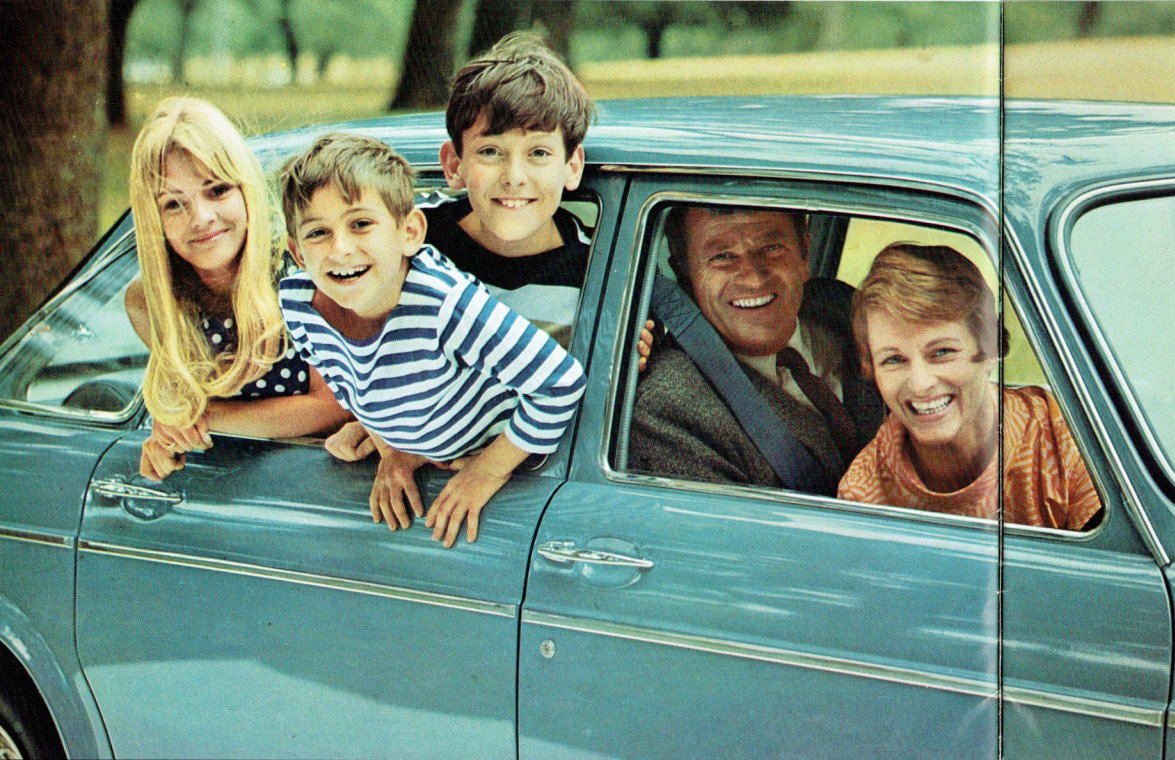


Travel 1st class



Austin 1800 Mk. II.



The Rolls Royce is a big car.
The Austin 1800 Mk II is bigger.
Bigger in head room and bigger in leg room.

Smaller in price.
First Class motoring is usually an expensive business.
It doesn't have to be.

In most cars today, the engine gets space and the passengers get cramp.

It doesn't make sense.
So, in the Austin 1800, the engine is sideways.

For three first class reasons.
One, it gives you absolute control of the car at all times.

Two, you can straighten your legs without hitting anything.

Three, it's the greatest protection you could have if anything hits you.

You can squeeze five people into most cars today.

Why squeeze?
In the Austin 1800 there is room for five full-size Australians to sit and stretch out and move around.

And a boot with a large appetite for luggage.

It makes sense.
Sideways engine.
Straight legs.

If you were 6ft. 2 and sitting in the back seat, the front seat wouldn't touch your knees.

Such are the pleasures of travelling first class.

Reserved for 1st class passengers





Come on in, it's cold outside

In most cars there are things called "optional extras".

We call them necessities.

So you get them as standard equipment.

A powerful heater to keep out the cold.

Fresh air vents to keep out the heat.

With a very convenient method of combining the two.

You can select warm feet and a cool head.

Or a warm head and cool feet.

Or just cool feet.

Or whatever combination you can think of.

There is also a demister and wind-screen washers so you can see where you're going.

Power assisted disc brakes in case you're going where you shouldn't.

Along with safety belts, thick carpets, radial ply tyres (up to 50% more mileage), a cigarette lighter, anti-glare rear vision mirror, child-proof locks, dress rims, crushable sun visors, twin horns, lockable petrol cap.





See Australia travelling 1st class.

The engine of the Austin 1800 Mk II is remarkably flexible.

Even with a full load, you will always have power for hills and healthy acceleration.

Yet you'll still get up to 30 miles to the gallon.

If you are interested in mechanical details, here are some of the more significant ones:

The engine is four cylinders, rated at 1798 cc, turns out 87 horsepower and delivers 101 lb. ft. of torque.

It has a five bearing crankshaft.

It is mounted East-West in the front.

And the front wheels drive the car.

This means the power and engine weight is over the drive wheels.

Where it should be.

You get a choice of 2 gearboxes.

Fully automatic 3 speed.

Or a 4 speed all synchromesh floor change.





1st class sleeper

The seats of Austin 1800 Mk II are fully contoured.

The front seats are also fully adjustable.

They move to any position you select.

And if you want to sleep, they fold right down to make a double bed.

In a very well equipped bedroom.

The dash is padded in black vinyl. And panelled in walnut.

There's a deep tray under the dash to carry all those odds and ends.

And if that's not enough, each of the doors is fitted with a large parcel pocket.

All this is standard equipment.

In fact, the Austin 1800 Mk II is really quite unique.

There is no shortage of cars that handle like beds.

But it's refreshing to find a bed that handles like a car.





A bump on the outside doesn't mean a bump in the inside

We can't improve the roads.

So we improve the way you ride over them with Hydrolastic fluid suspension.

Before Hydrolastic, car makers had to choose between giving drivers a car that handled well but had hard riding suspension.

Or a soft riding car that handled poorly.

Unfortunately for them, other car makers still have this problem.

Hydrolastic suspension means no moving parts.

And that means nothing to oil or grease or squeak.

Every wheel moves independently.

More good reasons to travel first class.





1st class thoroughbred

The Austin 1800 Mk II was designed to meet the changing needs of motorists.

People were tired of buying brand new shiny jobs with white walls and power everything, that became superseded a few months after they bought them.

They wanted a car to last.
The Austin 1800 is that car.

The whole body is rotated in six Rotodip anti-rust processes.

Every crevice is flooded and totally protected.

Nobody else does it.

Nobody else will have as much of a car in two or three years.

The body is one of the strongest in the world.

To quote motoring authorities "The Austin 1800 has the strongest body box of any car in the world, although it is closely followed by Rolls Royce Silver Shadow and Mercedes..."

It all adds up to a car that will be around for a long time.



1st class means extras at no extra cost

Earlier in this brochure we mentioned a few of the extras the 1800 gives you as standard equipment.

We would like to remind you again. It's quite a list.

Wide-tracked, long wearing radial ply tyres all round.

Dress rims all round.

Power assisted disc brakes on the front wheels.

Arm rests on all four doors.

Parcel pockets on all four doors.

Kick plates on all four door sills.

Fitted, moulded carpets on the floor.

And childproof door locks on the rear doors.

Rear quarter windows for cross-flow ventilation.

Amber trafficator lights, front and side.

Fully adjustable seats.

Safety belts fitted to both front seats.

A demister. Cigarette lighter.

Windscreen washers. Twin horns.

An anti-glare rear vision mirror.

A powerful heater to keep out the cold.

Fresh air vents to keep out the heat.

A lockable petrol cap.

And a light in the boot.

It is all standard equipment in the Austin 1800 Mk II.

To fit any other cars with all this would cost you around \$350.



1st class construction means safety

Nobody ever likes talking about accidents, but ignoring the problem won't make it go away.

We spent \$2,000,000 destroying our cars to test their safety features.

We've already told you what motoring authorities said about the 1800's body.

But there's more — much more.

The Austin 1800 is built with safety in mind.

The sideways engine means a great deal more than an enormous interior.

It is the greatest protection you could ever have in a collision.

Even the steering wheel is designed to push up and away — not back.

However, we believe in an old saying.

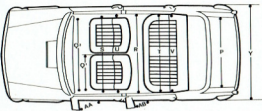
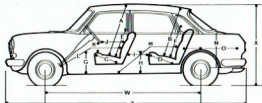
Prevention is better than cure.

We check, and re-check, the 1800 at every stage of construction.

And we made the handling predictable even on slippery surfaces — because the engine weight is over the driving wheels, and the driving wheels control the steering.

And when you combine all this with power assisted disc brakes and the stability of Hydrolastic suspension, it's a very safe package indeed.

Austin 1800 Mk. II.



A	B	C	D	E	F	G
37¾ in.	37½ in.	18 in.	19 in.	20 in.	21½ in.	13 in.
H	I	J	K	L	M	N
13½ in.	17 in.	10 in.	16½ in.	9½ in.	9 in.	46¼ in.
(MAX.)	(MIN.)	(MAX.)	(MIN.)	(MAX.)	(MIN.)	(MIN.)
L	M	N	O	P	Q	R
(MIN.)	(MAX.)	(MIN.)	(MIN.)	(MIN.)	(MIN.)	(MIN.)
40 in.	46 in.	43 in.	19 in.	36 in.	48 in.	231 in.
G2	R	S	T	U	V	W
50½ in.	56 in.	57½ in.	57½ in.	56½ in.	53½ in.	106½ in.
X	Y	Z	AA	AB	Ground Clearance:	
56¼ in.	66½ in.	166 in.	35 in.	33 in.	6 in. Approx.	
						Weight:
						23 cwt.

ENGINE: Water cooled, overhead valve, four cylinder. Five bearing crankshaft, counter balanced and fitted with vibration damper. In unit with clutch, gearbox and final drive installed transversely at front of car. Bore 3.16 in. (80.26 mm); stroke 3.5 in. (88.9 mm); cubic capacity 109.75 cu. in. (1,798 cc); compression ratio 8.6:1. Maximum power 87 b.h.p. at 5,300 r.p.m.; maximum torque 101 lb. ft. at 2,200 r.p.m.

GEAR RATIOS	GEAR BOX	FINAL DRIVE	OVERALL	ROAD SPEEDS AT 1000 RPM
Reverse	3.075:1	—	12.88:1	—
1st	3.292:1	—	13.78:1	4.98 m.p.h.
2nd	2.059:1	—	8.62:1	7.98 m.p.h.
3rd	1.384:1	—	5.80:1	11.84 m.p.h.
Top	1.000:1	4.19:1 (16/67)	4.19:1	16.39 m.p.h.

FUEL SYSTEM: S.U. Carburettor, type HS 6 with paper element air cleaner and warm air intake. Mechanical fuel pump; fuel filter in tank. Tank capacity 10¼ gallons. Locking petrol filler cap.

LUBRICATION SYSTEM: Full pressure feed. Sump forms oil bath for gearbox and final drive; internal gear type pump driven by camshaft; external full flow filter; gauze filter in sump with internal magnet; total oil capacity 11¾ pints plus 1¼ pints for external filter.

IGNITION SYSTEM: 12-volt coil and distributor with automatic centrifugal and vacuum controlled advance and retard.

COOLING SYSTEM: Closed pressurized system with expansion tank, pump, fan and thermostat. Capacity 8½ pints plus 1 pint for heater.

TRANSMISSION: Clutch, single dry plate 8 in. diameter, with diaphragm spring plate; hydraulic operation by pendant pedal. Four speed gearbox with synchromesh on 1st, 2nd, 3rd and 4th; central gear lever rubber insulated from body floor and operating box by flexible cables. Final drive casing in unit with engine and gearbox, ratio 4.19:1 (16/67). Drive to front wheels via helical spur gears and open drive shafts with universal joints.

STEERING: Rack and pinion; 3.8 turns lock to lock; two spoke 16½ in. diameter steering wheel. Track (front) 4 ft. 8½ in. Track (rear) 4 ft. 7½ in. Turning circle 37 ft.

SUSPENSION: Front — independent with upper and lower arms and locating tie-rods; swivel axles mounted on ball joints. Hydroelastic displacers (inter-connected front to rear) are mounted horizontally in front suspension tube across front of bulkhead. Rear — independent, with trailing arms incorporating Hydroelastic displacers.

BRAKES: Foot — Split-circuit hydraulic system with tandem master cylinder, operated by pendant pedal, with vacuum servo assistance. Front — Discs 9½ in. diameter with opposed piston calipers, self-adjusting. Rear — drums 9 in. diameter x 1½ in. diameter, servo self-adjusting. Hand — Mechanical, with Pull-up lever floor mounted between front seats, operating by cable to rear wheels only.

ROAD WHEELS: Pressed steel, five stud fitting. 175 mm x 13 in. Radial Ply tubelless tyres.

ELECTRICAL: High output alternator with voltage control; 12 volt, 50 ampere hour battery at 20 hour rate. Double dipping sealed beam headlamps with foot operated dipswitch, sidelamps in unit with separate indicator lamp; small repeater flashers on sides of front wings, rear lamps in unit with separate flashers and reflectors; and stop lamps automatically dim when sidelamps are on; self cancelling flasher switch lever incorporating warning light which is automatically dimmed when side lights are on. Twin lamps for rear number plate are wired so that failure of one does not affect the other. Twin-blade, self-switching windscreen wipers. Dual, windtone horn with horn push in steering wheel centre. Interior light on door centre pillar with manual switch and courtesy switches on front doors. Concealed illumination for instruments. Boot interior lamp.

INSTRUMENTS: Ribbon type speedometer with mileage recorder combined with water temperature and fuel gauges. Head/sidelamp switch; combined ignition and starter switch; warning lights to show low oil pressure, headlamp high beam, and alternator not charging. Manually operated windscreen washer.

COACHWORK: Five seater; four door, six light saloon of all-steel unitary construction; full width fascia incorporating instruments, switches and warning lights, the upper surface is trimmed in black vinyl coated fabric to eliminate glare and incorporates an upper and lower padded crash roll; a third crash roll is on the full width parcel shelf which is below the fascia; an ashtray is fitted in the fascia console and one is provided in the back of the front passenger's seat for rear passengers; single interior tinted mirror. Dual, padded sun visors. Separate front seats, both adjustable for leg reach and for squab angle. Squabs can be adjusted horizontally to align with rear cushion to give a sleeping position. Front cushions comprise pressed metal pan with foam latex and polyether pads and squabs comprise rubber diaphragms with polyether pads trimmed in leather-like expanded vinyl. Rear seat has metal seat pan with full depth polyether pad; rear squab is full depth polyether pad, trimmed in leather-like expanded vinyl. Parcel shelf of large dimensions behind rear seat squab. Doors hung at forward edges by concealed hinges. All doors fitted with curved wind-down safety glass windows, both front doors fitted with outside private locks, rear doors have children's safety catches; large open pockets on front doors and smaller ones to rear doors. Door casings

trimmed in vinyl coated fabric. Armrests on all doors. Floor completely covered in luxurious loop pile moulded carpet, with thick underfeels for insulation. Roof lining of moulded fibreglass faced with vinyl coated fabric. Curved, toughened plate glass for windscreen and back light, both mounted in rubber mouldings with bright plastic exterior finishers and rear opening quarter lights. Windscreen incorporates a modified safety-zone. Provision for fitting radio. Three-point safety belts fitted to front seats, built-in anchorage points for three-point safety belts in rear. Lockable 17 cu.ft. boot at rear, fully lined; lift-up spring assisted lid with concealed hinges; boot interior lamp. Spare wheel carried in wind-down tray below boot floor. Chromium plated bumpers front and rear, wheel discs, sill tread plates. Fresh air heater/demister system.

1st Class travel means a 12/12 warranty

Your Austin 1800 Mk.II will be backed by the famous BMC Warranty of 12 months or 12,000 miles, whichever comes first. The Company reserves the right on the sale of any vehicle to make before delivery, without notice, any alteration to or departure from the specification, design or equipment detailed in this publication. The issue of this folder does not constitute an offer. The goods manufactured by B.M.C. Australia are supplied with an express warranty which excludes all warranties, conditions and liabilities whatsoever implied by Common Law Statute or otherwise.

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