

THE CAR OF THE CENTURY



ASTOUNDING
AUSTIN 1800

The Mini started it all. A revolution in motor car design. It was given a word. "Incredible". A little later the same incredible ideas were taken a little further. And the 1100 was added to the range. The word this time was "Miraculous". Now here is the incredible, miraculous BMC idea sized-up. The Austin 1800. And the word for it: "Astounding"!

LOOK WHAT SPACE



After the world had said a unanimous "yes" to the incredible Mini and miraculous Morris 1100, BMC designers and engineers promptly set to work again.

The result—the astounding Austin 1800. A true-to-life family car. With a true-to-life style of space, performance, handling, and economy. It has a powerful 1798 c.c. engine developing 84 b.h.p. and providing exceptional power-to-weight ratio for over 90 m.p.h. performance. Acceleration through the entirely new 4-speed all-synchromesh gearbox more than matches this top speed. Torque is 99 lb. ft. at 2100 r.p.m. Fuel

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LOOK WHAT SPACE IS LIKE WHEN IT'S INSIDE A CAR



economy of up to 30 m.p.g. is thoroughly realistic. The new 5 bearing crankshaft engine is an extremely smooth and silent unit. Engine vibrations are also insulated by 3-point rubber engine mountings and the gear lever assembly is rubber-mounted for silence. The gear lever is also joined to the transmission by flexible cables to add further silence and smoothness of operation. As in the Mini and 1100, the engine is placed transverse east-west to save on engine space, utilising it for passengers and luggage. Engine and transmission are built into one compact unit.

Power is supplied to the front wheels for outstanding roadholding, traction, greater stability, and handling. The body is sprung by independent suspension on all four wheels with the unique *Hydrolastic fluid suspension. Miraculous roadholding. Excellent soundproofing and insulation are generously provided throughout with a special fibreglass roof lining included. In terms of interior space few cars can equal the Austin 1800. Front seating gives ample room for both driver and passenger alike. There is comfortable, yet firm, support for back, legs, and body. Front seat adjusts to preferred driving position, reclines fully to form a comfortable,

well-cushioned camping body. Rear seating is astounding. Offering as much as 17 inches leg room from the back of the front seat to the front of the back seat, with ample head room. Boot space a very handy 17 cubic feet. Simple reason for all this space is BMC's engine layout. No transmission, tailshaft, or wheel arches in the rear compartment. All this space inside, and yet the outstanding 1800 measures a compact 13 feet 9 inches bumper to bumper. After all, why pay for useless length? One of the key features of the astounding Austin 1800 is its body shell. It is the strongest and stiffest body ever put into a family car. It is, in

fact, up to twice as strong as other cars available. To further maintain strength and life, the Austin 1800 is fully protected against rust by BMC's exclusive Rotodip anti-rust process. An anti-rust protection 7 skins deep. The principle of Planned Obsolescence is completely foreign to BMC thinking. This is why this kind of construction, engineering, and protection is built into the Austin 1800. 10 years from now the Austin 1800 will still be ahead in concept, design, and engineering. Each 1800 produced is built to last. Part of the reason why the Austin 1800 is called the car of the century.



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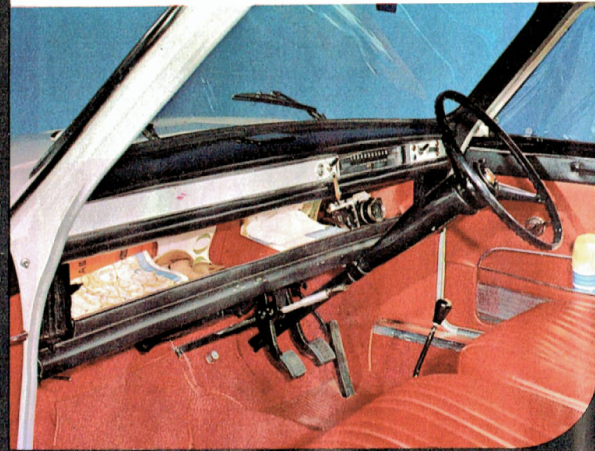
LOOK WHAT SPACE IS LIKE



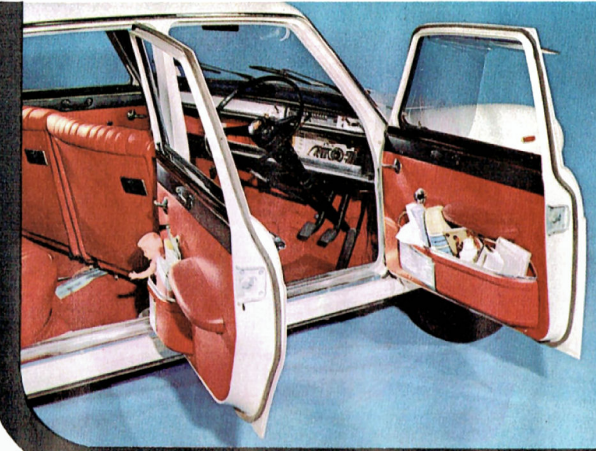
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As in the Mini and 1100, the engine is placed transverse east-west to save on engine space, utilising it for passengers and luggage. Engine and transmission are built into one compact unit.

Front compartment tailored for driver and passenger. Comfort seating, well-supported, with controls ready to hand. Neat, easy-to-read instruments. Full-width tray below fascia for travel items and personal effects. Padded dash covered with black vinyl to reduce glare.



All four doors have open pockets to contain guide books, maps, flashlights, cameras, etc. Keeps car interior free from items that usually clutter floors and seats. Rear doors have child-proof safety locks. When set, they allow doors to be opened only from the outside.



FRONT-WHEEL DRIVE EAST-WEST ENGINE

The Monte Carlo Rally has proved the outstanding virtues of front wheel drive. In fact, the last five Montes have been won by cars with this unique feature, in 1964, and again in 1965, the honours going to the BMC Mini Cooper 'S.' These hard-fought performances have demonstrated the vastly improved traction and road-holding on all road surfaces. The Austin 1800 combines this valuable feature with the space-saving virtues of BMC's east-west engine design.

4-SPEED SYNCHROMESH GEARBOX

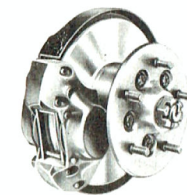
The 1800 has an entirely new gearbox. All 4 forward gears are synchromeshed for smooth, silent changes at all speeds. The selector lever is also cable operated and rubber mounted for added silence and smoothness.

*HYDROLASTIC SUSPENSION

This is the system already made famous by the Morris 1100 and Mini De Luxe. This miraculous fluid suspension is the simplest yet most effective suspension system ever devised. No moving parts to repair or maintain. Gives cushioned riding comfort free from bumps, bounce, pitch, lean, and sway. Gives miraculous roadholding even on the most tortuous tracks.

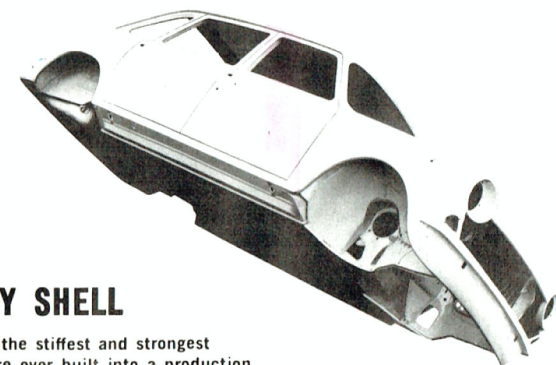
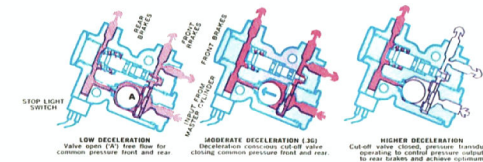
INDEPENDENT SUSPENSION ALL 4 WHEELS

This is the suspension system used by some of the most exotic cars in the world. This is the suspension system that offers the greatest combination of driving comfort and smoothness. Yet retains the qualities of superb control and stability at speed and on varying road surfaces.



DISC BRAKES

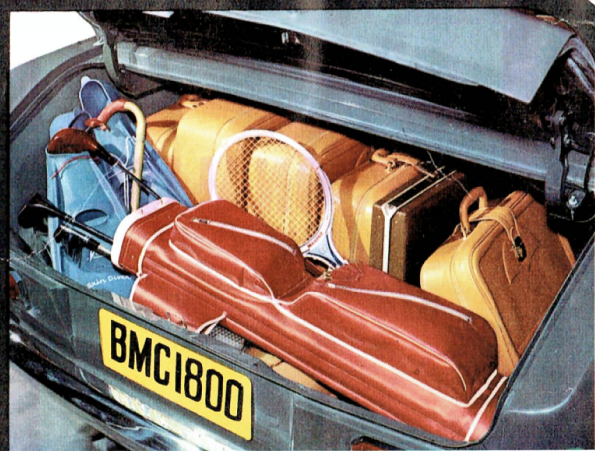
Real stopping power. Servo-assisted disc brakes on the front, large drum brakes on the rear. Total braking area 282 square inches, for sure, straight, controlled braking, under light pedal pressure. This braking system also incorporates a special 'G' conscious pressure reducing valve to prevent rear wheels locking under severe or emergency braking.



BODY SHELL

This is the stiffest and strongest structure ever built into a production car. This kind of strength means longer life. Free from rattling, twisting, vibration. This kind of strength means greater safety. For life.

ASTOUNDING SPACE

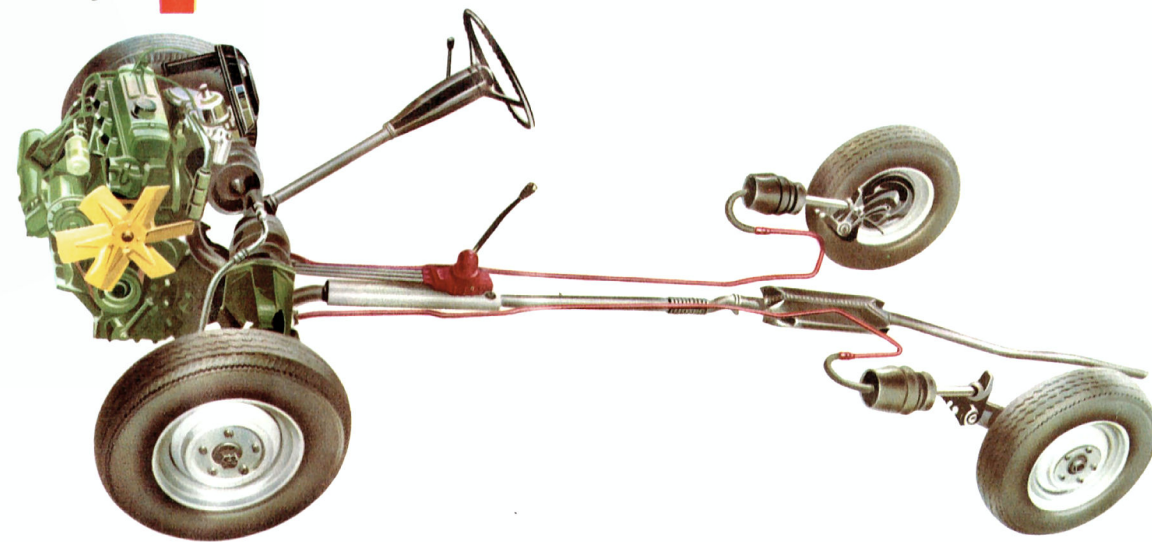


Capacious 17 cubic foot boot, free from spare wheel or fuel tank intrusion. Is equipped with automatic interior light. Other new lighting features include: pre-focused double-dipping headlamps; turn indicator flashers on wings as well as front and rear; day/night stop lights with variable brightness.

ASTOUNDING 1800



Behind the rear seat rests 5½ square feet of more space. Just the spot for travel rugs, hats, umbrellas. Or the kind of items you collect on short trips as well as long ones. Safety glass is fitted all round, with zone-toughened windscreen for greater driving safety.



SECURITY. BMC cares for your Austin 1800 with a system of after-sales service that can't be bettered in Australia. Under the red-white-and-blue rosette, the famous BMC Sign of Service, more than 800 Dealers throughout Australia are equipped with low-cost, factory-approved body panels and spare parts PLUS the specialised tools and specialised skills that guarantee you service of the highest quality. BMC spare parts are factory tested by BMC engineers to add Security to Service. And remember, your new

BMC car is covered by a Warranty of 12 months or 12,000 miles.

WARRANTY. For unbeatable service look for this sign. It backs the famous BMC Warranty of 12 months or 12,000 miles. A product of the British Motor Corporation (Australia) Pty. Limited.

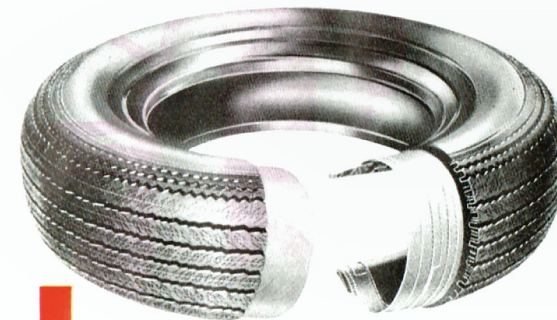


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RACK AND PINION STEERING

This system is simple and straightforward, with a minimum of moving parts. It gives direct, precise steering control.



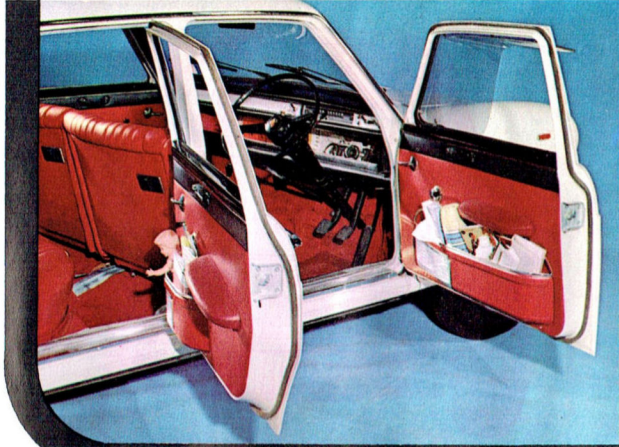
RADIAL PLY TYRES

The Austin 1800 is fitted with radial ply tyres as standard equipment. These have the most advanced tyre design in the world, offering greater safety and stability, maximum adhesion, better roadholding, cornering and braking and longer tyre life.

Front compartment tailored for driver and passenger. Comfort seating, well-supported, with controls ready to hand. Neat, easy-to-read instruments. Full-width tray below fascia for travel items and personal effects. Padded dash covered with black vinyl to reduce glare.



All four doors have open pockets to contain guide books, maps, flashlights, cameras, etc. Keeps car interior free from items that usually clutter floors and seats. Rear doors have child-proof safety locks. When set, they allow doors to be opened only from the outside.



The 1800 is a very attractive lady. Its functional styling is a delight to the eye. Its functional value is clearly demonstrated by its excellent visibility on all sides. Its individual design will remain in character for many years. Fittings are lavish, with deep padded seats, covered with leather-like, easy-to-clean vinyl.

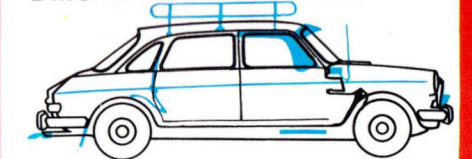


INTERIOR AIR TEMPERATURE is controlled by means of an ingenious and efficient heater/demister/ventilation unit with individually adjustable vents placed on each side of the fascia. Adjustment gives windscreen demisting, an even level of warmth. Fresh air jets can be adjusted for direction and strength.



FRONT SEAT BELTS are standard equipment. The Austin 1800 offers this extra margin of motoring safety as a standard feature. Three-point seat belt anchorage is built-in for the rear.

PERSONALISE
YOUR AUSTIN 1800 WITH
BMC APPROVED ACCESSORIES.

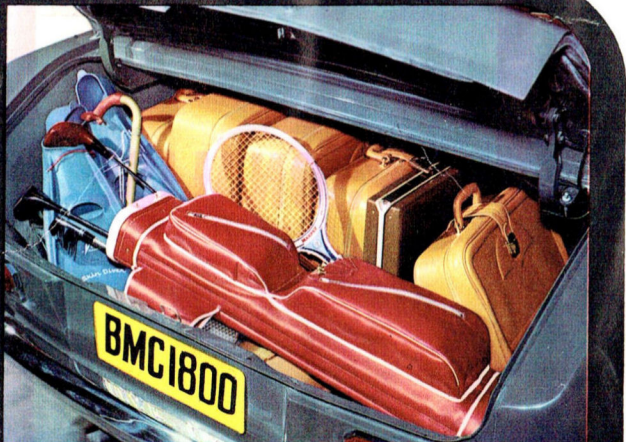


- Diamond Dot tailored car radio (manual or push-button)
- Rear mudflaps
- Exhaust deflector (3 styles)
- Window weatherstrip
- Body moulding kit
- Insect screen
- Exterior rear vision mirrors (clear and anti-glare)
- Spanner tool kit
- Cigarette lighter
- BMC Wipac driving and fog lamps
- BMC Hella reversing and fog lamps
- BMC Britax safety belt retractors
- Front contoured rubber mats (black, red or grey)
- "Dri Lube" lubricant

ASTOUNDING SPACE

ASTOUNDING 1800

ASTOUNDING COMFORT



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The 1800 is a performance car. Present-day motoring demands brisk acceleration, sustained high speeds, and a reserve of power for unexpected demands. This is the kind of performance the 1800 has been designed to give, all at an astoundingly low fuel consumption. Up to 30 m.p.g. should be a common return.

SPECIFICATION

A	B	C	D	E	F	G
37½ in.	37½ in.	18 in.	19 in.	20 in.	21½ in.	13 in.
H	I	J	K	L	M	N
13½ in.	(MAX.) 17 in.	(MIN.) 10 in.	(MAX.) 16½ in.	(MIN.) 9½ in.	6 in.	(MAX.) 46½ in.
O	P	Q	R	S	T	U
(MIN.) 40 in.	(MAX.) 46 in.	(MIN.) 43 in.	19 in.	36 in.	48 in.	26 in.
V	W	X	Y	Z	AA	AB
52 in.	56 in.	57½ in.	57½ in.	56½ in.	53½ in.	106 in.
56½ in.	66½ in.	164½ in.	35 in.	33 in.	Ground Clearance: 6 in.	Approx. Weight: 22½ cwt.

Engine: Water cooled, overhead valve, four cylinder. Five bearing crankshaft, counterbalanced 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 8.2:1. Maximum power 84 b.h.p. at 5,300 r.p.m.; maximum torque 99 lb. ft. at 2,100 r.p.m.

Fuel System: S.U. Carburettor, type HS 6 with paper element air cleaner and warm air intake. S.U. electric fuel pump, type S.P.; fuel filter in pump and tank. Tank capacity 10½ gallons. Locking petrol filler cap.

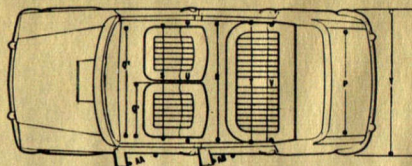
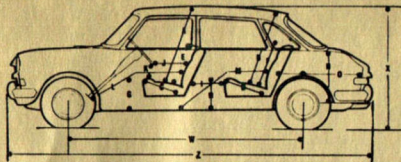
Lubrication System: Full pressure feed. Sump forms oil bath for gearbox and final drive; internal gear type pump driven by camshaft; external full flow filter; gauze filter in sump with internal magnet; total oil capacity 13¾ pints plus ¼ pints for external filter.

Ignition System: 12-volt coil and distributor with automatic and vacuum controlled advance and retard.

Cooling System: Closed pressurised system with expansion tank, pump, fan and thermostat. Capacity 8½ pints plus 1 pint for heater.

Chassis: 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 top; 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.

GEAR RATIOS	GEAR-BOX	FINAL DRIVE	OVERALL	Road Speeds at 1000 R.P.M.
Reverse	3-075:1	—	12-88:1	—
1st	3-292:1	—	13-79:1	4-98 m.p.h.
2nd	2-217:1	—	9-29:1	7-39 m.p.h.
3rd	1-384:1	—	5-80:1	11-84 m.p.h.
Top	1-00 :1	4-19:1 (16/67)	4-19:1	16-39 m.p.h.



Steering: Rack and pinion; 3.8 turns lock to lock; two spoke 16½ in. diameter steering wheel. Track (front) 4 ft. 8 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 (interconnected front to rear) are mounted horizontally in front suspension tube across front of bulkhead. Rear— independent, with trailing arms incorporating Hydroelastic displacers.

Brakes: Foot— hydraulically operated by pendant pedal with servo assistance; front, disc 9-9/32 in. diameter, self adjusting. Rear 9 in. x 13¼ in. drums with leading and trailing shoes. A 'G' conscious pressure reducing valve is fitted between front and rear brakes to provide balanced braking effort. Hand-brake lever is operative on rear wheels only.

Road Wheels: Pressed steel, five stud fixing. 175 mm — 13 in. Radial Ply tubeless tyres.

Electrical: High output dynamo with current and voltage control; 12 volt, 50 ampere hour battery at 20 hour rate. Double dipping sealed beam headlamps with foot operated dipswitch, headlamp flasher incorporated in direction flasher switch; side lamps in unit with separate flasher lamps; 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/side lamp switch; combined ignition and starter switch; warning lights to show low oil pressure, dirty oil filter, headlamp high beam, and generator 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 top panel and two are provided in the front seat backs 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. Cushions 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. Coat hook in rear compartment. Door casings trimmed in vinyl coated fabric. Arm-rests on all doors. Floor completely covered in luxurious tufted pile carpet. 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 with overriders front and rear. Cant-rail grab handles for rear passengers, wheel discs, sill tread plates. Fresh air heater/demister system.



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