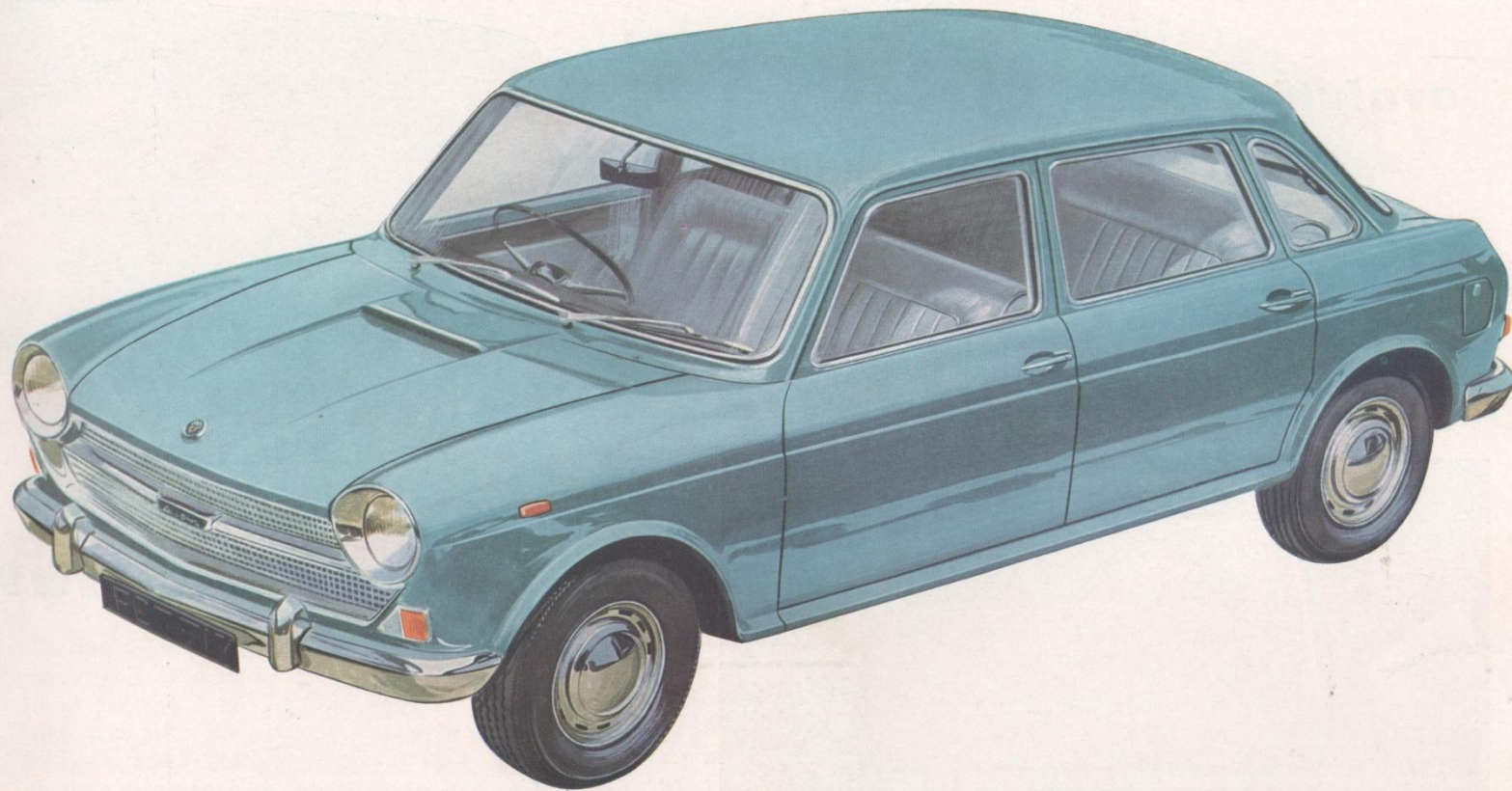


BMC *presents the new* **AUSTIN 1800**

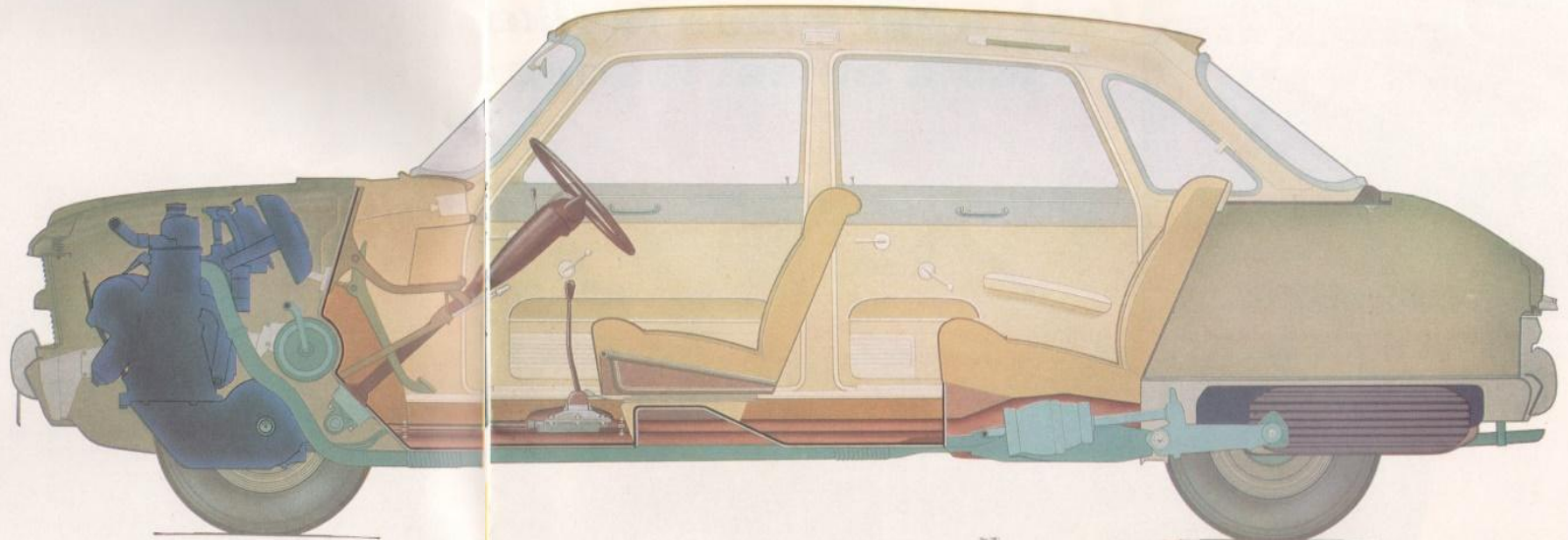
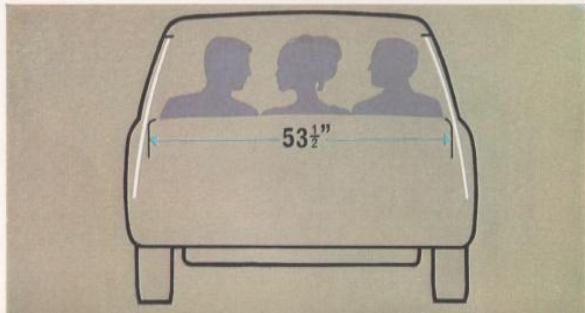
the Issigonis concept with the Pininfarina line



evolutionary design concept

The new Austin is line-bred for safety and comfort. In 1959 the Mini was a revolutionary concept with drive to the front wheels; independent suspension all round and space-saving East to West engine and transmission. Similarly the "1100" of 1963 introduced interconnected 'Hydrolastic' suspension.

The Austin 1800 inherits all these features and to them adds a 90 m.p.h. top speed, ample width for 5 passengers in the strongest and stiffest structure ever built into a production car.

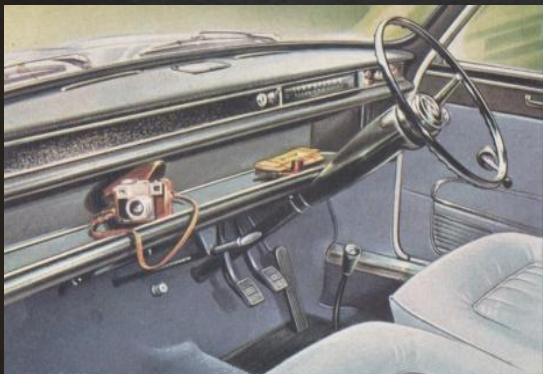


***features of the new* AUSTIN 1800**

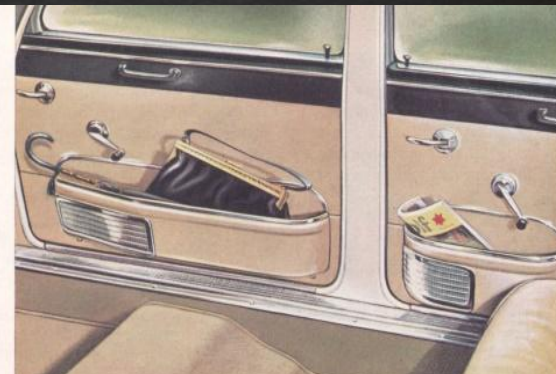
The 1800 c.c. four cylinder engine with 5 bearing crankshaft is placed transversely in the nose of the car. The transmission is below the crankshaft and drives the front wheels, ensuring maximum stability and safety with full traction on slippery surfaces. A new 4-speed all-synchromesh gearbox ensures smooth changes at all speeds. In the centre, from the pedals to the rear seat squab the Austin

1800 has exceptional lounge room; the equal of cars costing five times as much. Yet from bumper to bumper the car measures only 165 ins. which simplifies parking, reduces anxiety in traffic and ensures low car ferry fares. At the rear, the absence of a conventional rear axle makes possible a 17 cu. ft. luggage locker on such a short car.

**look what space is like
when it's put inside a car !**



The full-width tray below the fascia panel can carry umbrellas, cameras, cigarettes, lighters, and capacious handbags.



Open pockets in the doors readily swallow guide books, maps, gloves and a host of other small items that might otherwise be left loose to litter the floor or seats.



The seat facings of the Austin 1800 De Luxe Saloon are trimmed in real English leather.

The Austin 1800 is without equal in the matter of accessible yet neat stowage space for the many personal effects which the owner, whose car is part of his life, likes to carry with him. This reflects the fact that Austin engineers are themselves car users in the widest sense of the word, and the cars they design are therefore as sensible in layout as they are advanced in concept.

stowage space on the new

The luggage boot has 17 cu. ft. with no intrusion from the spare wheel or fuel tank (which are below the flat floor) or from a rear axle, because, with independent rear suspension and front drive, this does not exist. The low height of the floor makes loading especially easy.

New lighting features include a headlamp flasher lever on the steering column for daylight signalling. At the rear, anti-glare stop-lamps glow bright by day, but are dimmed at night. Additional direction flashers are mounted on the side of the front wings for greater traffic safety.



There are 5½ sq. ft. between the rear window and the step formed by the rear seat squab. This flat space is ideal for rugs, tissues, hats and similar objects such as shooting sticks that may be needed only at the start or end of a journey.

SEE THE FULL RANGE OF B.M.C. ACCESSORIES

Your Austin Dealer will be pleased to give full details of approved accessories which can be fitted to your car. Below is a list specially selected for use with the Austin 1800.

Anti-mist panels	Reversing lamps
Auxiliary lamps	Roof racks
Bonnet lock	Rubber mats
Cigarette lighter	Seat belts
Exhaust trim	Seat covers
Fire extinguishers	Travel rugs
Radiator muff	Wing mirrors
Supplementary instruments	

AUSTIN 1800

why we produced the 1800

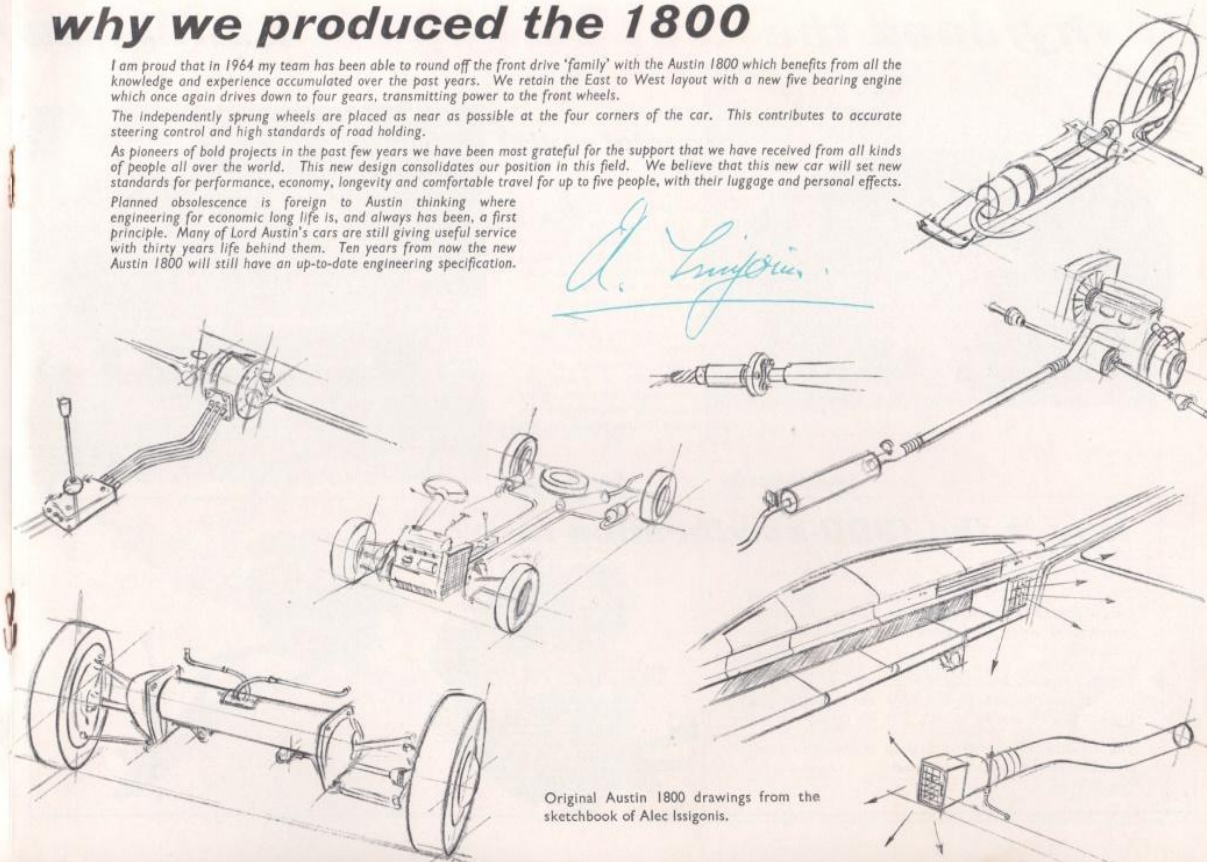
I am proud that in 1964 my team has been able to round off the front drive 'family' with the Austin 1800 which benefits from all the knowledge and experience accumulated over the past years. We retain the East to West layout with a new five bearing engine which once again drives down to four gears, transmitting power to the front wheels.

The independently sprung wheels are placed as near as possible at the four corners of the car. This contributes to accurate steering control and high standards of road holding.

As pioneers of bold projects in the past few years we have been most grateful for the support that we have received from all kinds of people all over the world. This new design consolidates our position in this field. We believe that this new car will set new standards for performance, economy, longevity and comfortable travel for up to five people, with their luggage and personal effects.

Planned obsolescence is foreign to Austin thinking where engineering for economic long life is, and always has been, a first principle. Many of Lord Austin's cars are still giving useful service with thirty years life behind them. Ten years from now the new Austin 1800 will still have an up-to-date engineering specification.

A. Lissigon



Original Austin 1800 drawings from the sketchbook of Alec Lissigon.

why does the **AUSTIN 1800** handle so well?



special radial ply

Control of the car begins at the tyre, so tyre and car should be treated as one design study if maximum safety flowing from optimum road adhesion is to be coupled with quiet running response. Dunlop have, in fact, worked with B.M.C. Engineering from the beginning of the Austin 1800 project, and the tyres that they have developed play a significant part in giving this medium-weight car the agility and cornering power hitherto obtainable only on small, light cars.

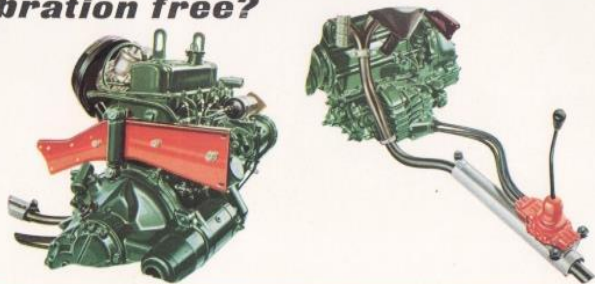


why is the 1800 so vibration free?

On the Austin 1800 the five-bearing crankshaft gives exceptional smooth running to the engine, the power reactions of which are contained by a 3-point rubber mounting.

Engine vibrations are insulated from the body by a gear lever rubber-mounted on the floor and joined to the transmission by flexible cables.

The combination of such meticulous attention to detail gives the car exceptional refinement.



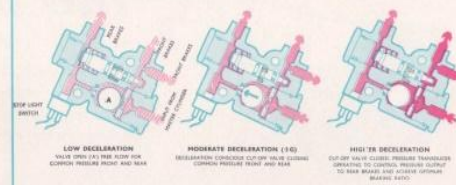
rack & pinion steering control

Good steering and sensitivity maintained over the years, depends on the mechanical robustness of the steering gear. In these respects the rack and pinion steering used on the Austin 1800 is unchallenged. It is straightforwardly simple, has very low loadings and a minimum of joints.

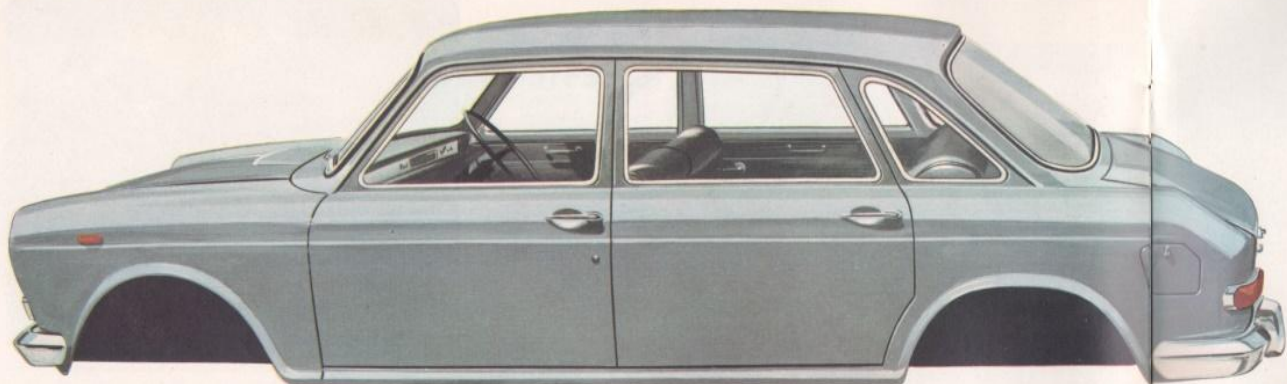


braking

On the Austin 1800 special means are taken to avoid locking the rear wheels when an emergency is encountered. The new Girling 'G' valve proportions the braking effect between the front and rear wheels in accordance with the swiftness of the stop.



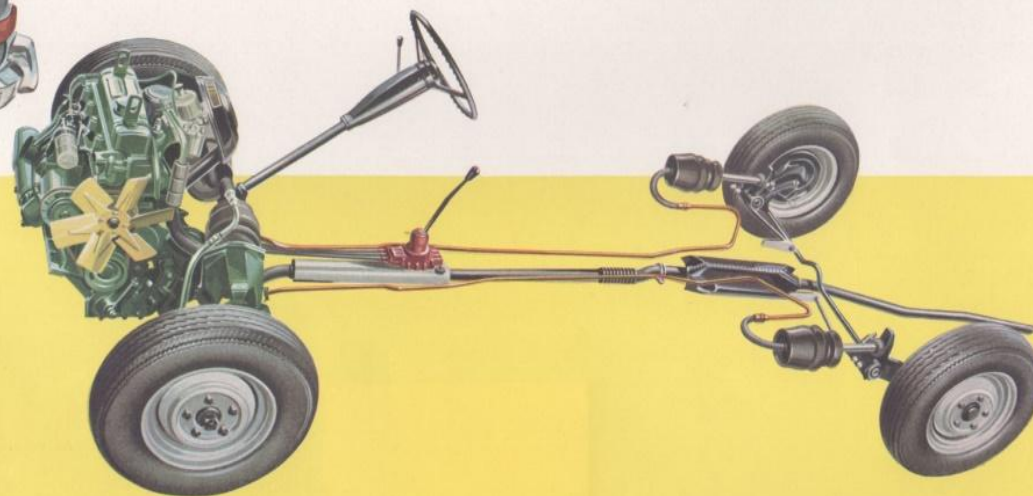
**BODY...the famous hydrolastic suspension and now the new
5 bearing B.M.C 1800 engine**



The East West engine and transmission with front drive, and the inward facing Moulton 'Hydrolastic' suspension units at the front, leave the entire length of the car behind the front wheels free from obstruction and available for passenger accommodation. The rear suspension elements are connected to the front by small diameter pipes on each side, giving a safe, comfortable ride under all conditions of driving.

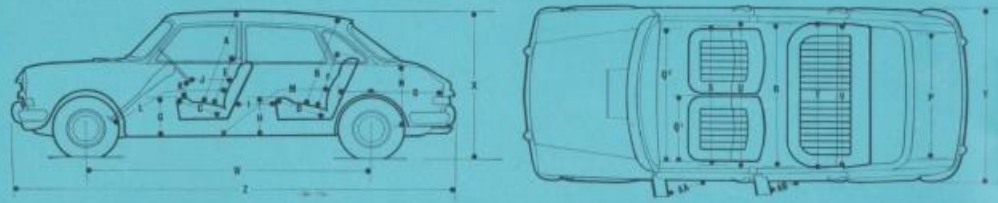
the new AUSTIN 1800

The new Austin 1800 has the stiffest structure ever built into a production car—double the normal, which means freedom from shake over rough roads and added length of life to door locks, hinges and a host of small parts. Plus perhaps a vital contribution to safety in the rare case of accident.



specification

A	B	C	D	E	F	G	H	I	(MAX)	(MIN)
37½ in. (0-96 m)	37 in. (0-94 m)	18 in. (0-46 m)	19 in. (0-48 m)	20 in. (0-51 m)	21½ in. (0-55 m)	13 in. (0-33 m)	13½ in. (0-34 m)	17 in. (0-43 m)		10 in. (0-25 m)
J	J	K	L	L	M	M	N	O	P	
(MAX) 18½ in. (0-47 m)	(MIN) 11 in. (0-28 m)	6½ in. (0-16 m)	(MAX) 45½ in. (1-18 m)	(MIN) 40 in. (1-02 m)	(MAX) 46 in. (1-17 m)	(MIN) 43 in. (1-09 m)	19 in. (0-48 m)	36 in. (0-91 m)	48 in. (1-22 m)	
Q1	Q2	R	S	T	U	V	W	X	Y	
26 in. (0-66 m)	52 in. (1-32 m)	56 in. (1-42 m)	57½ in. (1-47 m)	57 in. (1-46 m)	56½ in. (1-44 m)	53½ in. (1-36 m)	106 in. (2-69 m)	56 in. (1-42 m)	66½ in. (1-70 m)	
Z	AA	AB	GROUND CLEARANCE 6½ in. (0-17 m)							
164½ in. (4-17 m)	35 in. (0-89 m)	33 in. (0-84 m)	APPROXIMATE WEIGHT 22½ cwt. (1150 kg)							



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. (1798 cc), compression ratio 8-2:1 (6 B:1 if required). Maximum power (8-2:1) 84 b.h.p. at 5,000 r.p.m.; maximum torque 100 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 pump, type S.P.; fuel filter in pump and tank. Tank capacity 10½ gallons (14-7 litres).

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 10 pints (5-68 litres) plus 1½ pints (0-71 litres) 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 (4-83 litres) plus 1 pint (0-57 litres) for heater.

Clutch: Single dry plate, 8 in. (0-20 m) diameter, with diaphragm spring plate, hydraulic operation by pendent pedal.

Gearbox: Four speed with synchromesh on 1st., 2nd., 3rd., and top; central gear lever rubber insulated from body floor operates gearbox by flexible cables. Final drive casing in unit with engine and gearbox, ratio 3-882:1 (17/66). Drive to front wheels via helical spur gears and open drive shafts with universal joints.

GEAR RATIOS	GEARBOX	FINAL DRIVE	OVERALL	ROAD SPEEDS AT 1000 R.P.M.
Reverse	3-075:1	—	11-93:1	—
1st	3-292:1	—	12-77:1	5-41 m.p.h.
2nd	2-217:1	—	8-61:1	7-98 m.p.h.
3rd	1-584:1	—	5-37:1	12-79 m.p.h.
Top	1-00:1	3-882:1 (17/66) (STANDARD)	3-882:1	17-69 m.p.h.

Steering: Rack and pinion; 3-6 turns lock to lock; two-spoke 16½ in. (0-41 m) diameter steering wheel. Track (front) 4 ft. 8 in. (1-43 m). Track (rear) 4 ft. 7½ in. (1-41 m). Turning circle 37 ft. (11-30 m).

Suspension: Front—Independent with upper and lower arms and locating tie-rods, swivel axles mounted on ball joints. Hydrolastic displacers (inter-connected front to rear) are mounted horizontally in front suspension tube across front of bulkhead. Rear—Independent with trailing arms incorporating Hydrolastic displacers and anti-roll bar.

Brakes: Foot—Hydraulically operated by pendent pedal with servo assistance. Front, 9½ in. (0-24 m) diameter, disc, self-adjusting. Rear 9 in. x 1½ in. (0-23 m x 0-45 m) drum with leading and trailing shoes. A 'G' conscious pressure reducing valve is fitted between front and rear brakes to provide balanced braking effort. Handbrake lever is operative on rear wheels only.

Wheels and Tyres: Pressed steel, five stud fixing; 175 mm—13 in. Dunlop S.P. tubeless tyres.

Electrical: 12-volt, 50 ampere hour battery at 20 hour rate. Double dipping 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; rear flashers and stop lamps automatically dim when side lamps 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. Single windtone horn with horn push in steering wheel centre. Interior lamp 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.

The issue of this publication does not constitute an offer, and the right is reserved to alter specifications at any time without notice. Sales are made subject to and with the benefit of the standard Conditions of Sale and Warranty given by the Distributor or Dealer by agreement with the appropriate subsidiary of The British Motor Corporation Limited.

Chassiswork: Five/dix seater; four door, six light saloon of all-steel unitary construction; full width fascias 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 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. Single, crushable sun visor. Separate front seats, both adjustable for leg reach. Cushions and squabs comprise rubber diaphragms with polyether pads trimmed in vinyl coated fabric. Rear seat has metal seat pan with full depth polyether pad. Rear squab has spring case with polyether pad, trimmed in vinyl coated fabric. 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. Roof lining of moulded fibre glass faced with vinyl coated fabric. Floor covered with moulded rubber mats. Curved toughened plate glass for windscreen and back light, both mounted in rubber mouldings with bright plastic exterior finishers. Provision for fitting radio. Seat belt anchorage points built-in. Lockable 17 cu. ft. (0-48 m³) 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.

The above specification covers the Austin 1800 Saloon but a De Luxe Saloon is available which includes the following items. Dual wind-tone horns; passengers sun visor; arm rests on rear doors; moulded carpets; opening quarter lights; sill tread plates, cant-rail grab handles; wheel discs; bumper overriders front and rear. Hide trim for seats, and heater/demister for Home market only.

Optional Extras: 1800 Saloon—Heater; reclining front seats; rear seat folding centre arm rest.
De-Luxe Saloon—Reclining front seats; rear seat folding centre arm rest.

Export Availability: To meet world market requirements the following variations from the standard specification are available for Export at no extra charge: right- or left-hand steering; m.p.h. or km p.h. speedometer; lighting and flasher equipment to suit various overseas regulations. Optional equipment at extra cost is as follows: hide facings for seats; heater/demister; forced fresh air unit; laminated windscreen; reclining front seats; rear seat folding centre arm rest.



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