltered oil going through the bearings allowing any hard particles that got away to become embedded in the white metal. Lead-indium is very much harder and any particles that entered the bearings would have caused damage, so it became necessary to re-route the major ways to ensure that all of the lubricant was directed through the filter. Superficially, the two engines look similar but there are very few components indeed that the B-Series engine has in common with the A40 unit. Apart from the fact that the earlier engine is sidevalve, there is almost as much in common between the 1200 A40 engine and the pre-war Austin 10 unit as there is between the B-Series and the A40 engines; Austin 10 and A40 engines share the same bore centres, crank throw, crank-to-camshaft centres and essentially the same production techniques. The B-Series took on new bore centres and production techniques but crank-to-camshaft centres were retained and so was the crank throw (or half the stroke, same thing). An interesting footnote is that, for reasons of high politics and low finance at the time, O-Series, R-Series and S-Series units are still encumbered with the same stroke as the 1932 Austin 10 engine!

The initial intention of the designers was to produce the B-Series engine as a 1400—"The figure was plucked from the air by chief designer, John Rix," says Eric Bareham and then a number of alternative bore/stroke ratios and capacities were considered, including 1425cc and 1240cc. In the end, the existing crank throw and the machining facilities already in hand prevailed upon the two men to settle for 1200cc and 1500cc capacities. "We attempted a 1200 by utilising different bore/stroke sizes, but in the end, the A40 ratio was the one we stuck with," says Eric Bareham.

A feature of cars fitted with the new A-Series engine, which arrived in 1952, and the B-Series which was launched two years later, was that they were tested far more rigorously than any Austin cars or engines had ever been tested before: the management was determined that the costly mistakes which led to the use of inadequate front suspension on the Devon and Dorset would

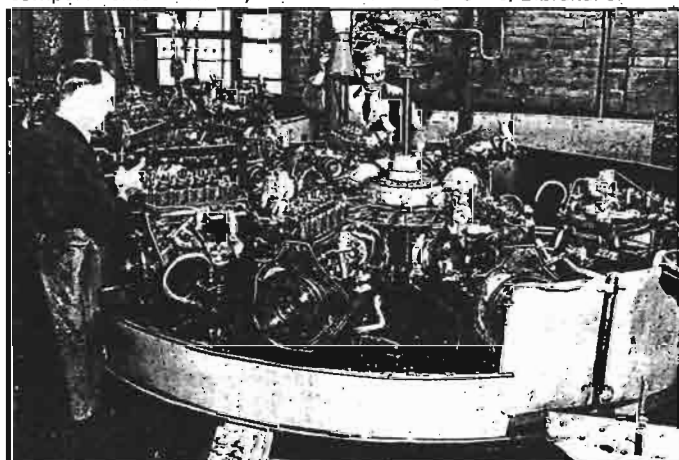
never be repeated. Head of testing at that time (and later to become vice-chairman of Jaguar) was Bob Grice who had been involved with the company since Herbert Austin's days. Grice's men would take their prototypes on a six to eight-week trip to the Continent travelling first from Longbridge to Dover, then Boulogne to Bordeaux, the French part of the run being non-stop except for petrol halts, which is not such an easy trip even today. After an overnight halt in Bordeaux, the convoy would enter Spain and drive through San Sebastian, Madrid, Seville and into the Rio Tinto area where extensive checks were made for dust entry into engines and passenger compartments. Then they were

off again, to Algeciras and Malaga where there were three days of endurance testing around Granada, including a climb up the Sierra Nevada mountains. (Bob Grice well remembers the time he drove to the top in an AS3/A30 in his shirt sleeves because of the heat at the start of his climb, only to find when he completed the climb that the high altitude had forced the ink out of his fountain pen, which he had thrust into his top pocket, ruining his best shirt!)

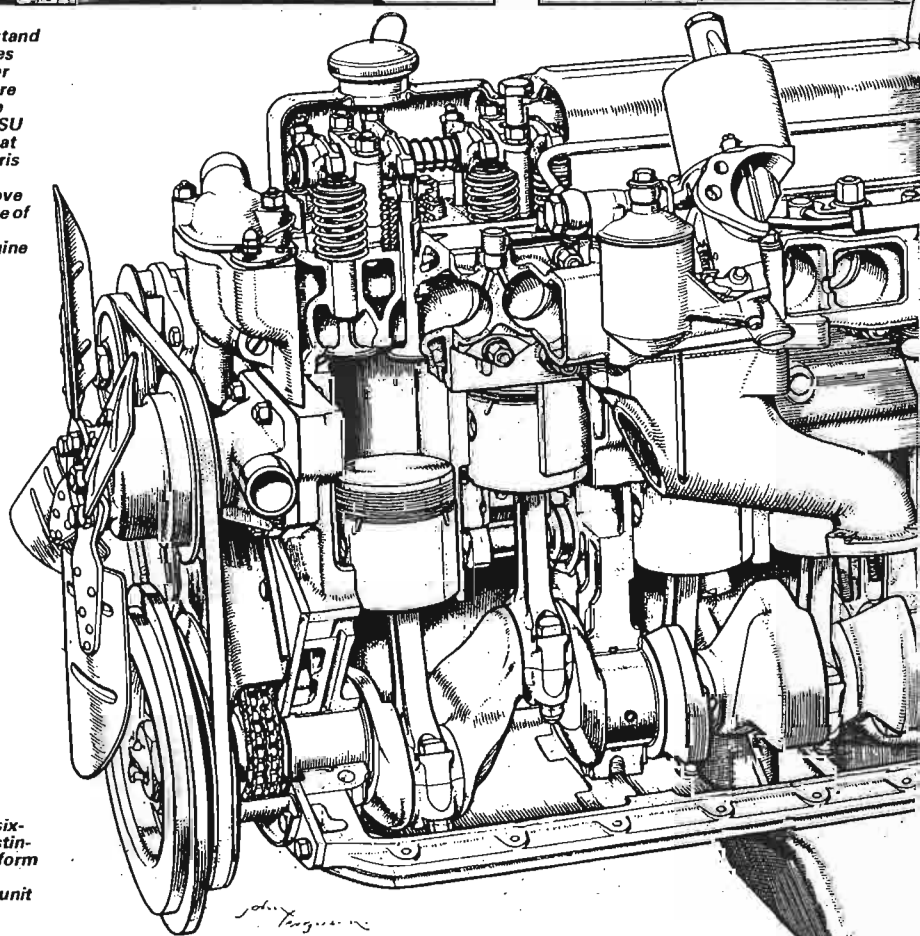
From there, the testers moved on to Valencia, through Barcelona then into France—Perpignan, Carcassonne and right back to Boulogne. Throughout the testing period, Bob Grice would fly backwards and forwards, to and from Toulouse, Gibraltar or

wherever there happened to be an airport near to the location of the convoy. This extremely rigorous testing programme must have had a strong bearing on the utter dependability for which the two engines were famed.

The reader may have noticed by now that, although this article is entitled *The A, B— and D of Austin engines*, no mention has been made so far of any 'D-Series' engine and indeed there was never officially any such engine. A- and B-Series nomenclature came about, according to Eric Bareham, when the engines were well under development and someone pointed out that the engines ought to be given identifying labels. "I suggested A-Series then B-Series seemed



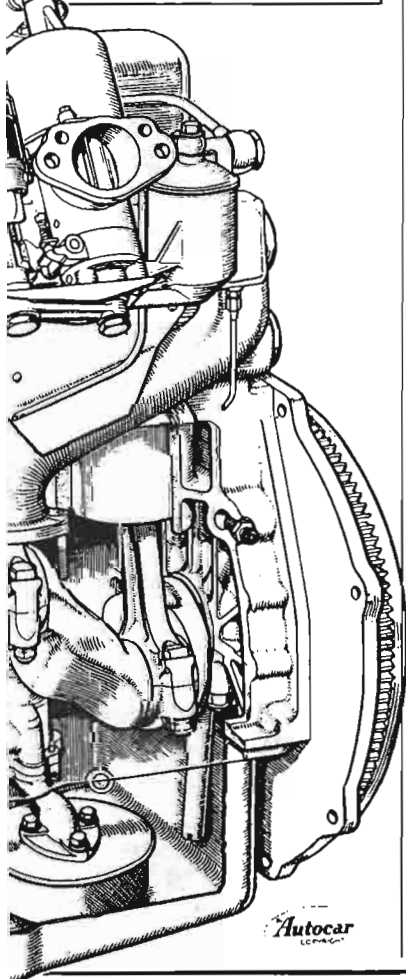
Above, a 'running-in' stand showing 803cc A-Series units being turned over electrically to make sure that they function. The mixture of Zenith and SU carburettors shows that units destined for Morris Minors and A30s were handled together. Above right, the MGC was one of the recipients of the C-Series six-cylinder engine



Right, cutaway of the six-cylinder engine, in Austin-Healey guise in which form it offered rather better performance than the unit originally designed by Morris

logical and the names just stuck," he has told me. But he also explained that there had been certain conventions at the Austin drawing office that dated back to before the war and that had a certain bearing on the matter. The 7hp engines had had an 'A' drawing number prefix, 4.0-litre engines had a 'D' drawing number prefix, but other engines (10hp — 'G'; 1200 A40 — 'H') went out of sequence.

The C-Series engine was designed by Morris Engines at Coventry (but was never liked at Longbridge because of its poor head design) and the 4.0-litre engine, as fitted to the Sheerline and Princess, was, and is, known apocryphally, but never 'officially', as the D-Series engine.



a label which is supported by its Austin drawing office number prefix.

So, by 1954 BMC possessed an engine range that was cohesive, logical — and dominated by Austin engineers' design excellence. Morris Motors had supplied the C-Series six-cylinder engine in time for the launch of the A90 Westminster in 1954, but Austin designed and built the new A-Series from 1952 for the A30 (it was also fitted to the Minor Series II at the same time) and the B-Series for a whole range of cars, starting with the MG Magnette in late 1953 and then the A40 and A50 Cambridge and Morris Oxford and Cowley in 1954, followed by the Wolseley 15/50 in '56, Wolseley 1500/Riley 1.5 in '57 and Riley 4/68 in 1959, not forgetting the MGA which was introduced in 1955 — a universal engine indeed! And all the while, the 4.0-litre 'D-Series', the first development of Austin's first ohv engine, the one that sparked off the whole Austin approach to ohv design, was still being produced throughout the Fifties for use in the Princess limousine.

It's strange to think that a cylinder head layout that was initiated in 1939 could still be in use — most successfully, too — in one of the more economical and efficient engines of the Eighties: the A-Series engines fitted to the Metro and Maestro! It's all quite a tribute to the far-sighted and aggressively successful policies of Leonard Lord, boss at Austin and BMC and to the high standards set by designers like Johnny Rix and Eric Bareham. 

Lindsay Porter has written *The BMC B-Series: Engine Data* book which details history, data and strip down information on these engines. Published by Osprey, it is scheduled for launch in Spring 1985

Engine evolution

The 1939 Truck Engine was Austin's first ohv engine. Eric Bareham says that he understands that it was "based on" the Bedford engine. Bore: 3.35in, stroke 4in, six cylinders. 3460cc. 68bhp.

Although the 'High Speed' and '100hp High Speed' 4.0-litre versions of the engine were developed for military use by 1940, they did not see civilian use until 1947 in the Sheerline and 1948 in civilian trucks.

'High Speed' engine — Bore: 3 3/16in, stroke: 4 3/16in, six-cylinders. 3995cc. Zenith carb. 87bhp. These engines known apocryphally as 'D-Series'. 'D' applied only to car versions, Sheerline, Princess, not trucks — these were 'K' all types.

'High Speed 100 hp' engine — as above, except: Stromberg carb. 100bhp. Used in Sheerline and Princess range of limousines. Alternatively with three SU carbs. 110bhp. Used in Jensen Six and Interceptor, and for marine use.

Austin stole a march on every other manufacturer by launching the 2.2-litre engine during the latter part of the War. Military use allowed Austin to put the engine into production: it was fitted in the

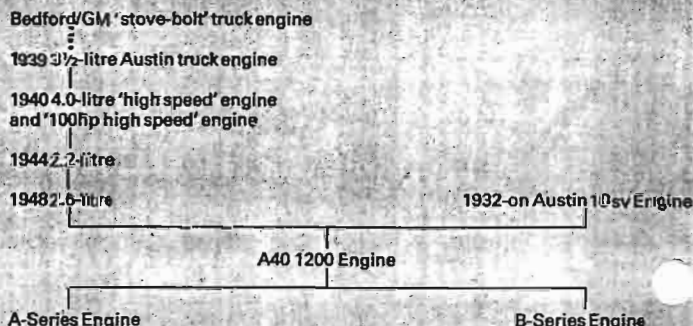
Austin 16. Bore: 3 1/8in, stroke: 4 1/8in, four cylinders, 2199cc. 52 to 69bhp. Used also in 25cwt van, taxi, hire car. Gipsy, 5200 truck.

The 2.6-litre engine was a four cylinder slice off the 'High Speed' 4.0-litre engine. Bore: 3in, stroke: 4in, four cylinder. 2662cc. 88bhp. Used in Austin Atlantic, civilian version of the Champ, Healey 100. The Austin 10/4 engine was launched in 1932 and powered the 10 until 1947 with modifications. Bore: 2 1/2in, stroke: 3 1/2in, four cylinders. 1125cc. Sidevalve. 30bhp.

The A40 engine was developed in 1000cc and 1200cc form but only used in the larger size. It was largely a new engine but was based strongly on the A10 engine but with 'D-Series' 7/2-litre ohv-type head. Bore: 2.578in, stroke: 3 1/2in, four cylinders. 1200cc. 40bhp.

A-Series and B-Series were developed separately but based on what went before. A-Series had oil pump at rear end of camshaft but otherwise used layout already developed. Bore: 2 1/4in, stroke: 3in, four cylinders. 803cc 28bhp. B-Series data: Bore: 2.578in, stroke: 3 1/2in, four cylinders. 1200cc. 42bhp. Larger engine, as shown except: Bore: 2 7/8in, 1489cc. 50bhp.

Austin A-Series and B-Series engines' family tree



Above, the Austin drawing office at Longbridge, circa 1948. It was here that the likes of Johnny Rix and Eric Bareham schemed their engine designs. According to Eric Bareham, the only differences between then and now are that in the Eighties first names are in, while jackets and white ties are out!

Ian Wiltshire
17 Melia Close
Mt Sheridan
Cairns Qld
4868

Hi All

Please find enclosed my club membership renewal fees.

I am hoping that you or Ian may be able to help me out.
My computer crashed a couple of months ago and I lost
all my saved data including all the emailed copies of the
mag that had been sent out to me.

Is there a possibility that someone could burn mags onto
CD for me and maybe send it out with the next issue?
I have added some extra on to the fee cheque to cover the
cost of a CD etc.

I always enjoy reading Herbs contributions.

I am still looking for a replacement for the ute but as yet
nothing has cropped up.

Regards

Ian

>> Rudd , Gillard and Swan are flying on the Executive Airbus to a
>> gathering in Canberra when Rudd turns to Gillard and says,
>> chuckling:
>> 'You know, I could throw a \$1000 bill out the window right now and
>> make someone very happy.'
>>
>> Gillard shrugs and replies: 'Well, I could throw ten \$100 bills
>> out
>> the window and make ten people happy.'
>>
>> Not to be outdone, Swan says: 'Well I could throw a hundred \$10
>> bills out the window and make a hundred people happy.'
>>
>> The pilot rolls his eyes and says to his co-pilot: 'Such arrogant
>> jerks back there. Heck, I could throw all three of them out the
>> window and make 21 million people happy.'
>>
>>

Which alternator is best?

by Club Member Herbert Simpfendorfer

I changed from the Lucas generator to the Email alternator (as fitted to Mark 2 1800) in most of my Mark 1 1800s some years ago, which included changing to negative earth when appropriate. My auto electrician friend told me recently that it would be prudent to say goodbye to the Email alternators and fit Australian made Bosch units.

I found a nice looking Bosch alternator in my spare parts, and he checked it out. It was good. So I spent most of an afternoon fitting it into the 1800 I use daily. It was not easy, as the Bosch unit I had was larger than the Email unit. Using the original mounting lugs, the unit just cleared the engine mount, which was OK, but the hard part was designing and manufacturing a different idea for the adjustment arm. It was very important to have the grille out. My grilles come off in one minute flat.

The Bosch unit is now fitted, and running very nicely.

So, should we change over to Bosch units in all our vehicles? Probably not necessary. In all my trips all over the place, I have used the Email alternator, and have never had a breakdown of this component. But I know now that there could be problems when brushes and other parts are needed, whereas the Bosch alternators were used in many Australian built vehicles, and a replacement or parts are easy to find.

Note: My Bosch unit has the regulator built in. So there are only two wires connected to the alternator: one thick one to battery +, and a thin one to the red light on the dash via terminal E2 on the bulkhead connector panel, colour BRY (brown with yellow tracer). The regulator which was necessary for a generator and bolted to the firewall now does nothing. It can therefore be removed completely, but care must be taken to make sure that all systems still work afterwards. Also, once an alternator is fitted, it is very important to disconnect one battery terminal when doing any electrical work on the vehicle.

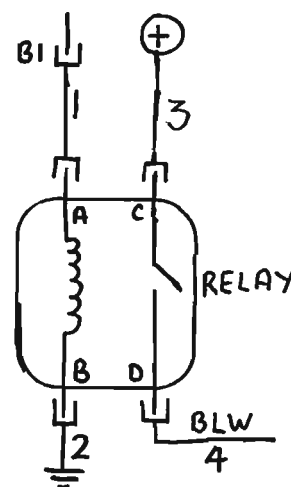
Headlight Relay

Using a multimeter, it is easy to find out that up to 1.5 volts are lost between the battery positive terminal and the high beam headlight connection at the light in an Austin 1800 if the vehicle has the original circuitry. It could even be a lot worse if the vehicle has been left in the weather or otherwise neglected. This is because of corrosion and oxidation over the years in the many metal to metal touching connections (i.e. without solder) in the circuit.¹ This results in a much poorer light than is desirable, which is especially relevant for country drivers. One solution is to go through the circuit, getting rid of all the corrosion and

oxidation in the many connections. This is pretty hard work, and it may even be necessary to fit a new light switch and hi-lo dipper switch, as these are likely culprits. A much easier solution is to fit a relay, so that almost no voltage is lost, no matter how dodgy the original components and connections are. The trick is to have the minimum of connectors. With a relay, none of the current to the headlights goes past the firewall. It goes from battery to relay to lights. Unless abused, the switch inside a relay is corrosion free for a lifetime.

If you do not have a multimeter, and want to know if it is worth fitting a relay, connect a fairly thick wire directly from Battery + to the headlight, and see if there is an increase in brightness when this wire is temporarily connected with the light in the on position. Fitting a relay would give this brightness all the time.

A relay is a remote operated switch, and has four terminals, usually spade. Two of these (*A* and *B* in my diagram) are used to turn on the switch, using a very small current. The other two (*C* and *D*) are the switch terminals and take the high current to the headlight. Any relay which can carry 15 Amps or more is OK for the 1800 headlight circuit. If there is no circuit diagram on the case of the relay, to find out which terminals do what, just connect the terminals two at a time to 12 volts. Nothing can be damaged.



When there is a click, you have found the two that are *A* and *B*. The other two are *C* and *D*. Connections can be made in either direction.

I will discuss only the modern relays with a plastic case. The relay case does not need to have a connection to anything, so can be hanging somewhere or strapped on to something with cable ties, or glued onto a panel somewhere, for example. The best place is very close to the fuses but not blocking access to the fuses or the bulkhead connector panel.

Here's how to put a relay into the high beam circuit.

First select a nice spot for the relay, near the fuses.

Always disconnect a battery terminal when doing any circuit work, of course.

Three new wires need to be made up. See diagram.

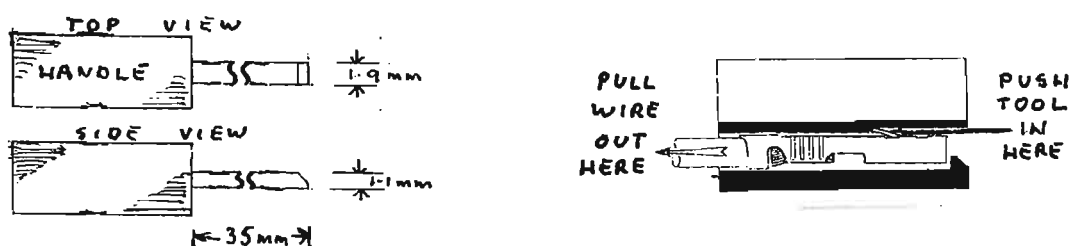
No. 1 is from B1 (on the firewall) to A,

No. 2 is from B to earth.

No. 3 is from C to the starter solenoid where it connects to 12 volts.

The wire (No. 4) that previously went to B1, coloured BLW (blue with white tracer), now goes to D. Nos 1 and 2 can be quite thin wires, but No. 3 should be at least the same thickness as the wire which went to B1. To get the terminal out from B1, a special tool is needed to depress the barb. A piece of thin tie wire flattened at the end will do the job. If you want to make a proper tool, see diagram below for dimensions. A worn out small screwdriver is a good start, then you have to do a bit of filing and measuring. Wire No 3 ends at the starter solenoid at the same spot where there are brown wires. The nut is taken off, and the new wire added to the others already there.

The mod. is now complete.



The special tool used in the various connectors

This new circuit has no fuse protection, and this was also the case in the original headlight circuit. If you want to put in a fuse, this can be an in-line fuse of 15 Amps in the wire No 3.

When all this is done, the high beam headlights will be noticeably brighter.

If it is desired to also make the low beam lights brighter, all the above is repeated, and using B2 instead of B1, and the wire coloured BLR (blue with red tracer) instead of BLW. It is not possible to use one relay for both high and low beams and get minimal voltage loss.

This is all very easy, and the method described above can allow the change to be reversed, if that is desired.

A relay need not be bought, because any wrecked modern vehicle has lots in the engine bay. And if you have some wires with female spade terminals lying around, this mod. costs nothing.

Another way of improving brightness of headlights without fitting a relay is to use Hella or Hansa lights. The Part No. seems to be H4. They are flat in front,

not curved like the original lights. One has to be RH and the other LH. However, the fitting of a relay is technically a much better way of improving the light brightness, mainly because the headlight switch and other connections can be quite ordinary, and still be used to operate a relay perfectly because the current through these components is then much less. It is also possible to fit Zenon bulbs, but I have not done this.

If you want to have the system so that you cannot leave the lights on when you leave the car, a relay can be fitted to do this. This ensures that there is current to the light switch only when the key is in the ON position. So the lights go off automatically when the key is turned to the OFF position. Fitting this relay is not as simple as the other relay fittings above, but it is technically not difficult. And it is also possible to connect a relay so that the parking lights can be on when the key is off, but not the headlights.

Relays of a type to do the above tasks were available when the 1800 was built, so why were relays not used in these circuits? Maybe the voltage drop was very small when the car was new and the contacts in the circuits were in good condition. And maybe nobody had thought it important to have the lights go off when the key was turned to off. Just maybe the expense was a factor. If that is the case, my opinion is that the day/night relay could have been dropped, and the relays listed above fitted instead.

¹ If you think about it, it is a sad fact of life that in our vehicles, electricity is expected to go without loss of energy through many connections where touching is the only connection between one piece of metal and another piece of metal that electricity has to go through. For example, in the total circuit for a headlight to work, there are fifteen of these metal to metal touch only connections, some more tenuous than others. Many of these connections could be soldered, but then it is no longer possible to easily replace parts, trouble shoot and do maintenance. However, even with soldering, it is not possible to eliminate all of these touching connections. Switches will always have connections where metal touches metal.

(H.S)

Using the Jack.

I think you would all know that you never need to use the jack hole at the rear of the 1800 sedan if you don't want to. Putting the jack in the front hole first lifts the front wheel off the ground, but further jacking also lifts the back wheel on the same side off the ground. This trick is particularly useful if you want to swap back and front wheels on the same side of the sedan. Of course, you must use wheel chocks on one of the wheels on the other side, pull on the hand brake, and be on a solid horizontal surface for safety.

(H.S.)

PRAYER FOR TOURISTS

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

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

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

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

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

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

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

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

FOR HUSBANDS ONLY

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

FOR WIVES ONLY

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

The purpose of this note is to include a photograph of the four 'Crabs for your interest. From L to R in the attached picture: A beautiful Wolseley 18/85 driven by Gary and Jill Davey (owned by Gary's mate Steve); an Austin 1800 MkII Utility, driven daily by Jim Taylor; an Austin 1800 MkI Sedan driven regularly by Barry Francis; and an Austin 1800 MkII Sedan that is driven daily by Ron and Lisa Short.

Regards

Jim Taylor



BMC 1800/2200

For: spacious, smooth, cheap to buy
Against: some parts rare, suspension expensive to repair

Dismissed by many as another porridge saloon, BMC's 1800/2200 always surprises. Somewhat dumpy styling brought the nickname 'Super Land-crab,' but it was revered by owners for its huge interior, capable of seating five in comfort, fine cruising ability and smooth ride. These qualities were recognised and rewarded with the coveted 'Car of the Year' award.

And the Landcrab's oversized-Mini handling was exploited by Paddy Hopkirk, Tony Nash and Alec Poole in a works rally Austin

1800, which was second overall in the 1968 London-Sydney Marathon.

Introduced at the 1964 Earls Court Motor Show, the Austin 1800 was the third and largest in a line of BMC saloons that started with the Mini. The front-wheel-drive, transverse-engined model was joined in 1966 by a badge-engineered Morris version. An up-market Wolseley 18/85 followed a year later, with upgraded trim including a walnut dash. The Morris differed

from the Austin version only in its grille and badging, but the Wolseley sported a distinctive chrome-laden nose as well as unique tail lights.

Power came from a detuned version of the MGB's 1798 five-bearing engine, giving 86bhp, with the all-synchromesh, four-speed gearbox located in the sump. Much-needed power steering appeared as an option in 1967, followed by an automatic 'box from 1968. BMC's Hydrolastic suspension, with trailing arms and anti-roll bar to the rear, gave a good compromise between a smooth ride and capable handling, while the heavy car was reined in by servo-assisted discs at the front and drums to the rear.

The range was updated in 1968 with the MkII in Austin and Morris guises. Larger wheels, vertical tail lights, no overriders



Can a car be big?

be so sure footed?

Yes.

That's the beauty of the Austin Morris 1800. The way it offers you the kind of space and room you get from a Mini. The way it offers you the kind of space and room you get from a Mini. The way it offers you the kind of space and room you get from a Mini.

Austin Morris 1800

Big. Responsive. Fast. Safe.

'Landcrab' always sold on solid family values: MkI (left); MkII (below right); and MKIII (above)

Could you drive 11,000 mi and get there

Most people average around 11,000 miles a year. But how many cars survive that distance without any trouble or breakdown? Would your car? The 1800 would and has done. Nine 1800's drove the 11,000 miles from London to Sydney and got there with scarcely a scratch. Out of 85 starters two 1800's finished in the first five and 1800's won 2nd and 3rd team prizes. And more 1800's finished in the first 35 places than any other car entered. The London to Sydney Marathon may be past history now but it still tells you plenty about the strength of the road-holding and rigid engine front-wheel drive. On 'B' Class roads than you're ever likely to. About the comfort Hydrolastic suspension. About the sheer li built the way the 1800 is. Before you buy a on a long journey. It has From your Austin 1800 Mk II from £1,025 automatic transmission £101 extra (inc. p.t.).




You want all the power of a Mini.

You want all the room in a limousine.

You've got it.

Austin Morris 2200

Big. Responsive. Fast. Safe.



WOLSELEY

and a simpler grille design with horizontal chrome bars neatly updated the exterior, and a wood-trim strip on the dashboard brought some colour to the sparse interior.

Also introduced in 1968 was the twin-carburettor 'S', with 96bhp and 100mph, and bigger brakes to cope with the extra power. The only external differences were in badging, but the Morris 1800S later received a contrasting colour stripe to distinguish it from the base model. The MkII Wolseley 8/85 appeared in 1969, equipped



Wolseley Six: to put a little light in your life.
The Wolseley Six is a car that will give you a little light in your life. It's a car that's been around for over 40 years, and it's still going strong. It's a car that's been loved by millions of people, and it's still loved by millions more. It's a car that's been a part of our lives for so long, that it's become a part of our history. It's a car that's been a part of our lives for so long, that it's become a part of our history.

ONE YOU CAN BUY... £1200

Year of manufacture 1973
Recorded mileage 80,480
Vendor Arnold Pratley, West Drayton, Middlesex; tel: 01895 447050
For Originality, rarity, condition
Against Mismatched paint, heavy steering
WHEN NEW Price £1,719 Top speed 101mph 0-60mph 11.9 secs Mpg 17.6

In the current owner's possession for the last 19 years, this Wolseley Six is in fine original condition. The bodywork is remarkably rust-free, but there is evidence of repairs around the windscreen and in the offside front wing. Panel fit is fair, but the original bronze paint has been poorly matched in the repaired areas. Under the bonnet, the Landcrab is immaculate and the clean engine starts first time, settling to an almost inaudible purr. Inside, plush cloth seats and recently replaced padded headlining (£330) add luxury, only slight damage to the dash and steering-wheel veneer detracting.



The driving position is upright and somewhat bus-like – with a large, flat wheel and ponderous gearchange. The torquey 'six' and fine ride impress, but unassisted steering is heavy and becomes vague at cruising speeds. The brakes are fair and the Wolseley sits on smart Rostyle wheels, a later addition, shod with reasonably good radial tyres.



WHY I OWN ONE

Nina Hughes, the new Chairman of the Landcrab Owners' Club International, bought her 1972 Austin 1800 eight years ago when her daughter commandeered her Morris Minor. The Austin's registration earned it the nickname 'Jimmy' and, since a total body rebuild, it has made regular appearances in Yorkshire TV's *Heartbeat*. While it's no tarmac teazer, Nina points out the 'crab's' cruising abilities: "It may not rocket away from the lights, but when it's wound up we have no trouble keeping up on the motorway."



FACTFILE

10-POINT CHECKLIST

- Engine mountings** can fail, causing the engine to drop and the air filter to chafe the hydrolastic suspension hose. If the hose is holed, the displacement unit must be replaced as the hose is an integral part of the assembly.
- Outer sills** and front floor can corrode, as can rear wheelarches.
- The area** around the headlamp bowls traps dirt and causes them to rot out. Rust can also break out on the bonnet and boot edges.
- The slow-revving B-series engine** is very strong, but look for the usual problems such as excessive smoking caused by worn valve guides.
- Clutch release bearings** are carbon and wear quickly. Clutch replacement on 1800 models is awkward and usually involves engine removal, so can be costly. Six-cylinder cars can have clutches replaced in-situ.
- Remote servos** can suck fluid from the master cylinder, without any evident leaks. Check for fluid loss and smoke (from burnt fluid) out of the exhaust.
- Early power-steering pumps** were connected to the back of the dynamo; if the seals go, repair can be costly.
- Six-cylinder engines** are rare, so check condition carefully as parts are hard to find.
- Early cable gearchanges** are weaker and parts are rare, but it is possible to change to a later rod 'change'.
- Cloth interiors** in Wolseley Six are plush, but less hard-wearing than vinyl.

SPECIALIST VIEW

Having owned a Landcrab for seven years, Les Roberts of BL Transverse Car Repairs is well qualified on the subject. He rates the car highly for interior space: "My kids like them because they're so big – in between the front and back seats is like a play area." Roberts points out that they are not renowned for going severely rusty, a criticism levelled at many BMC products: "I've never scrapped one because it was too rusty." Despite complimenting the ride, he notes one drawback with the Hydrolastic suspension: "It's too smooth – my kids used to get seasick in the back!"

INSURANCE

3000-mile agreed value C&SC subscriber's policy for a 1970 £1500 Austin 1800, based on a driver over 25, holding a clean, full licence, and car garaged overnight: £70. Quoted from Richardson Hosken (01277 206573).

THE CLUBS

Landcrab Owners' Club International
John Watson
0181 856 3013 (evenings)
Wolseley Register
Cindy Shilton
01908 320767

SPECIALISTS

LOCI Spares Secretary
Tony Wood
01253 352730
BL Transverse Car Repairs
0181 654 3069

WHAT TO PAY

Excellent	£2000-2600
Good	£1200-1800
Fair	£500-1000
Poor	£50-300

PARTS PRICES

Oil filter	£3
Air filter	£3-5
Front brake pads	£12
Brake discs	£20
Clutch master cylinder	£25
Complete clutch	£45
Water pump	£25
CV joints	£25
Susp displacer (recon)	£40
Petrol tank (recon)	£90
Austin MkI grille	£30
Wolseley grille badge	£15
Rear bumper	£35

with reclining seats and a restyled interior, but without the MkI's standard leather interior. The 18/85 remained the same externally, while the Morris differed only in badging from the Austin.

A major revamp in 1972 saw the introduction of a new engine, a 2227cc straight-six in the 2200 and Wolseley Six. The 1800 range was updated to MkIII spec in line with the new model, with a further grille restyling on Austin/Morris models and an improved interior. Mechanically, a rod-operated gearchange replaced the earlier cars' cable-operated version and a floor-mounted handbrake was introduced. The 2200, in effect one-and-a-half Maxi engines, gave impressive performance figures, delivering 110bhp and 105mph, while returning 23mpg. The six-cylinder motor made the 2200 a smooth, effortless cruiser and the well-equipped Wolseley Six was a bargain luxury car.

BMC used essentially the same bodysell, but an entirely different philosophy, with the Austin 3-litre of 1968-'71. Powered by the MGC 'six', the 3-litre shared the Landcrab cabin but with a front engine, rear-drive layout.

Most 390,000 of all variants were produced before the range was replaced in 1975 by the unlovely 18/22 'wedge' series.

Alastair Clements



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**1970 AUSTIN 1800 MK II**

Austin 1800 Sedan

4dr 5 seats SEDAN 4cyl 1800L Manual 53,448 kms

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**1968 AUSTIN 1800 Mk I**

original 1800 MK11 utility, county QLD car always in shed, one repaint in its life, drives A1, not rust, whitewall tyres this is not to be missed..we can arranged delivery anywhere in Australia with...

2dr 2 seats UTILITY 4cyl 1800L Manual 16,734 kms

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**1969 AUSTIN 1800 MK II**

Gorgeous classic in good condition.

4dr 5 seats SEDAN 4cyl 1800L Auto 92,947 kms

\$2,500*

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**1967 AUSTIN 1800**

Austin 1800 Automatic 1967 MK1

4dr 5 seats SEDAN 4cyl 1800L Manual 100,000 kms

\$1,600*

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