



**In this issue:**

**National Rally 2024: Reports, pics and prizes**

**NEC Show: Club member discount code**

**My Other Car: Ford Escort Mexico**



# Idle Chatter

**September-October 2024**

PORTA AD TEMPORA PRETERITA

**Gateway to the  
National Rally....**



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**The magazine for members of the 1100 Club**

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# Contents

- 04 AREA AND OVERSEAS CONTACTS
- 05 CHAIR CHAT, LOOKING BACK
- 06 1100 CLUB REGALIA
- 08 IN BRIEF
- 11 AREA UPDATES
- 14 NATIONAL RALLY 2024
- 18 NATIONAL RALLY PRIZEWINNERS
- 20 FROM THE EVENTS DIARY
- 23 NEC SHOW MEMBER DISCOUNT
- 23 YOUR 1100 CLUB MEMBERSHIP
- 24 RUNNING REPORTS
- 30 A LITTLE BEDTIME READING
- 32 A WORLD BEATING BESTSELLER? PT. 2
- 34 PRIZE CROSSWORD NO. 23
- 35 WHERE ARE THEY NOW?
- 36 FROM THE FBHVC
- 38 MY OTHER CAR IS....
- 40 1100 CLUB PARTS, OFFERS AND DISCOUNTS
- 41 FACTS AND TIPS FROM TURBO TONY NO. 12
- 42 TECHNICAL TIPS AND ADVICE
- 44 TIPS FROM DOWN UNDER
- 46 MEMBERSHIP NEWS, CLASSIFIED ADVERTS

### Change of Details?

Visit the 1100 Club website, click on the 'Membership' tab and then 'Update My Details'. Log in with your email address (no password required) and make any adjustments needed to your email, home address etc.

# Ed Lines



Welcome to the September-October edition of Idle Chatter, in which there is the usual feeling of the show season drawing to a close. But there are still lots of show reports to read, not least the one about our own National Rally - which was, I have to say, absolutely fabulous this year in all respects! We do of course still have the BL Autumn Rally at Milton Keynes to go before the season really ends, and then the fun of the Classic Motor Show at the NEC.

Bit of a magazine printing update for you - our trial edition with the Lavenham Press went mostly well, with some very positive comments about the magazine's quality, and UK delivery was prompt, but the courier used for the overseas editions was not very effective, with quite a wide variety of delivery times and some members in Australia and New Zealand not receiving their magazines until almost the copy deadline for this one! So this edition is Lavenham trial number two, going back to Royal Mail - then we can fully compare both results and costs with our previous printing company, BCQ. Thanks for bearing with us as we do that - our aim is to try and achieve the best compromise we can between efficacy and cost, as you would expect.

Apart from the show reports, we bring you Part 2 of Chris Cowin's 'Top Ten' article, crunching some sales numbers for the years of ADO16 production. We also have a rather lovely Ford Escort Mexico as our 'other car', some superb running reports, a look at bypass hoses in our 'Tip From Down Under' and lots more.

Please do have a think and get in touch if you might be able to contribute to Idle Chatter - its USP is its variety, and to keep that going we need to hear from you! Technical stuff, your other cars, show reports, a bit about you and your ADO16 - it's all welcome!

*Dave Wilkins*

[magazine-editor@the1100club.com](mailto:magazine-editor@the1100club.com)

**Copy Deadline for Nov-Dec Issue**  
**18th November 2024**

**Website Password**  
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### FRONT COVER

**GATEWAY TO THE NATIONAL RALLY - THE WAY IN WHICH THE PUBLIC CAME ONTO THE RALLY FIELD TO ENJOY OUR CARS!**

### REAR COVER

**MONTAGE OF NATIONAL RALLY 2024 CARS. THANKS TO PHIL RIXON FOR THE LAYOUT AND DAVID SHADBOLT FOR ALL OF THE PICTURES**



# Club Information



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Sue Johns

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## Technical and Spares Support for Members

For technical advice on any aspect of your 1100/1300, email Spannerman on [spannerman@the1100club.com](mailto:spannerman@the1100club.com) or you can check out the wide range of Spannerman's past questions and answers at [www.the1100club.com](http://www.the1100club.com)

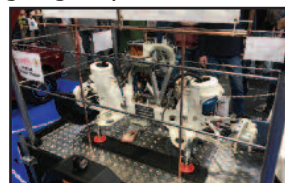
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Discounted car covers are available via Robbie Claydon on [chairman@the1100club.com](mailto:chairman@the1100club.com)

Original spec 1100 Club exhaust systems and brand new front wings are available from Lee Robinson on [events@the1100club.com](mailto:events@the1100club.com)

## 1100 Club Heritage Preservation

The 1100 Club owns and maintains this Austin 1100 Countryman skeleton car, used at the Motor Show by BMC and now displayed at the Great British Car Journey museum, and this BMC cutaway engine - both have been restored by our Essex Team. This special suspension display piece has also been discovered and restored by 'Turbo' Tony Cole, having originally been constructed by BMC apprentices.



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All private classified adverts are FREE to club members - 1100/1300 and related items only. Adverts are accepted at the discretion of the 1100 Club team and longer adverts may be edited for space reasons. We usually limit the number of photos displayed on the website to six per advert, and in the magazine to whatever space allows.

'For Sale' adverts are also free to non-members - 'Wanted' adverts are accepted from members only. Adverts will appear on the club website to members only for the first two weeks and then to the general public thereafter, and also in the following Idle Chatter unless the Magazine Editor is advised that the item is sold. 1100 Club members can log in to the members' area of the website at any time to see the latest adverts before they become public.

Please state your area - adverts with no area may not appear.

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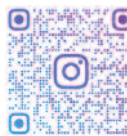
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The 1100 Club is a member of the FBHVC. This is the umbrella organisation for all classic car clubs which lobbies the UK Parliament on behalf of classic car owners.

# Area and Overseas Contacts

| Area                              | Contact                      | Contact Details                                                                                           | Meeting?                                                                                                                                                |
|-----------------------------------|------------------------------|-----------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>East Anglia</b>                | Ryan Caulfield (March)       | 07554 553820<br><a href="mailto:east-anglia@the1100club.com">east-anglia@the1100club.com</a>              | Contact for more details - meetings take place in different locations                                                                                   |
| <b>East Midlands</b>              | David Shadbolt (Kettering)   | 07775 824705<br><a href="mailto:east-midlands@the1100club.com">east-midlands@the1100club.com</a>          | Contact for more details – meeting dates vary                                                                                                           |
| <b>Essex</b>                      | Tony Cole                    | 07979 998627<br><a href="mailto:essex@the1100club.com">essex@the1100club.com</a>                          | Last Wednesday, <i>The King and Tinker</i> , Enfield (EN2 9HJ)                                                                                          |
| <b>Hampshire</b>                  | John Norris                  | 07896 639640 (text preferred)<br><a href="mailto:hampshire@the1100club.com">hampshire@the1100club.com</a> | Contact for more details                                                                                                                                |
| <b>Hertfordshire</b>              | Harvey Foster (Royston)      | 01763 261250<br><a href="mailto:hertfordshire@the1100club.com">hertfordshire@the1100club.com</a>          | First Wednesday, 8pm, by arrangement                                                                                                                    |
| <b>Manchester</b>                 | Paul Tubby                   | 07905 905486<br><a href="mailto:manchester@the1100club.com">manchester@the1100club.com</a>                |                                                                                                                                                         |
| <b>Midlands and West Mercia</b>   | Chris Johns<br>Steve King    | 07899 923149 or 07980 454239<br><a href="mailto:midlands@the1100club.com">midlands@the1100club.com</a>    | First Thursday, 6pm, <i>Piston Club</i> at the Stag at Redhill near Alcester (B49 6NQ)<br>Second Tuesday, 8.30pm, <i>Cross Inn</i> , Finstall (B60 1EW) |
| <b>North Yorks and North East</b> | Howard Ellis (Northallerton) | 01609 780445<br><a href="mailto:northyorks@the1100club.com">northyorks@the1100club.com</a>                |                                                                                                                                                         |
| <b>NW London</b>                  | Robbie Claydon (Greenford)   | 020 8575 5479 or 07952 167173<br><a href="mailto:nwlondon@the1100club.com">nwlondon@the1100club.com</a>   |                                                                                                                                                         |
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| <b>West Midlands</b>              | Dave Shortland (Rubery)      | 0121 453 1748                                                                                             |                                                                                                                                                         |
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Approximate locations of area contacts are included where there is not a listed meeting location to help guide you as to where they are.

Always call ahead and check before travelling to an area meeting.

If an area contact is listed without a meeting and you would be keen to meet, give them a call!

If there is no area contact for your area, could this be you?  
Contact the General Secretary for more details.

## Help Your Club!

If you reply to an Idle Chatter advertiser, please be sure to tell the company where you saw their advert.

It can really help ensure that companies continue to advertise with us and generate revenue that we can put to good use.

# Chair Chat



Hello everyone, I hope everyone is well. I'd like to start this edition of Chair Chat by saying a big thank you to member Mark Margetts from Canada, who has assisted the club in the remanufacturing of Mk II sunvisor clips. I'm sure

many Mk II owners will agree when I say that these clips break very easily and have been hard to find for some time, but not anymore. Thanks to Mark, these are available again, and if you do require some for your beloved car, just get in touch with me. The price is £5 each plus postage.

I'm sure you'll read about it a lot more in this edition of Idle Chatter, but what a fantastic National Rally it was this year. The venue was absolutely superb and had all the right ingredients for a great weekend - something for the whole family (not just cars), an area for camping, a great Saturday night, and most importantly, it was very well organised by volunteers Paul and Teresa Vincent. We even had great weather as well. Of course it wouldn't be a National Rally without some rain, but fortunately that soon disappeared on the Saturday morning, then we were blessed with sunshine in the afternoon and all day Sunday. My sincere thanks to Paul and Teresa, who did an outstanding job organising this for us.

You may recall I asked a number of Chair Chats ago for willing volunteers to assist us with organising a rally. As I said at the time, there are no doubt countless suitable venues up and down the country just waiting for us to hold an event, as Paul and Teresa have just demonstrated, but without a willing volunteer on hand and people willing to volunteer their time to assist with it,

these venues are essentially going to be out of our reach. So please, if you know a suitable venue for a club event and more importantly ARE WILLING TO VOLUNTEER TO RUN IT, please get in touch.

It was great to see so many of you at this year's National, especially some of you who I have not seen for some while, such as long-standing member Paul Stigter. It really was lovely to see you again. Hopefully we'll have details of the next National Rally very soon, as our Koren has kindly volunteered to organise for 2025. We've also got a good Spring Show in the pipeline thanks to Ryan Caulfield, which we're hoping to make extra special next year for the 1100 Club's 40th anniversary, so do keep a look out on social media and our website for updates.

In other news, Oona Robinson has decided to stand down as General Secretary due to work and family pressures. Oona has been doing this very important role for a number of years now and has proved most valuable to the 1100 Club, so will be sadly missed, but she has told me she's willing to stay in the role in the short term until a replacement is found. So thank you Oona for all you have done for the club. If anyone fancies being our General Secretary, please do get in touch with me to discuss further - it's a really varied and interesting role.

In the meantime, stay safe everyone and hopefully I'll see many of you at the NEC this year. Don't forget your discount tickets deal found in this edition.

Robbie Claydon  
[chairman@the1100club.com](mailto:chairman@the1100club.com)

## Looking Back

### *Memory Man is busy in Birmingham....*

This is a view of the High Street, Erdington, a suburb of Birmingham to the north-east of the city, around five miles from the city centre. It appears to have been taken sometime in the early 1970s. The street has not changed greatly in subsequent years and is not far from the now closed Fort Dunlop, where tyres were made and where 10,000 people were employed in its heyday. This image appears on a number of West Midlands related websites, although we are not sure who owns it and therefore we apologise if any copyright has been unintentionally infringed by reproducing it here.

The scene is a busy one, in terms of traffic and pedestrians, a number of which can be seen wandering in the road, while a couple, possibly a mother and son, are using the zebra crossing. Occupying pride of place in the oncoming traffic is an Austin 1300 Mk III, signalling right, followed by a sign-written Bedford HA van with a roof rack containing a ladder - these vans were popular with a number of utility companies in the UK in the 1970s. Then follows something just visible but not sufficiently to identify, and another van, after the crossing, possibly a Morris Marina. Behind that is another ADO16, this time an Austin 1100 Mk III. The next two vehicles are indistinguishable, but a little further back is what appears to be a Triumph 1300.



Parked to the left is a Rootes Group 'Arrow', probably a Singer Vogue, judging by the silver rear panel, beyond which is another ADO16, possibly a Mk I this time, and then a larger van with both rear doors wide open. Parked on the right-hand side is a Vauxhall Victor FD, but nothing beyond it is identifiable.

As ever, comments addressed to the Editor are welcome, as are any ADO16 related pictures from the past.

# 1100 CLUB REGALIA for 2024



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| XXL    | 50 in | 127 cm |
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Colours for rough guidance only

Fernand Pinckney – Regalia Secretary Tel: 020 8805 2239

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For Overseas Postage please contact me via website

Regalia is also available on our Website – [www.the1100club.com](http://www.the1100club.com) – Paypal accepted

# 1100 CLUB REGALIA for 2024

*A must have for the 1100 enthusiast*  
**The Story of the BMC 1100**



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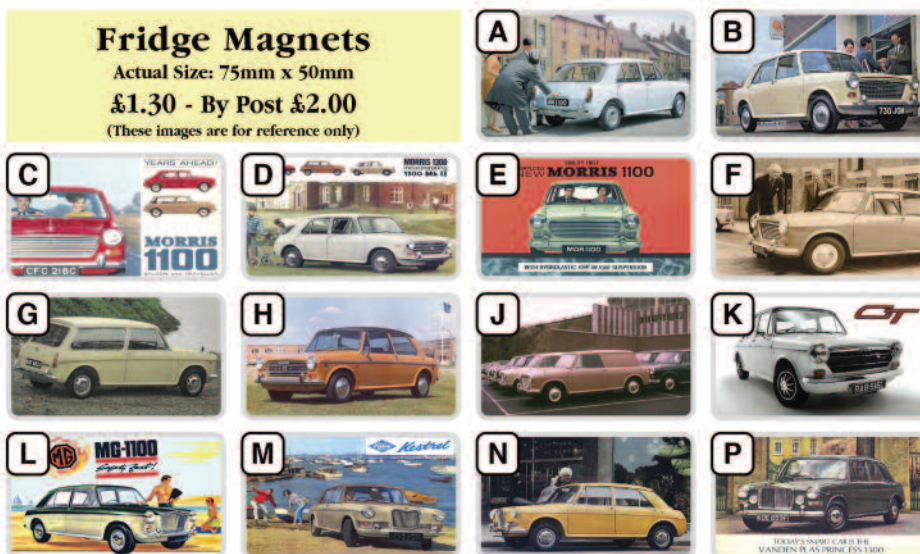
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 previous page

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# In Brief

News, views and stories from the world of ADO16s



## Sunvisor Clips

The 1100 Club is pleased to announce that yet another part for our fantastic cars has been reproduced. Spearheaded by member Mark Margetts in Canada, the very hard to find Mk II sun visor clip is now available - Mk II owners will confirm that these clips often break after years of use and haven't been available in decades! Our sincere thanks to Mark, who has demonstrated perfectly what an international club the 1100 Club is. The clips are priced at just £5 each plus postage, and can be ordered from chairman Robbie on [chairman@the1100club.com](mailto:chairman@the1100club.com).



## Friends Reunited

At the 'Tiny Great Cars' exhibition in Romanshorn, Switzerland, Fredi Schneider was delighted to welcome Katharina Scherer, the widow of the owner of the barn from which his GT was extracted, exactly three years after it was found!



## Little and Large



Here is a nice photo of our 1300 in front of a Vulcan at the North East Land, Sea and Air Museum - two masterpieces of engineering together.

*Euan Harris*

## Supermarket Sweep



## Five Years On



We've recently been to Beaumaris with the NW Automobile Club. Five years ago we took a photo of my five grandkids in the back of my Countryman. At Beaumaris we got them to reproduce the photo - we hope this will bring a smile to members' faces as we all get older! Five years, what happened to those years? And they're all still loving the car!

*Mike Owen*



I brought LAH out of storage just before the National Rally and took him shopping, before bringing him home. On the previous page he is in his special spot surrounded by bushes at Aldi, and then at Tesco's I found a Triumph Herald so I parked next to that!

*Zac Lawrence*

## Scarborough Fair



My wife and I have been to the visitor attraction, Scarborough Fair, situated on the east coast in Yorkshire between Filey and Scarborough. This interesting place has something for everyone, including old cars and motor-bikes, a collection of Albion lorries, traction engines, fair-ground rides (which you can ride on), a collection of organs and more. There is also a dance hall with live music from a 1930s Wurlitzer organ which you can dance to. The attraction is worth a visit if you are in the area.



One of the cars of interest is an Austin 1300 on display. There is general information about the 1100/1300 range, but they have no information about the history of the car. The number appears to indicate it was registered in north east London, and a sticker in the back window suggests it has been sold at some point from a garage in Oxted, to

the south of London. Does anyone recognise this car or have any information about it? If so, I think Scarborough Fair would be interested and pleased to know some of its history.

*Alan and Sandra Sayles*

## Calling George Dixon



Zac Lawrence spotted this ADO16 panda in a episode of 'Dixon of Dock Green'.

## Nearly My Other Car

I read Dr Pogson's piece on the MGTF in the July-August edition of Idle Chatter with mixed feelings. Super little car! My wife and I decided a new MG would be a delight after the superb service from our Peugeot 205 (still running locally around forty years on) and test drove a TF. I loved it, but on the way back Penny (4'10") took over. She simply couldn't reach the pedals! That was that and so we drove home quietly, she at the wheel of our Volvo V70 manual. Love Idle Chatter.

*Chris Medland*

*Former owner of four ADO16s*

## Concours Winner?



I spotted this litter cart on the concourse at Liverpool Street station. I don't think it will win any prizes at a car show....

*Dave Laing*

## Member Recommendations

I like to be able to recommend people who have provided me with excellent service and who may be able to help other members. First it's Jon Turner of Turner Auto Interiors in Leighton Buzzard. The leather backrest part of the driver's seat in Monty, my MG 1100, developed a big split in the dry, crusty, 57-year old leather, and my own bodged repair lasted one short journey. Jon had matching leather in stock and has replaced the damaged horseshoe-shaped part of the backrest and made a really good job of it. I dropped the seat in to him on a Friday and it was ready to collect by close-of-play on the following Wednesday. Highly recommended and excellent value for money in my opinion.



My second recommendation also seconds one previously made to me by fellow member Jordon Thorpe. My 1100's speedo seized and Jordon recommended this guy, Steven Sayers of JDO Instruments in Keighley, to fix it. I delivered it to him one morning and collected it the next (although it was actually ready by close of play on the same day), and it was all sorted for a flat rate fee. He's a really nice chap, very friendly and helpful. See [www.jdo1.com/](http://www.jdo1.com/) for more info.

*David Shadbolt*



## Motoring Milestone

When I first bought OJB back in 1981, his mileage was just over 42,000. Previous MoTs (I have two only) show that in 1979 he was MoTed showing 30,095 miles and a year later he was MoTed showing 33,875 miles. Having

been used for six months after my purchase, he was laid up with the speedo showing 44,265 - a mileage that he held till 2019, when he was finally brought back to life and used since then. Recently, on 13th September 2024, he clocked 50,000 miles.



I would also like to say thank you to Euan Harris for the photo of OJB taken at Ushaw College Car Show recently - it's great to see younger members sharing the passion. I have also included a photo showing murals of classic cars with OJB in the foreground (shame about the weeds) on a recent drive out.

*Colin Richardson*

## Mellow Yellow



The canola crop is flowering in the New South Wales Riverina at present, giving some nice photo opportunities.

*Geoff Eastwood*

# Area Updates



## Essex

Hornchurch was our next show after those mentioned in my previous report. This is more of a carnival event with lots to do for the whole family, including rides, animals, a fair and lots of stalls with trinkets etc, plus some classic cars of course, so plenty to see and do. Next year we may give this one a miss though as the number of classic cars has drastically decreased.



The next day required an early 6am start as seven of us had decided to go up to Derbyshire and see our Skeleton car that some of us were involved with restoring a few years ago. It's now in the museum 'The Great British Car Journey' and as no-one had been to the museum we thought it a good idea (**Photos 1 and 2**). It was a long trip but very much worth it - a fantastic collection of 50s and 60s British cars, very helpful staff and a nice café. If you haven't been I would recommend it. Thanks to Gordon for arranging it; he even got a discount for us!



well next year, but we did make the front page of the paper (**Photo 3**)!

The 1100 Club National Rally was next, which was the main event of the year for us and over two days - what a fantastic time we had! I'm not going to say too much as there's a report elsewhere in the magazine, but I will just mention that Terry 'Dust' and myself both picked up awards and say well done to Fernand 'the Professor' for his fantastic regalia stall. Terry 'Bus' will also tell you in his running report about his GT mishaps (**Photos 4 and 5**). I will also say that it's so very much worth the effort to go the extra miles to see all the cars and members from other branches that you never see or speak to through the year - you just can't describe the atmosphere without actually being there. Make a note of when it's on next year and really try to make the effort to come along. If it's further than you would normally travel, do what we did - stay overnight somewhere and spread the miles over two days - I'm sure you won't regret it.



Tewin was our next show, with another club stand, a good turnout of seven 1100s plus Mark 'Panic' in his open top Mercedes - very posh. Jack 'Farside' came in Dust's Vanden Plas as his Riley is being sprayed, and Bus came with Dust in his GT as his GT is currently under repair by a few of us. The police there were very interested and had to try out Terry's 1100 (**Photo 6 and 7**).



Capel Manor was next, where we had another club stand (**Photo 8**) and shared the field with the Morris Minor Club as they were having their National Rally. It works out well and is also very interesting. The Professor had his regalia stall full, two gazebos were up and tea was flowing; we had a good display of ten 1100s on a very hot day.

Finally was Buntingford Classic Car Show. This is one we have attended for many years and again we were not



disappointed. It's the last town show now left on a Saturday, so we make the most of it. As most people are just shopping and not used to looking at classic cars, you get a lot of unusual questions and comments. Danny 'Bike' lived up to his name and turned up on one of his many motorbikes - you never know what to expect! It was a very hot and busy day.

Turning now to our cars, most at the moment seem to be running OK and turning up at the shows. Terry 'Bus' has as good as finished 'Tango' the estate car; it's all together and running but not road tested yet. *More on this in Terry's running report! Ed.* We will be giving him a hand to do the broken front subframe on his GT - engine out of the top, subframe out of the bottom, change over all parts, then up and in, plus engine back in from the top - we will keep you posted. Jack 'Farside' has his Riley back from the paint shop after a complete respray in Blaze and is busy putting all the newly chromed parts back on; we can't wait to see this car and 'Tango' together as they are both the same colour.

'Turbo' Tony Cole  
[essex@the1100club.com](mailto:essex@the1100club.com)

## Hampshire

Hi everyone, having more than one classic car makes deciding which one to take to events more difficult, as they all need a run out from time to time. Over the last couple of months the Hampshire area has attended Newbury Classic Car Show, with David Haycock in his Austin 1300, Roy Robinson in his Morris Sun Tor and myself in my Allegro LE (**Photo 1**).



This was our first time displaying at the Newbury event and definitely one to remember for next year. The show was well attended with lots to do and see, the weather was very kind and we even met some famous people - Sarah Crabtree, Henry Cole and chums - filming for the next 'Shed and Buried' (**Photo 2**).

The National Rally at the Bosworth Battlefield was a great success, with some of the Hampshire crew even dressing up for the occasion (**Photo 3**)! There is more about this elsewhere in this edition of Idle Chatter.

At the beginning of September we took another trip to the Isle of Wight, this time with the Allegros rather than the



ADO16s, travelling the length and breadth of the island and along the scenic Military Road route towards the Needles for a repeat of last year's photo opportunity (**Photo 4**).

We ended up at the Isle of Wight Classic Car Show at Newport and Ryde over the weekend of 7th and 8th September. We spotted four ADO16 variants over the weekend, shown in **Photos 5-8** - a Morris 1100, two Vanden Plas Princesses and a Wolseley.

It's sad to say that the show season for 2024 is almost over, but we are looking forward to and hoping to meet you all at the BL Autumn Rally at Milton Keynes. I'm not sure which classic I will be taking, but fingers crossed the weather will be kind and we can all enjoy what's almost the last major event of the year.

I'm sure there will be lots of planning taking place over the winter months for next year's events, not forgetting it's the 40th anniversary of the 1100 Club so let's make that a good one!

John Norris  
[hampshire@the1100club.com](mailto:hampshire@the1100club.com)



## Midlands and West Mercia

1st August was our planned meet at the Piston Club for the month. Unfortunately on the way there the 1100 stopped, of course in the middle of the worst thunderstorms of the century. Not wet electrics this time, but a broken low tension wire in the distributor. A very kind chap stopped and gave me a lift home to get bits. A mate took me back to the car and after a very very wet roadside repair all was well - in fact, going better than ever. Apologies to anyone who turned up at the Piston Club. See you next time, and don't forget that monthly meetings also continue at the Cross Inn, Finstall - see the area contacts grid for details of both.

Chris Johns  
[midlands@the1100club.com](mailto:midlands@the1100club.com)

## Surrey

Hello from all at the Surrey group. Our August meeting was back to the usual venue of the Fairmile; our colleagues from the Triumph club were absent attending a rally. It was a good turnout, only missing Dave W, who had work calling again. An earlier thunderstorm had passed so driving conditions were good, but still too damp to sit in the garden. Mike had brought along an automatic tappet adjuster (**Photo 1**) which most of us seemed to vaguely recall being marketed. The National Rally was discussed - we guessed it would either be very hot or very wet, as usual....



Three Surrey cars attended the Runnymede Classic Car Show on 18th August, although it was actually held this year at Englefield Green near Egham because of problems with the local council. No other ADO16s arrived apart from us. Shade from a handily placed tree kept us from overheating on a very warm day (**Photo 2**) and the

Shed unexpectedly won an award from one of the show's sponsors (**Photo 3**) for its interesting back story! An unusual car spotted was a Vauxhall Chevette saloon, owned by someone who I used to work with!

I attended the run around Surrey and West Sussex organised from a lovely garden near Cranleigh. This started as an alternative to the Goodwood Revival during the tail end of the pandemic, and took in a lot of scenery but over some badly maintained roads as usual.

The following week I attended a show at Chearsley



Cricket Club - it's in the village of that name which is located between Thame and Aylesbury on the Oxford/Buckingham border. I was the only ADO16 there (**Photo 4**) but drew a lot of the usual comments - one visitor said he'd owned sixteen of them! Pictured in Photo 5 is an Alvis with rather familiar looking front side/indicator lamps (**Photo 5 and 6**). It was a very well organised show and not too far to travel, although an accident on the M40 on the return home added an hour to the journey.



We will have an 1100 Club stand at the Tilford (Rural Living Museum) show on 22nd September, which is now organised by the museum itself rather than the Surrey Classic Vehicle Club as it was previously. I am hoping to take my Sun Tor camper to this one as the necessary jobs are gradually being ticked off.

Our September meeting was at the Fairmile, but we are meeting the Hampshire group in October at the Farnham House Hotel on the A31 for another meal event - no doubt this will be before the next magazine issue arrives.

Dave Laing  
[surrey@the1100club.com](mailto:surrey@the1100club.com)

## Portugal

The 1100 Club Portugal has attended a GIP (Grupo Ingleses de Portugal) meeting in the sunshine of Cascais, with a Wolseley 1300 Mk II and an Austin 1300 Traveller Mk III.

José Carlos Magalhães  
[portugal@the1100club.com](mailto:portugal@the1100club.com)



# National Rally 2024

*Our regular National Rally correspondent and long-time member Anthony Symes from Portishead tells the story of a fabulous weekend celebrating our ADO16s*



Hello everyone! Anthony from Portishead here! I have decided to do a 'write up' for the 1100 Club National Rally weekend - are you sitting comfortably? Then I will begin! Bit of background - I've been in the 1100 Club since April 1993 and I'm member number 1815, a nice easy one to remember! I bought my Mk II Austin 1300 Super Deluxe, Agatha Austin, in April 1993 - SHY 442G - in Aquamarine with Champagne Beige interior - very grand! I owned Agatha from 1993 to 2008 and had many happy times and long journeys in her - she was on 27,500 miles when I bought her and 97,000 miles when I sold her. She is one lucky car! Teresa and Paul Vincent are her owners now and have been since 2011 I believe - Teresa absolutely adores Agatha Austin, and Paul has known Agatha since June 1993 which was when I first attended the Wessex 1100 area meetings. They have restored her and she is beautiful - now on about 115,000 miles and the original engine with the head never having been taken off. Teresa is not a 'slow' driver - I mean, doing 85mph in a 1969 Austin 1300 definitely is NOT classed as slow in my book! Tsk tsk! I know Agatha likes a good run Teresa, but don't forget that she is getting on in years now. Aren't we all!



## BOSWORTH BATTLEFIELD HERITAGE CENTRE AND COUNTRY PARK

Anyway - enough waffle. I did ask if you were sitting comfortably - so it's your own fault if you need a wee or a cuppa already - you were warned!

So - I bought a luxury 1968 White Hillman Minx 1500 Deluxe Estate (pictured below left) only on Friday 26th July. I've been mad keen about Hillman Hunters (and Arrow Shape Minxes) for years and FINALLY found an estate which was in Newbury and we live in Portishead, so not far at all! And the rest is history. I thought, at LAST, I might win an award at the 1100 Club National Rally. Bear this in mind....

I left home around 2.45pm on Saturday 10th August - I had wanted to leave at approximately 10am, but there you go. I had a great journey in Minnie the Minx; the speedo is a bit 'vague' for want of a better word, so you aren't sure whether you're doing 40mph or 80mph or somewhere in between! It's very flexible! So if or when I get pulled over for speeding and the police man/lady/person says, "Do you know what speed you were doing sir?" I can honestly turn round and say, "No, not really!"

I arrived at the Greene King Millers Hotel at 6pm, and just as I was driving with the hotel in sight, I saw John Norris in his Teal Blue GT and David Haycock in his Aquamarine Austin 1300 leaving the hotel and flying along the road, heading back to the Bosworth Battlefield Heritage Centre



and Country Park in Sutton Cheney. I checked in, had a wee and a wash, then jumped back in Minnie and headed towards BBHC. What a fab location! I met up with loads of 1100 peeps I've probably not seen since last year, which was at the very wet National at Milestones Museum in Basingstoke!

Quite a few were in fancy dress. *See pic in Hampshire report.* Ed. Teresa Vincent looked fabulous and her outfit was very 1960s! Paul Vincent's wig reminded me of the actual hair-do he had when I met him in 1993. David Haycock and John Norris were wearing very 'loud' shirts. Dean Oakey made a good effort too - I almost didn't recognise him with that hair! Loads of others made a good effort too, but I was so busy gas-bagging as usual that I didn't pay full attention to who else was wearing what - sorry!

The food at the barbeque was fabulous. There was loads of it; you just helped yourself to what you wanted and sat on a table of your choice and got chatting and making new friends. I sat with our Hon. President Sue Johns and had a really lovely chat with her - thank you Sue, you are a very interesting lady! Loads of food, drinks, and then the quiz hosted by Paul and Teresa. Now, I'm not being funny, but they did a 'music round' of duets where you had to name both of the singers AND the song title, but what they hadn't pointed out was that this was a cheap 'knock-off' CD where the singers were not actually the original artists, so you didn't have any idea who the singers were on the actual CD but you had to try to remember the original song and who the original singers were! Honestly Teresa, next time pleeeeeease ensure you have the actual artists in question to give people half a chance! Luckily my table and team were sitting close to Roy Robinson and his team - Roy was not terribly quiet when discussing with his fellow team members what the answers were (by that I mean he was blurting the answers out so loudly you'd have to have been deaf not to hear him) so he was very helpful to our team. Thanks Roy! We didn't win. But it's the taking part that counts!

The quiz was over and the music was turned on and up - and most people decided to head off for the night leaving the 'younger' crowd in the marquee (Pete Barrowclough, Paul and Teresa Vincent, Chris Morris, Dean Oakey, John Norris, David Haycock - I'm sure there were one or two more. We rummaged through Teresa's CD collection - oh

dear, what a selection - mostly 'knock-off' artists such as Tanya Turner (instead of Tina Turner - Anna Bullock - hmm, wasn't that one of the quiz questions?), Jack Michaelson (instead of Michael Jackson) and so on - you get my drift. We found a late 1990s rave CD which was put on - well, I couldn't quite believe my eyes as all the 'young' 1100 posse were having a 'rave' in the party marquee! It had to be seen to be believed! Then the music was turned down so we could sit and chat and catch up on 'stuff' and put the world to rights. The 1100 National Rally is a great time to catch up with (old) friends and to see what everyone has been up to and what's going on - it's a great event!

**"The 1100 National Rally is a great time to catch up with (old) friends and to see what everyone has been up to"**

So the next morning I was up and showered and checked out of the hotel. Dean Oakey had already headed back to the rally field in his Mk II Morris 1300 in Limeflower, but John Norris, David Haycock (with Honey his gorgeous miniature poodle) and I travelled in convoy through the stunning countryside back to BBHC - Hillman Minx Estate, Austin 1300 Mk II, Austin 1300GT.



The first job was to check in with Koren and her dad, and to move the '1100 Rally Control' banner so it could actually be seen by everyone arriving. Then I got a cuppa on the go from Pete Barrowclough (thanks Pete!) and headed off to ask literally EVERYONE in the 1100 rally field if I could borrow their L-shape hubcap removing tool which the cars came with when new. Honestly, it was like





I was asking for a gold bar! The only two people in the whole field of 30-odd cars (those there at that time, there were more arriving) who had the original wheel cap puller were David Haycock and Alex Mills. Thanks David! I then somehow roped David and John into changing the wheels for me on Minnie the Minx! When I purchased her, she was on wider rimmed Ford

wheels with Ford hubcaps, and they just did not look right. I'm a stickler for originality on my cars, so off came the hubcaps, out came the original Rootes pillar jack and within minutes the original Rootes wheels and hubcaps were back on the Minx and looking far better. Thanks boys! Well, why have a dawg and bark yourselves?

Now I did think I might be in with a chance of winning a visiting classic prize with the Hillman Minx Estate this year. However, Tom Morley was there in Alex Mills' Wolseley 1800 Landcrab - those of you who know Tom and Alex will know that all of their cars are in absolutely spotless mint condition - better than new - so I threw my toys out the pram and knew there and then that I would not be going home with a prize! I've been in the 1100 Club for 31 years and I've never won so much as a bean! I was robbed!

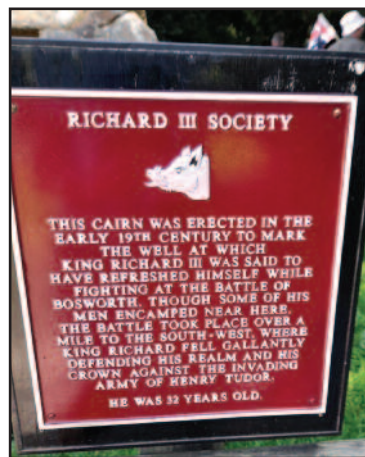


Otherwise though the day was perfect - fabulous weather, lovely cups of tea from Pete B, loads of cars arriving, sunny, dry, warm - amazing! Teresa and Pete B were asking if I wanted to go on a guided walk around the grounds, which was a full-on history talk about the battles and kings and everything that went on in this area and in the country, hundreds of years ago. So I joined

the party, and a load of others joined too, including Harry-Henry (our guide - I'm still not sure exactly what his name

was), Pete Barrowclough, Teresa Vincent, David Shadbolt, Ryan Caulfield, Joe Brain, Pat and Peter Weale, Sue and Chris Johns, Roy Robinson, David Haycock and Honey, John Norris and me. Apologies if there were others and I've forgotten - it was a busy day and this all happened a week ago! Harry-Henry was absolutely brilliant! He had soooooo much knowledge and informa-

tion and made it all really interactive over about one and a half hours. Most of us had flags and banners so we could all partake - we all had to play characters at one point or another. I was quite shocked that Teresa Vincent (well, the character she was 'playing') was married at age 7, her hubby then died, she re-married at age 11, had something like two children at age 15 and was on her fourth marriage by the time she was 17 - unbelievable! What a floozie! It was hilarious! It was also a bit confusing at times, though - honestly, you had to be there. It was so complicated. Who'd have thought there was so much war and battling going on in the old days? People getting killed, being forced to marry someone else, ruling the country etc etc - so much to take in but the most fantastic tour guide, he really made it all come to life. Sue got 'killed' at one point and had a dramatic falling down death on the grass - I think she just fancied a nap in the glorious sunshine to be honest!



Tour over, we headed back to the rally. I wandered round gently 'encouraging' everyone to fill in their 'Members' Choice' slips, collecting them back in and giving them to Koren and her dad in Rally Control, who were sorting them all out and doing a grand job. The rest of the day flew past! I caught up with friends including Jordon (with an 'o' - well, two 'o's to be specific) and Scott in Maria, their stunning Mk I Morris 1100, Matt Gregory and Aunty Brenda in Matt's MG 1300 G-reg in two tone Connaught Green and Old English White (pictured above), Alex Mills, Jack Smith, Tom Morley,





Mattie Bolton and Fay (pictured left) in their newly repaired Riley Kestrel 'Hey Jude' (reg is HJU 78D), Jeremy Howson who arrived in his stunning Rover 214 SLi H-reg in Flame Red and Tempest Grey (pictured below), all of the Tea-M Essex mob, Teresa's mum and dad in their modified Allegro - it was just such a fabulous day, with a great location, great cafe, friendly staff, friendly 1100 Club members - just perfect!



Then came the prizegiving, so we all assembled in the marquee - it was boiling by this time! Awards were given out - Alex Mills won TWO awards for his Wolseley 1800 and also his Vanden Plas 1100, which are both stunning throughout, Jordon Thorpe won two awards with Maria, Teresa Vincent won an award for Agatha Austin (so I did kind of win something by default) and there were a load of other very well deserved

awards as well. Dean Oakey won 'Best Period Interior' and Fay won an award for her Riley Kestrel, resurrected after its 'deer' encounter.

The day was coming to an end. We helped pack stuff up - as usual there were the last stragglers, a motley crew made up of Teresa and Paul, Pete B, Dave W, John N, David H and a few others - we were 'encouraged' to leave by the fabulous staff who wanted to lock up and go home after a fantastic weekend.

However, my adventures weren't quite over. I did a ten mile detour and called into see my mate Adam in Henley-in-Arden for a cuppa, leaving him at about 9pm and heading homewards. On the M5 about five miles from home at 10.45pm, Minnie did a cough and splutter and I realised that the petrol gauge was running on empty. Blast, bugger and other rude words! I conked out on the hard shoulder literally three miles from home and my mate Paul came to rescue me with a fuel can! Eventually I got home at midnight - what an eventful weekend!



Thank you to everyone who is involved in the 1100 Club and with sorting out the rally - Paul and Teresa Vincent, Dave W, Robbie and Sue, Koren and her dad Ken, Joe Brain, Ryan, Tony Cole, Fernand Pinckney, Tom Morley and lots of others - everyone who helped organise, got the prizes sorted, did the admin - basically everyone whose background work or work on the day makes everything run so smoothly. It really is a fabulous club to be in and the National Rally is one of the highlights of my year. Here's to 2025 - I like to plan ahead!

PS, sorry if I've missed anyone out I should have mentioned, but it's my age and my memory!

**EX-PRESSED STEEL PANELS**

**PARTNERS**

Members of the following clubs receive a 10% discount if they quote their membership number when ordering from us.

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Here are some other good shots from the weekend, including one of our lovely Hon. President Sue Johns....



....and a picture from the nearby preserved Battlefield Line, taken by Dave Laing, who had a ride on it on the Sunday afternoon.

....and one of Fernand's regalia display under the Team Essex gazebo!



A couple of shots of the weekend's troublemakers, who will of course remain nameless....

Thank you to all of our photographers over the weekend, including David Shadbolt, Dave Laing, Anthony Symes and Dave Wilkins.

## National Rally Prizewinners

### Members' Choice

**LEA 765E**  
1967 Austin 1100  
Convertible  
Steve Lee



### President's Choice

**FHO 563D**  
1966 Morris 1100  
Jordon Thorpe



### Masterclass

**RFM 130L**  
1973 Austin 1300GT  
Terry Nightingale



### Best Mk I

**FHO 563D**  
1966 Morris 1100  
Jordon Thorpe



**KXF 798K**  
1971 Vanden Plas  
Princess 1300  
(Highly Commended)  
David Nancekievill



**FAP 224C**  
1965 MG 1100  
(Highly Commended)  
Steve Sutton



## Best Mk II

### XAN 580G

1968 Wolseley 1300  
Tony Cole



## Best Riley

### HJU 78D

1966 Riley Kestrel  
Fay Stevenson



### SHY 442G

1969 Austin 1300  
(Highly Commended)  
Teresa Vincent



### OAF 836F

1968 Riley Kestrel  
(Highly Commended)  
Colin Freemantle



## Best GT

### LUL 657K

1972 Austin 1300GT  
John Norris



## Best Not To Original Specification

### OFR 375G

1969 MG 1300  
Matt Gregory



### EUR 273K

1972 Austin 1300GT  
(Highly Commended)  
Stephen Wilson



### JRY 828E

1967 MG 1100  
(Highly Commended)  
Glyn Thomas



## Best Estate

### GPG 960K

1971 Morris 1300  
Traveller  
Roy Robinson



### LEA 765E

1967 Austin 1100  
Convertible  
(Highly Commended)  
Steve Lee



### LAH 574L

1973 Austin 1300  
Countryman  
(Highly Commended)  
Zac Lawrence



## Best Visiting Classic

### NJL 182H

1970 Wolseley 18/85  
Alex Mills



## Best Vanden Plas

### CYD 240A

1967 Vanden Plas  
Princess 1100  
Alex Mills



### RCK 376K

1972 Triumph TR6  
(Highly Commended)  
Rod Bates



### OUG 725F

1968 Vanden Plas  
Princess 1300  
(Highly Commended)  
John Freeman



## Best Period Interior

### WRU 731K

1971 Morris 1300  
Dean Oakey



**Congratulations to all of our 2024 prizewinners!**

# From the Events Diary



*Reports from a range of shows that 1100 Club members have attended....*

## Newby in Town



I saw these two lovely ADOs (above) at Newby Hall Historic Vehicle Rally on 21st July, and luckily the 1300 was parked next to my brother's Rover 3500 P6. I saw this lovely MG at Seaburn Classic Car Show recently.

*Colin Richardson*

## Derbyshire Delights



Please find attached two images that you might like for the magazine. They were taken on 28th July at Ashover, Derbyshire, at a charity car show. Besides our car there was an MG 1300, with around 450 other vehicles present.

*Alan and Sandra Sayles*

## In the Hood



I thought you might like a few photos from an event Joan and I attended last month. It was known as GT49 and was in Mt. Hood, Oregon. It was primarily an MGA event, but it has now expanded to include other British cars. We had a fabulous time seeing old friends and meeting new.

There was a car show at the event and our 1100 was in the 'other' category. Despite losing the chrome strip on voyage to the event, we won our class.

*Ken Shelby*

*Ken is now looking for a replacement chrome strip - it's the rear one on the right hand side, which is why you can't see that it's missing in the pictures. If anyone can help, please contact me and I will put you in touch. Ed.*

## Wiltshire Wanderings

I live near Swindon in Wiltshire, and as a result I am not far from events in both Gloucestershire and Oxfordshire as well. On 21st July I attended the Market Lavington Vintage Meet, in aid of Wiltshire Air Ambulance. This show near Devizes features traction engines, military vehicles, tractors, various displays, and this year included two ADO16s - mine and a Vanden Plas. I was very pleased to see it as I am normally on my own.



4th August found me at Gloucestershire Vintage and Country Extravaganza, a huge event near Cirencester held on RAF South Cerney airfield. To give you an idea of the size, there is a bus service using a vintage double decker to get you round. The range of exhibits included over forty steam engines, tractors, bicycles, motorbikes, buses, and military vehicles, among others. There was even a pair of Camels, as this is the International Year of the Camelids. Who'd have thought? Over thirty car clubs were present, including the Austin A30/35 Club, Landcrab Owners Club, Enthusiasts of British Motors, several Mini clubs, and some clubs from the local area. Mine was the only ADO16 present this time, pictured above.

On the bank holiday Monday I joined the Cowley Classic Car Show, which involved a convoy from the Mini Visitor Centre. I am sure many readers will have been there.



We travelled to Notcutts Garden Centre, where a large collection of vintage cars had gathered. I saw an Austin 1100, but it had gone before I could say hello. Later in September I hope to go to Abingdon Air and Country Show, which had to be postponed from earlier in the year.

*Colin Freemantle*

## Ushaw It!

There were three ADO16s including ours at Ushaw Classic Car and Bike Show on 25th August.

*Euan Harris*



## Countess of Warwick

There were two beautiful original ADO16s at the Countess of Warwick Show on 25th August - Sid Starling's MG 1100 and Alex Mills' Vanden Plas Princess 1100, with a period picnic set!



*Tom Morley*

## Portland ABFM

I drove my Austin America with a lady friend who came up from the San Francisco Bay area to the Portland All British Field Meet (ABFM) on Friday 30th August. I had been asked to bring this car since ADO16s are few and far between in these parts. In spite of ambient temperatures being in the mid-90s and at least ten miles of the usual Portland bumper to bumper traffic, we made the journey from Eugene successfully to my usual hotel in the vicinity of the show venue which is the Portland International Raceway grounds. This 130 mile run delivered 30.23 miles per US gallon. The Sunday return with no traffic resulted in 35.28 mpg. I cruise conservatively at 3250 rpm, 55 mph, which is the truck speed limit on this Oregon interstate highway. This 109,000 mile 1275 did not consume any oil, running on its original pistons and the head having never been off.



This year was a commemoration of Sir Alec Issigonis, so there was a special circular display of Morris Minors, classic Minis and, on the show day, two Americas - mine and Eric Newland's yellow one. He is the 'Grand Poobah'

of the event and was instrumental in requesting that I bring the America this year instead of one of the two Minors or two Jaguars, one with air conditioning even! In addition, a very highly modified MG 1100 was present, being essentially an MG body dropped onto a Honda Civic chassis and running gear. However, the following day, the Sunday, is the swap-meet day, and a fellow from central Oregon showed up with his immaculately restored 1963 MG 1100 two door in smoke grey. That was Mike Boley from Prineville. That gave me the opportunity to photo the three cars together.



On the show day I also do a small 43rd scale model display in the boot of Issigonis designed cars from a low-light Minor to an 1800 and Maxi, both never seen in the USA.



As usual there were scores of MGs, Triumphs, Jaguars and maybe a hundred Land Rovers. And speaking of Land Rovers, the area club always runs the Land Rover Experience Ride on an off-road track in the centre of the raceway grounds. It's always fun and better than a Disney ride! Unusual cars included an Austin A40 Dorset tourer imported from Australia via the UK, plus two other Devons. An early 50s Ford Popular made an appearance on the swap-meet day. In the Issigonis circle there was even a perfectly restored right-hand drive Minor Million from Washington state. A few newer McLaren quasi race sport cars and a Daimler SP250 rounded off the unusual. Two immaculate Jaguar XK150S cars were parked side by side, a roadster and a drophead coupe. A further XK150 roadster was for sale on the Sunday priced at \$87,000.

*John F. Quilter*

## British Car Day, Ontario

The third Sunday of September was our annual British Car Day here in Ontario, Canada. The tally is not official yet but again it must have exceeded 1000 cars.



As hard as I tried to get my six fellow ADO16 owners to show, I ended up being the one and only again.

*Mark Margetts*



....and news of some events to look forward to in 2025!

## 1100 Club Spring Show

As next year is the 40th anniversary of the 1100 Club, I'm looking to organise a two-day Spring Show at the Great British Car Journey Museum over the weekend of Drive It Day, so 26th and 27th April 2025. We would share the venue with some '90s MGs and Rovers (the cars of my youth) so I will aim to get their details and liaise with them - I think it's great to work with other clubs when we can.



Further details are still to be ironed out, but please save the date and get in touch with me in the meantime with any queries or questions, titling your email 'Spring Rally'.

Ryan Caulfield  
[events@the1100club.com](mailto:events@the1100club.com)

## 1100 Club Tour: Yorkshire Moors and Dales



I am in the process of organising our next club tour, this time it's based in God's own county, Yorkshire!

It will run from 23rd August to 30th August 2025, meeting in Wetherby for the first day, then to Harrogate (pictured above right) for afternoon tea, then on to the first night stop in Skipton. The following day will comprise travelling via the viaduct across to Hawes and up Tan Hill via Buttertubs Pass, with a pint and lunch at the highest pub in Britain, stopping just outside Richmond, our base for three nights. After that it will continue through the North



Yorkshire Moors to Goathland for three nights, ending on the Saturday via York for a road run, with everyone separating back at Wetherby.

I have a list of ideas for things to see and trips on the non-travelling days, the idea being not everyone having to stick together the whole time - we would meet back in the pub to discuss the day's events. During one of the

Goathland days I am looking to arrange a trip to the Magenta 'factory' where the kit cars were made, which may be of particular interest if you own one - I am planning on taking mine, and we have the number of the gentleman that owns the property now; he also has a Magenta!



You would need to check your brakes, clutch and cooling system carefully before the trip, as there will be lots of steep hills and gradients, although an alternative route will be provided for those not fancying the more 'challenging' bits.

Car rallies are planned with other clubs, and people not coming on the whole thing but are in the area are more than welcome to dip in and out. I need to know numbers by the January-February issue of Idle Chatter; I will do as I did before and book places for myself and Laura but give everyone details of where I am and the surrounding places. If I can get solid confirmed numbers I can try and get a group discount as a discount code so we can all book at the same location. I don't have a problem with other friends with classics joining the trip i.e. pre-1995 and non-1100, but would like to keep that number relatively low e.g. up to five non-1100s if we had twenty 1100s.

The planned tour would be approximately 500 miles plus travel to and from home, although trips out will make this differ greatly, and as always, I am completely open to other ideas and suggestions.

Please email me with any questions or to book with '1100s in Yorkshire' as the subject; once I get more than ten people I will create a WhatsApp group for future information and discussion.

Ryan Caulfield  
[tours@the1100club.com](mailto:tours@the1100club.com)



# NEC Show Member Discount

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## Your 1100 Club Membership

You can access the Membermojo membership system at any time by clicking the 'Membership' tab on the 1100 Club website and selecting the option for either joining, renewing your membership or updating your details.

**To update your details**, eg email, home address etc, visit the 1100 Club website, click on the 'Membership' tab and then 'Update My Details'. Log in with your email address (no password required) and make any adjustments needed.

**When your membership is coming up for expiry and we have your email on file**, you will receive an automated email from Koren twenty-eight days beforehand, then again at nine days and two days before if you still haven't renewed, with our final contact being on the day of expiry itself. Any of those emails will contain a direct link to take you straight into the Membermojo system and your personalised renewal, either choosing to pay via Paypal or to follow up on your renewal with a cheque, following the instructions the system gives you. The emails stop coming as soon as you renew!

**If we do not have an email address on file for you**, you will be posted a paper form instead and invited to either renew by cheque or visit Membermojo to renew online. However, you will not be able to access your data on Membermojo if there is no email address on file, so your options then would be to rejoin as a new member, inputting all of your details, or contact Koren separately to ask her to add your email address to Membermojo, after which you will be able to quickly and easily log in, without requiring a password. Koren can add your email address to the system at any time, so please do contact her on [membership@the1100club.com](mailto:membership@the1100club.com) if you have an email address but think we might not know it.

If you forget to renew straight away, but then renew your membership **within two months** of your expiry date, your membership will be backdated to your original renewal date and you will be sent your missed magazine. However, if you renew **more than two months** after your expiry date, your membership will restart from the new date and you will not be sent any magazines you have missed. Remember this gap could also have implications for your car insurance if you have stated your membership for an owners' club discount, so please do renew promptly when the request is received.

# Running Reports

*Some progress updates from members working on or maintaining their cars*

**Name: Tony Gilbert**  
**From: Highbridge, Somerset**  
**Car: 1971 Vanden Plas 1300**



We have now more or less completed the work needed on Betsy, having received the car at last from the spray shop where the front end was having some work done (**Photos 1 and 2**). The paintwork was taken back to the doors, the bonnet was resprayed and in the end the roof was painted as well, as they scratched it!



With that I decided to soundproof the interior floor and then lay new carpets throughout (**Photo 3**). The seats were taken out and each seat was cleaned and treated with leather preserver (**Photo 4**).

The tyres have been replaced as all of them were cracked on the sidewalls; this highlighted some rust problems on the rims when it came to sealing the tyres, so rectifications were carried out.

Pretty much all of the mechanical issues have been resolved; the car has good oil pressure, the carbs have been rebuilt and all working parts are looking good. There was a minor and somewhat laughable electrical error that came to pass after the lights were removed - when the spot lights were switched on, it activated the windscreen wipers! The spot lights went off and windscreen wipers wiped across a single stroke!



So the Vanden Plas is now back to like-new condition (**Photos 5 and 6**) and when driving it, it is responsive and smooth. However, travelling a distance I am still not sure about because of its age. I have to thank the 1100 Club for its help when I needed it.



**Name: Phil Rixon**  
**From: Central Coast, NSW**  
**Car: 1965 Morris 1100**



Since last time I have been busy. The roof has been taken back to bare metal (**Photo 1**), and while a fair bit of it was still pristine steel, a considerable area had surface rust where moisture had found its way through my deteriorating twenty year old acrylic lacquer respray and then through the cracks in the old factory enamel paint layers right down to the metal (**Photo 2**).



Back in the early 2000s when my spray painting skills

**Name: Nigel Pratt**  
**From: Micheldever, Hants**  
**Car: 1965 MG 1100**



My 1965 MG 1100 has had a nice life, being a one owner car from new and living all its life around Hampshire, having been registered new in Fareham at Stringers, the local BMC Dealer. Our family acquired it from the estate of the original owner in 1998 after the car had completed just over 27,000 miles. It only needed a bit of recommissioning and a new passenger sill repair to be back on the road and it was used by my father to attend MG events all over the UK and several trips to Europe.

When my parents passed away some years ago I kept the car as it had always been one of our favourites, being such fun to drive. However, as time had gone by there were several jobs that needed doing, one of which was dealing with the ever increasing clouds of white smoke on start-up, which I suspected was related to the head gasket being on its way out. Sure enough, one day I took the car to work to give it a run and I noticed the

were minimal, all I did preparation-wise was to lightly sand the old cracked enamel with 400 grit paper and spray on some layers of primer to get an even surface before finishing with a few coats of colour. Acrylic lacquer cures by solvent evaporation rather than a chemical reaction from an added hardener, so it can be somewhat porous unless a good layer of wax is regularly applied to seal it.

Fortunately it was mostly just thin superficial rust, and once I'd removed all the failed paint layers with paint stripper and cleaned the residue off, it was an easy job to brush on some phosphoric acid-based rust dissolver and work it in with the brush until clean metal appeared. Some places needed more work than others, but eventually a nice surface was obtained ready for some high-build primer.



I also couldn't resist attacking the front bumper shelf (**Photo 3**) as there has always been a bit of rust disguised with filler in the seam, and the previous owner had gently shunted the left overrider skewing everything just slightly. The good news is that the bumper itself is straight and true and it was the shelf and bracket that absorbed the impact and changed shape. Some careful persuasion in the opposite direction has it all aligned again. At first it looked like a few spot welds and small slivers of new steel would have eliminated the rust holes, but below the shelf the rust had spread down the seam and a few long strips of new steel will need to be grafted in.

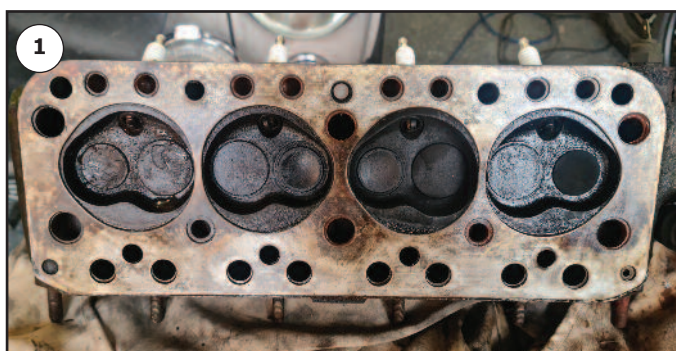
While the welder is out I'm also taking the opportunity to close up a couple of manmade holes in the wings - one that previously hosted a radio aerial and the other a poorly positioned mirror. The mirror has been replaced by one on the door, and many years ago the faulty 90s-era radio/cd unit was binned in favour of a more minimalist period look. Now that look can extend to the outside.

temperature suddenly rise way over the normal very cool running that I had been used to. Lifting the bonnet revealed a very hot engine and a sound resembling a boiling over saucepan! When it was time to go home, I topped up the system and drove the thirteen miles home carefully, praying I had no hold-ups! I parked the car in the garage and decided to investigate by removing the head.

**"....I topped up the system and drove the thirteen miles home carefully, praying I had no hold-ups!"**

Although a simple job for most home mechanics, I had only ever done it on my MGB and I found leaning over the sticking-out MG grille to get to the transverse engine a bit of a pain. Perhaps I am just getting old, as after a few hours of fumbling to get to the brass manifold nuts under the twin carbs I had to give up and the let my back recover! Anyway, with the water system drained, pipes off and the carburettors and rocker cover removed, I could finally get to the cylinder head bolts. I am pleased to

report that every nut, bolt and stud came out beautifully - a testament to a good original car that hasn't been messed about with by lots of previous owners.



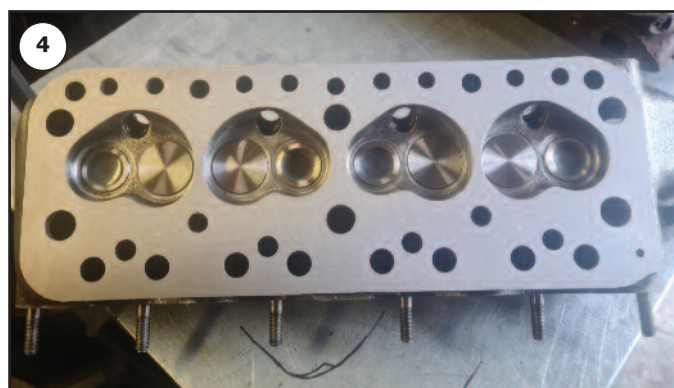
I was hoping (expecting) to find a blown head gasket, but I was surprised to find the copper gasket fully intact (**Photo 1**). There was some discolouring between cylinders 2 and 3, but nothing too serious. Strange. Once the gasket was off and the face of the head cleaned up, there were some scratches/marks that I suspected were cracks (**Photos 2 and 3**). I was starting to think the issues were terminal. I had lots of spare A Series heads in my collection, but not a small bore 12G295 for the 1100. As can just be seen in the photos, the valve chambers were very black and had thick deposits of carbon.



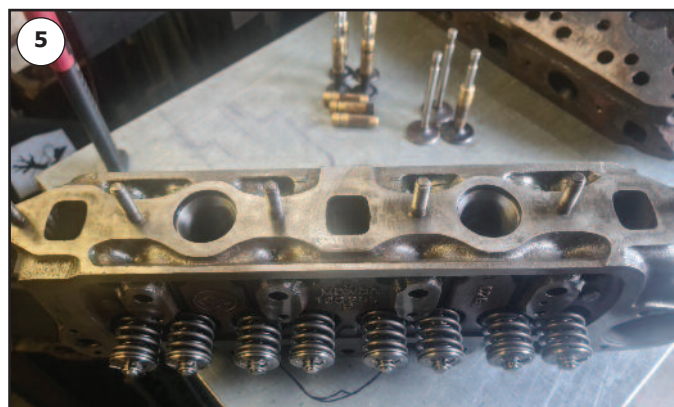
In 1997 when my MGB engine needed work, I found an excellent old-school engineering shop near where I lived called Roe Engineering. They did a great job of reboring and facing the 1800 B Series and all I had to do was rebuild it with lots of nice new shiny parts. I started to look for someone to crack test my 1100 head, but couldn't immediately find a suitable company. So I had a quick look to see if Roe Engineering were still trading, and sure enough, they were! They had moved, but were still in business and only 45 minutes away. The same chap was there after nearly fifty years, now joined by another guy with almost as much experience! Looking at the gasket, he suspected the darkness showing was signs that it was starting to fail, but he didn't think the cracks in the metal were anything to worry about. I left it with him to crack test and hopefully, if all was well, reface and clean up the very carbonised valve chambers, which he suggested were down to using lead replacement supplements or cheap fuel.

Many weeks passed, and I was beginning to regret telling the engineer there was no rush to get it done! Meanwhile, I spent time cleaning up the face of the block and pistons, which all looked in good condition. I had time to replace hoses, including the little bypass connector that hides under the head. I had heard this was often forgotten when reinstalling the top end. At last, some months later, I got the call to say my head had passed a crack test so

they could crack on (*Pun intended? Ed*) with a rebuild. Apparently the exhaust valves were so loose they just fell out when they were stripped, so it was time for new valves and guides.



In July I finally collected a shiny and fully rebuilt cylinder head (**Photos 4 and 5**). It was evident that at some point in the past someone had spent time polishing and enlarging the ports and had done a nice job. I have no idea who would have done that, but I know my father had converted the head to take unleaded fuel around fifteen years ago, so he may have got handy with his Dremmel and tried to increase the flow. The car certainly always feels lively!



I could finally start rebuilding the top of the engine, and Dave Kingerley at Longbridge Motor Spares obliged me with a quality head gasket set. I have about twelve sets of A Series head gasket sets in my spares, but they are mostly cheap aftermarket items that my father purchased from years of visiting Sunday morning autojumbles. I don't know what I'm going to do with them as they are not the best quality.

With a light coating of Weldseal on the new gasket, the head popped on just fine, making sure the small bypass hose underneath was attached!



With the MG's one piece LCB exhaust manifold I had to remove the studs to get access to the head and to insert a new manifold gasket. The manifold only moves about an inch away before

fouling on the bulkhead, even with the small stabiliser bracket removed from underneath the car. This bracket had previously split (**Photos 6 and 7**) following the failure of the gearbox remote sandwich plate.

I purchased some inch long brass manifold nuts from Minispares as the centre two studs are nigh on impossible to get a spanner on to tighten. Even with the sleeve nuts you can only get a tiny turn each time between the carburettors and associated linkages. I lost various washers and nuts down the back of the engine in the process, luckily all of which landed on the garage floor and not in some orifice of the bulkhead! *Subframeland! Ed.* There is also the copper heater pipe to fit in between the nuts and washers which then gets in the way.

Once I had tightened the manifold, I noticed that the carburettors and inlet manifold were not sitting flush with the head and were tilted at a sharper angle, making the rocker cover impossible to fit. Bugger! I had managed to misalign the inlet manifold against the head. There are a couple of metal sleeves inside the inlet ports of the head and similar ones on the manifold, and I had somehow not got it straight. So it all had to be undone again and redone. More sore knuckles and aching back!

The head tightened up nicely on the studs, and I splashed out on stainless steel items for the heater tap bracket as I read these can be prone to rust and seizing. I used ordinary new studs for the thermostat housing as mine were looking a bit secondhand. Roe Engineering had removed the temperature sensor from the head and not returned it, which was a bit annoying as there was nothing wrong with it. It seems the switch varied throughout production as I had a bit of a search for one with the correct thread. I had three different ones sent until Longbridge Motor Spares came to the rescue once again.

Finally, after nearly six months of waiting, I pushed the car out of the garage and onto the driveway to see if it would fire up. My garage is attached to the house with only an internal door and I didn't want the usual complaints about old car oil and fumes getting into the kitchen! With the battery charged and spark plugs removed, I turned the starter to get some oil pressure up, and with the plugs reinserted the car immediately fired up and settled down to its usual thrum. It's always been an easy starting car, even after weeks of sitting. I haven't changed the points in years, but if it ain't broke....

**Name: Nigel Powton**  
**From: Lytham St Annes**  
**Car: 1969 MG 1300**



Well, progress has been rather slow of late. Unfortunately, my health hasn't been too good recently which has somewhat curtailed my motoring activities and has resulted in only one drive out in six weeks. Anyway, as they say, onwards and upwards.

My test drives have revealed an engine that feels really strong. Being limited to a maximum of 3000rpm whilst running in means I haven't yet had the opportunity to see what it will really do, but I am sure the wait will be worth it. Because of the powerband that the Swiftune SW8 camshaft exhibits, 30mph in fourth isn't really achievable, so pottering around town needs to be undertaken in third gear. To be fair, this doesn't bother me too much as the

Some of the jubilee clips on the heater hoses were not quite tight enough, as water started seeping out once the temperature rose. Two of the new thermostat stud nuts were showing water leaks, and no matter how much tighter I made them the leaks persisted. Engine off, and once it had cooled I removed the cover to find that the new paper gasket had split already and was barely thick enough to seal the join. Back to my spares supplies and a new thicker cork gasket was discovered, so after copious amounts of Hylomar Blue, this went on and hey presto, no more leaks!

The engine was sounding sweet and there was definitely less smoke out of the exhaust. The only final issue to sort is the throttle cable not fully returning to a sensible tickover. It looks like the cable clamp is just touching the exhaust manifold when the spring is released. You can pull it up with your fingers but some adjustment is still needed. I haven't yet tried refitting the stabiliser bracket to the manifold underneath, so maybe that will give me enough clearance for the cable.

I took the car round the block and it felt lovely to drive, pulling smoothly through the rev range and with a nice engine note too! The temperature rose to just below the middle of the gauge and stayed there - no more overheating or clouds of smoke.

Underneath the car, I reattached the exhaust stabiliser bracket and discovered that the new remote housing sandwich plate I fitted last year had split once again. Driving the car showed quite a bit of bounce in the gear lever and popping up and down so I suspect my engine mounts have had it. That's another story....

Just as a little add on, we took the car to Goodwood Revival on the Sunday of the weekend to mix it up with all the posh boys in their Jags (**Photo 7**). Needless to say, the MG 1100 got far more attention! It was a 150 mile-odd round trip including a night drive home, which was a novelty with the headlights and reacquainting myself with a floor dip switch! I must tidy up some loose wiring under the dash which made the footwork from clutch to switch 'interesting'!



engine has been built as more of a 'screamer' and, once running in is completed, I don't envisage undertaking much around town driving.

Road testing has also revealed that in the future I will need to renew the steering rack as it's obviously worn, judging by the noise it's making. This was previously inaudible with the exhaust manifold banging on the subframe due to the broken engine mounting, but it's now more than noticeable and rather irritating.

As reported in my last update, the rev counter has been an absolute pain to get working. I eventually received it back from Speedy Cables after spending a further £85 to have it modified to work with the contactless 65D4 dizzy. To say I was nervous and sceptical was an understatement, and I was full of trepidation when it came to the refitting exercise. The wiring aspect was simple enough - you join together the existing the male and female bullet connectors behind the dashboard and

run a new supply from the negative side of the coil to the connection on the rev counter. All very easy, with the most time consuming aspect being taping the new feed into the loom for neatness. Before fitting it back into the dashboard, I made some temporary connections and was relieved to find it actually worked as it should - a huge sigh of relief all round.

As it was now early evening, I decided I would celebrate this success with a stress relieving pipe and one of my favourite craft beers before completing the 'simple' task of reinstalling the gauge itself back into the dashboard. Any excuse! Well, I'd rather have my teeth removed with a rusty angle grinder than have to go through that pain and anguish ever again. To be fair, if you have six foot long fingers the thickness of pipe cleaners then I'm sure the job is straightforward, but with my stubby fingers it turned into a task of monumental proportions. I was actually glad I had the beer before I started as it did offer a degree of fortification. I know I could have dismantled the dash to offer more space, but I really didn't want to go through all that trouble and pain, so I soldiered on and over THREE hours later, the job was eventually done. This was something I was keen to do, as knowing your engine rpm when running in is very important.



Another job I've been keen to tackle since I got the car is to get the spotlights working. For some inexplicable reason, a previous owner had installed them but never took the trouble to actually wire them up. I think they may have started the job since there was a hole drilled in the front panel on one side, presumably to feed the wires through, but not on the other - very odd. Anyway, the first job was to remove the lamps for a clean-up and general going over. On inspection, being genuine Lucas items, they were in very good internal condition, even though the bulbs themselves were looking a bit weary. I connected each up to a slave battery and I was glad to find they both worked. Replacement bulbs were promptly ordered, and once these arrived I got on with the simple job of wiring them up. Rather than having a separate switch, I wired them into the main beam circuit so any time main beam is selected they will also come on. As you can see from **Photo 1**, they certainly improve the aesthetics of the car and to my mind are a really nice period accessory.

One piece of good news was the remanufacture of the sun visor clips by club member Mark Margetts, of which the club purchased a job lot for UK members. I bought a set and fitted them to Mia (**Photo 2**) and I must say I'm really pleased with them. I've had one missing ever since I bought Mia and it has always annoyed me. I'd been trying to find one for ages and on another ADO16 Facebook page, an individual (who shall remain nameless) said he had one he could sell me. I sent the money and

never saw anything further, just receiving various excuses and the promised refund never transpired either. Lesson learnt on that one!



On a different subject, while I appreciate that some members use their cars all year, I am one of those who takes the car off the road over the winter months as I am acutely aware that road salt, wet weather and BMC steel probably isn't the best combination in the world. The problem is modern ethanol-based fuels (E5 and E10) go off rather quickly and if your car is laid up over the winter then this can wreak havoc with the fuel system. Corrosion sets in and it can make a right mess of the carbs, fuel lines etc. For a long time, I've been a follower of A Series guru A C Dodd on YouTube, and he was discussing this problem recently as the issues with quite a few of the cars he has to fix are due to fuel system corrosion. He recommends STA-BIL fuel stabiliser (**Photo 3**). You add it to a fresh tank of fuel before storing the car and then run the engine for a few mins to fully circulate around the fuel system. The result is fuel that remains stable for up to 24 months and the issues with severe corrosion are eradicated. Before anyone asks, I am no way associated with company and no, they haven't provided me with a private yacht or foreign holidays to promote their product! I just thought members might find this useful and I do have a great deal of respect for A C Dodd's A-Series knowledge.



So that's all for now, hopefully more ramblings sometime in the future.

## Could you contribute to Idle Chatter?



We'd love a contribution from you for a future edition of Idle Chatter, if you feel like putting pen to paper or fingers to keyboard!

There are lots of forms that contribution could take - if you have an idea, or would like to contribute but you are not sure how or in what way, please drop the editor a line to discuss further on:

[magazine-editor@the1100club.com](mailto:magazine-editor@the1100club.com)

**Name: Terry Waller**  
**From: Aveley, Essex**  
**Car: 1970 Morris 1300GT**  
**Car: 1972 Morris Traveller**



On the Friday afternoon before the National Rally, during the 130 miles trip to get there in the GT, the clutch pedal dropped to the floor just this side of the Watford gap services. I drove about 50 miles in slow traffic changing gear without the clutch, until about seven miles short of our show location (Bosworth Battlefield) I got stopped at a set of red lights and that was it! Fernand Pinckney very kindly towed me the last few miles; by the time we got there the brakes had just about given up, with the pedal on the floor.

We investigated and found that the clutch flex pipe had blown, so made a few phone calls to people coming the following day for a fresh pipe. Two people brought pipes and we fitted one, but then found that the master cylinder had packed up as well! So the word went out again for a master cylinder for someone coming on the Sunday. Mike Barnes took the functioning one off his Vanden Plas and came to the show in his modern car instead, so we fitted that.



In the process of investigation on the Saturday we noticed that the suspension was low on the offside front, so we also put the word out for someone to bring a suspension pump. This came on the Sunday, but on checking again we found that the rear suspension was OK but the front was pretty much solid. All very odd. Then it was noticed that the top of the front subframe suspension tower had split (**Photo 1**) leaving a shape that looked very much like Zippy from Rainbow! So at that point it was a phone call to the RAC and a lorry ride home.



The recovery truck turned up at about 3pm and I was taken to Newport Pagnell to be dropped off for a second lorry to take me the rest of way (**Photo 2**). The first lorry had only just pulled away when he shouted back to me that the next lorry was already there! I think I was only in the services for about 15 minutes, and got home by 6.30pm.

On the Monday after I had a phone call from a fellow club member Jack Hays to say he had picked up a couple of good used front subframes. On the Tuesday Terry Nightingale collected them for me, and brought them to me on the Wednesday (**Photo 3**). Then on the Thursday

the powdercoat people collected one of the subframes to be sand-blasted ready for the powdercoating to be applied, and it wasn't long after that it was back home and all done. **Photo 4** shows part of the process and **Photo 5** the result!



I decided I would try to finish Tango the estate car first as there were just a few things to do - interior mirror, offside mirror, front seats, draught strips for rear side glass and then road test. Having completed those little jobs, I took Tango up to the petrol garage, but it started clonking on the way there and back, sounding like the rack had gone. I should have put a reconditioned one on to start with - I thought I had a good one, but I thought wrong by the look of it, plus the brakes needed a bit more bleeding, along with the clutch. Since then I have taken the rack out of Tango and in fairness it does rattle when shaken.



Back to the GT again - the next job here was to get all the ancillaries off the engine, along with removing the drive-shafts with the swivel hubs etc. **Photo 6** shows the front suspension unit - it's a shocker. *Strictly speaking it isn't Terry, but we know what you mean! Ed.* **Photo 7** shows the brake backplate and the disc, burnt white - it's all good fun!

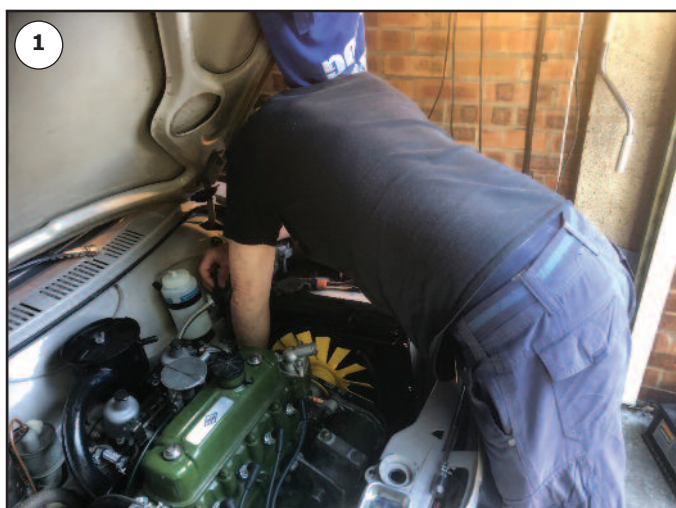


**Name: Steve King**  
**From: Bromsgrove**  
**Car: 1968 Riley Kestrel**



I was amused to see that Dr Ian Pogson referred to me as 'Steve 'LP' King' in his 'Other Car' article in the July-August edition of Idle Chatter. Ian was unwittingly remarkably close to the epithet I was bestowed with when I lived in Islington! At the time (and it may still be now) it was common practice in the area to give people a nickname related to their occupation. I worked in the record business and thus became 'Steve the Record', to distinguish me from the baker who was referred to as 'Steve the Cake'!

Since my last report, unfortunately progress continues to be slow. I have been struggling with the side effects of the injections that I have as part of my prostate cancer treatment, and I have been experiencing severe fatigue. Ian Pogson came over in late August and we picked up where I left off with the radiator cowl bolts; before he left, five of the six bolts were in place (**Photo 1**).



Inevitably bolts were dropped repeatedly - some fell to the garage floor, but several became trapped in the vortex that Dave Brett and I referred to as 'Subframeland'! We often had to use the telescopic magnetic pick-up tool to retrieve dropped bolts from the depths of the engine bay. Ian became familiar with the layout of the engine bay

and became able to accurately predict the resting place of a dropped bolt by the sound that it made! The final bolt to be installed is the lowest rear bolt and the lack of space is astonishing! Ian took the bolt away in order to grind a taper on it to make it easier to insert.



Just prior to going on holiday I looked at the copper heater return pipe that connects to the bottom hose and I realised that it was not the correct type for this car (**Photo 2**). It was clear when offering the pipe up to the manifold studs that it would foul the accelerator linkage on the carbs. Plan B is to route the heater return across the rocker cover using rubber hose that will be held in place by clamps that attach to the rocker cover bolts as per later cars. Steve Lee was able to supply the correct clamps.

Now I am back from my holiday, work will recommence shortly. On that note, Idle Chatter just arrived in time to get on the plane with me to Kefalonia; here it is in **Photo 3** just above Myrto Beach!

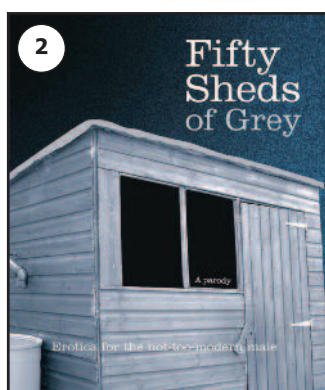
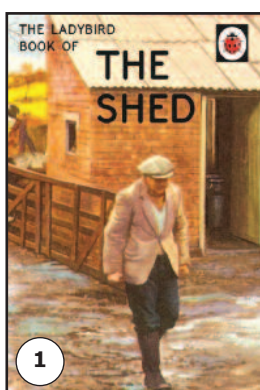


## A Little Bedtime Reading

*Following on from his 'Other Car' piece in the last edition of Idle Chatter, Dr Ian Pogson (CEng) uses his motor industry experience to recommend some literature*



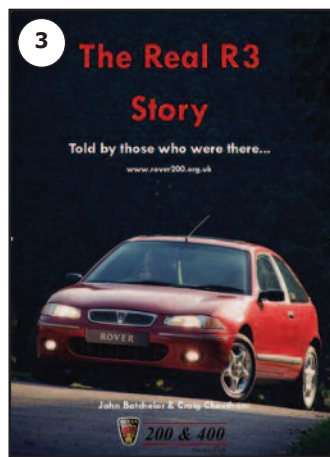
Lockdown (remember that?) presented many hours to catch up on some car-related reading - some serious, some not so. 'The Ladybird Book of the Shed' (**Photo 1**) falls into the latter category, but kills me every time I open it, as does 'Fifty Sheds of Grey' (**Photo 2**). Tears roll down my cheeks, as the shed is such a key part of the British psyche and I am sure many other inventive cultures too.



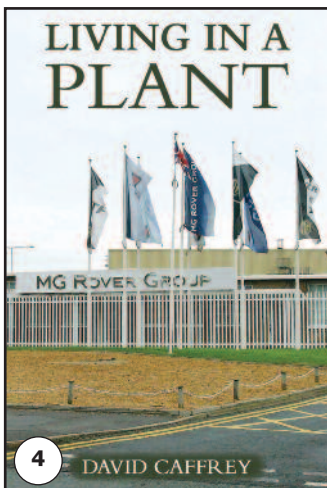
More serious is a book on the monster that was once Motortown, Detroit, MI. 'The Devil's Carousel' is a fine piece about the drudgery of building cars at line speed, at volume - how does one per minute grab you? I have seen very close to that at Longbridge.

Two latter-day favourites of mine are both inexpensive and about 'The Austin' so are

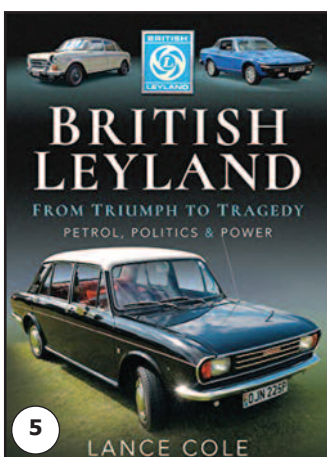
worthy of your attention. 'The Real R3 Story' (**Photo 3**), put together by John Batchelor and Craig Cheetham, is "told by the people who were there" and is various writers' accounts of the creation of a new small-medium car at Longbridge, ie a natural successor to the ADO16. I know many of the writers and one was my boss at one time when I worked for SAIC. As a result of many co-contributors, the language and style is very varied. Many non-car-buffs would recall the incredible advert for the car, backed by a Sting track, 'An Englishman in New York', which cost an arm and a leg. This small £10 book is available from the 200/400 Club at [www.rover200.org.uk](http://www.rover200.org.uk). Even if you are not into modern cars this book, written by people (my ex-colleagues) from various disciplines shows what goes into the creation of a car. Fascinating.



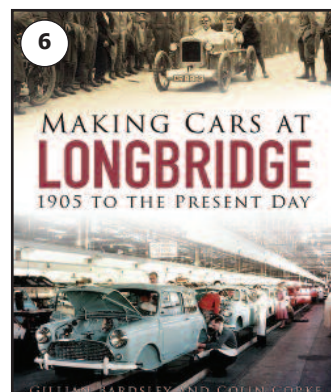
'Living in a Plant' (**Photo 4**) is a realistic account of working in West Works and the day-to-day antics that people devised, just to make it through the shift! It is an honest account, again penned by someone who was there at the time. It feels very accurate to me and fits with my recollections, but so well written. David Caffrey really gives an intimate look at Rover life and I suspect one that hadn't changed much since the days our cars were made. People are people and have always been inventive to pass the hours. ISBN: 978-0-6488348-0-9.



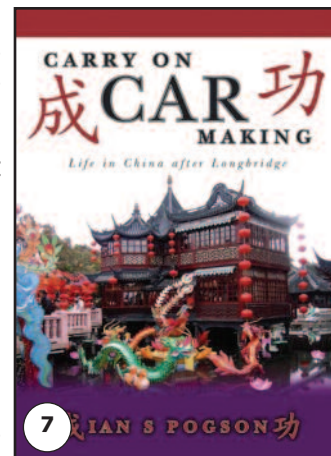
'British Leyland - From Triumph to Tragedy' by Lance Cole (**Photo 5**) is a revelatory read. It paints the background to my whole career, explaining the political geography behind some of the often crazy decisions in my industry. Some of its claims are hard for some to hear, but I can imagine their truth. My copy is inscribed by the last and one of the greatest managers that I have ever had the pleasure to serve - the late, great Mike Burnand: "Dear Ian. Please read this book thoroughly. You will find it makes you angry and sad at the same time. For you, you will find out the names of the idiots who stole some of your working career. It is a book you will enjoy, but it will feel like for all the wrong reasons. It may take you some time to finish it, but please remember to return it to me or Karen when you finish. May 2021". Mike passed not long after this date and Karen, his widow, asked me to keep it. ISBN: 978-52674-823-2.



We couldn't have a reading list without a mention of 'Making Cars at Longbridge' (**Photo 6**), in which BMM Archivist Gillian Bardsley and ex-Longbridge Works Chaplain Rev. Colin Corke tell the story of what happened there with some great images. ISBN: 0-7524-3741-0.



It would be remiss of me and my ego not to mention my own tome, 'Carry on Car-Making' (**Photo 7**) which is apparently very funny. This is the story of a middle-aged English bloke living in Shanghai but does not include details about the cars we designed and made, as I was not allowed to reveal 'state secrets'. Ha! ISBN 978-1-85858-409-6.



If you fancy a televisual treat, then listening to several of my ex-colleagues become teary-eyed with passion about the best Rover ever, the 75, is a DVD must (**Photo 8**). I also make a cameo appearance on 'Codename R40' (one-take Pogo) wittering about the V8 programme, whilst at the Pride of Longbridge. I become a little excited and passionate too. There is an interesting review of this DVD on the AROnline website at [www.aronline.co.uk/news/codename-r40-rover-75-video/](http://www.aronline.co.uk/news/codename-r40-rover-75-video/)



One statistic that leaps out of the R3 book is the budget figure for the programme, which included the larger Rover 400 (HH-R project) and the MGF (PR3 project), which was £400 million. For all three!

To give you an idea of scale, the project for which I controlled a mere £11m was the £330m spend for the Series 2 Range Rover (P38a); the previous BMW 7 series was £700m and took seven years to create, with the Programme Manager being sacked for taking so long!

I have no idea of the budget for ADO16, but creating a car is no cheap job and never has been. It is a pretty crazy way of making money, as it is so very risky.

As you tool around in your cars, or on your bikes, give a thought to those who spent their time creating them, the bean-counters sat on their shoulders and the passion that sometimes comes out in the driving or riding experience.

# A World Beating Bestseller?

*Motoring author Chris Cowin takes a look at how the 'Top Ten' best selling cars have evolved over the last 35 years and the ADO16's position in the record book*



The 1100/1300 range topped the UK best-seller charts for many years. Unfortunately, for most of that time, the overall market was weak, so fewer were sold than once forecast. Part 1 of this feature (in the previous edition of *Idle Chatter*) looked at the general motoring context, whilst Part 2 (here) is a year by year look at the Top Ten for 1965 until the end of ADO16 production.

## 1965

After the pre-election boom of 1964, which saw record sales of almost 1.2 million new cars, the market contracted - and it would stay around the one million mark right through to 1970. Growth had stalled. So although BMC's 1100/1300 remained top of the charts for almost all that time, its UK sales never surpassed the 1965 number. Imports were restrained by Britain's highly protectionist tariffs which, though lower than the 1950s (33%), were still over 20% during the 1960s.

**1965 UK Market:** 1,098,887.

**Imports:** 5.1% **BL ancestors\*:** 44.5% **Ford:** 26.3%.

157,679: BMC 1100  
116,985: Ford Cortina  
104,477: BMC Mini  
84,589: Ford Anglia  
60,854: Vauxhall Victor  
58,884: Vauxhall Viva  
52,503: BMC Farina  
46,626: Triumph Herald  
44,463: Ford Corsair  
42,663: Rootes Imp range



## 1966

After a strong start, the euphoria of England's football World Cup victory was followed by an economic squeeze in which tight credit controls and a rise in Purchase Tax led car sales to plummet. Huge problems of excess stock troubled BMC in the autumn (September registrations were 35% below September 1965). The Mini, which had once accounted for 15% of UK sales, was beginning to lose its lustre, with no significant update since 1959.

**1966 UK Market:** 1,047,522.

**Imports:** 6.4% **BL ancestors\*:** 45.2% **Ford:** 25%

151,946: BMC 1100  
127,307: Ford Cortina  
91,624: BMC Mini  
68,209: Ford Anglia  
59,731: Vauxhall Viva  
48,077: BMC Farina  
46,537: Vauxhall Victor  
38,870: Rootes Imp range  
38,412: Ford Corsair  
38,076: Triumph Herald



## 1967

The appealing Ford Cortina Mk2 stole the number one crown from the BMC 1100/1300 which was looking dated until Mk2 models appeared in the autumn, the same being true for the Mini. It was a recession year in which Ford of Britain only broke even, while BMC posted their first ever loss (for fiscal 1966/67).

**1967 UK Market:** 1,110,266, with the Top Ten accounting for 64.7%.

**Imports:** 8.3% **BL ancestors\*:** 40.7% **Ford:** 25.2%

165,300: Ford Cortina  
131,382: BMC 1100/1300  
100,220: Vauxhall Viva  
82,436: BMC Mini  
55,735: Ford Anglia  
39,903: Rootes Minx  
38,517: Vauxhall Victor  
35,993: Ford Corsair  
34,565: BMC Minor  
34,498: BMC Farina



## 1968

Yet another year of zero growth for UK car sales, which contrasted with rapid expansion on the continent. However, the devaluation of the pound in November 1967 allowed BMC to boost exports and thus production of both 1100/1300 and Mini, and return to profit. Contrary to popular belief, money could be made from building those cars, but only when production volumes were extremely strong. Their breakeven was high. British Leyland came into being in May, uniting BMH (including BMC and Jaguar Cars) with Leyland Motor Corp. (including Triumph and Rover cars).

**1968 UK Market:** 1,103,862, with the Top Ten accounting for 66.8%.

**Imports:** 8.3% **BL:** 40.6% **Ford:** 27.2%

151,146: BMC 1100/1300  
137,873: Ford Cortina  
101,067: Vauxhall Viva  
98,218: Ford Escort  
86,190: BMC Mini

36,999: Rootes Minx  
 34,772: Vauxhall Victor  
 31,014: Ford Corsair  
 30,284: BMC Farina  
 29,926: Triumph Herald

## 1969

Another weak year for UK car sales (under one million) as the Government maintained a credit squeeze. Britain's chronic balance of payment problems were the main reason. Restraining home demand both reduced imports (of all consumer goods) but also, it was hoped, spurred firms to export more. During 1969 this appeared to be working with British car exports hitting an all-time record (not surpassed until the 1990s, as seen on the graph in the previous edition).

**1969 UK Market:** 965,410, with the Top Ten accounting for 65.8%.

**Imports:** 10.4% **BL:** 40.2% **Ford:** 23.9%

133,455: BL 1100/1300  
 116,186: Ford Cortina  
 85,156: Ford Escort  
 75,354: Vauxhall Viva  
 68,330: BL Mini  
 36,094: Chrysler Minx  
 31,014: Chrysler Imp range  
 30,784: BL Farina/Maxi  
 29,005: Ford Corsair  
 28,688: Vauxhall Victor



## 1970

Demand is still flat as the Labour Government avoided the temptation of a pre-election boom (and lost). Some interesting new entrants with Ford's wildly successful Capri beating British Leyland's Austin Maxi - which wasn't quite the plan when Maxi was conceived as the nation's go-to family car. Both were launched in 1969. The Rover 2000/3500 squeezes into the Top Ten at ten - a rare showing for a premium car. Ford suffered some disastrous strikes in 1970 and 1971, without which the Cortina could have replaced the 1100/1300 at number one in both years. Such strikes help explain why British plants were not favoured when Ford (and GM and Chrysler) planned the supply of continental markets in the 1970s (Ford UK effectively ceased exports to Europe in 1974).

**1970 UK Market:** 1,076,865, with the Top Ten accounting for 64.3%.

**Imports:** 14.3% **BL:** 38.1% **Ford:** 26.5%  
**Vauxhall:** 10%

132,965: BL 1100/1300  
 123,025: Ford Cortina  
 95,782: Ford Escort  
 80,740: BL Mini  
 76,838: Vauxhall Viva

50,133: Chrysler Avenger  
 38,346: Ford Capri  
 36,752: BL Farina/Maxi  
 32,927: BL 1800  
 25,233: BL Rover P6

## 1971

Famine begins to turn to feast for car dealers, with the Edward Heath-led Conservative Government cutting credit controls and reducing Purchase Tax to 30% (from 36.3%) mid-year, fuelling a surge in sales. Import tariffs, which had been 25% in 1968, were also being reduced by all major economies as part of the GATT process and that helps explain a surge in imports to almost a fifth of the market, at this point almost all being 'traditional' imports from Europe such as Renault and Fiat. This was prior to EEC entry (in January 1973). British Leyland appear the dominant 'national champion' with 40% market share - never to be seen again.

**1971 UK Market:** 1,285,661, with the Top Ten accounting for 58.8%.

**Imports:** 19.3% **BL:** 40.2% **Ford:** 18.7%  
**Vauxhall:** 10.7%

133,527: BL 1100/1300  
 103,180: BL Mini  
 102,214: Ford Cortina  
 99,393: Vauxhall Viva  
 89,143: Ford Escort  
 63,476: Chrysler Avenger  
 42,867: BL Farina/Maxi  
 41,996: Chrysler Hunter  
 41,164: BL Marina  
 39,163: BL 1800



## 1972

Things get a little crazy as the 'Barber Boom' (named after the Chancellor) sees further reductions in Purchase Tax and income tax, sending car sales rocketing to over 1.6 million units. This was later judged an overdose of stimulus, with British factories, which were plagued with strikes during 1972, simply unable to meet demand. Long waiting lists developed and importers made huge gains, notably Datsun. While Ford now took the two top spots the Morris Marina (launched in April 1971) sold well in a sellers' market, and was hailed as a commercial masterstroke by the business press. However, British Leyland, despite cutting back on exports (damagingly for the long term), couldn't meet demand - and saw its overall market share plunge from 40% to 33% in a year.

**1972 UK Market:** 1,637,775, with the Top Ten accounting for 58%.

**Imports:** 23.5% **BL:** 33.1% **Ford:** 24.5%  
**Vauxhall:** 8.9%.

187,159: Ford Cortina  
 140,837: Ford Escort  
 104,986: BL Marina  
 102,449: BL 1100/1300  
 99,393: Vauxhall Viva  
 96,314: BL Mini  
 78,729: Chrysler Avenger  
 53,984: BL Maxi  
 50,342: Chrysler Hunter  
 36,651: Vauxhall Victor



# 1973

The boom-time conditions of 1972 continued into 1973, although by the summer the Government accepted that the economy (and car market) was overheating and started raising interest rates, which were 11.5% by July - which helped trigger a property crash. So, although registrations for the year were slightly higher than in 1972, they were flagging by the autumn. Even more so after war in the Middle East sparked a jump in fuel prices in October, and tipped the economy into a sudden, sharp recession. It was not an auspicious time for British Leyland to launch (in May) the Austin Allegro, which was expected to sell in comparable numbers to the 1100/1300. It never did. That old stager, by now in Mk III form still managed 60,000 UK sales in 1973 despite its age and the disappearance of the Morris versions - a figure the new Allegro would barely exceed in any year (29,000 were sold in the second half of 1973, then approx. 60,000 annually through to 1979). The Marina had another strong year, beating Escort to become number two.

**1973 UK Market:** 1,661,639, with the Top Ten accounting for 55.3%.

**Imports:** 27.4% **BL:** 31.9% **Ford:** 22.6%

**Vauxhall:** 8%.

181,607: Ford Cortina  
115,041: BL Marina  
114,296: Ford Escort  
97,893: Vauxhall Viva  
96,383: BL Mini  
78,644: Chrysler Avenger  
65,500: Chrysler Hunter  
59,198: BL 1100/1300  
52,853: BL Maxi  
36,072: BL Triumph Toledo/Dolomite



\* On the tables above 'BL ancestors' in 1965-67 refers to the combined market share of the car manufacturing companies which later formed part of British Leyland (BMC, Jaguar, Rover and Triumph).

*Huge thanks to motoring author Chris Cowin for letting us publish his excellent piece in Idle Chatter. It was originally written for the ARonline website and was published there on 2nd June - you can read his full article on there via the link below and follow his analysis year-by-year right up to 1999. Ed*

<https://www.aronline.co.uk/facts-and-figures/best-selling-cars-1965-1999/>

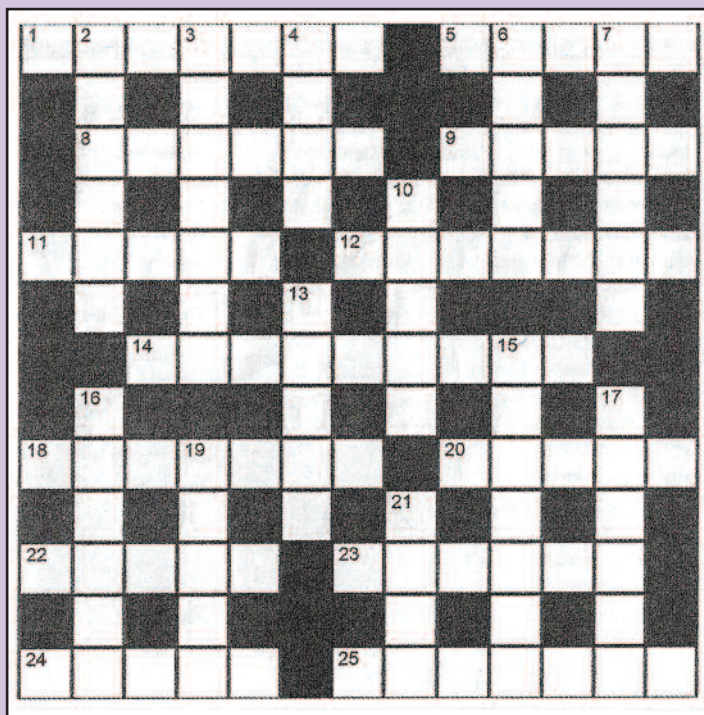
## The 1100 Club Prize Crossword No. 23

### Clues Across:

1. Pioneering French manufacturer, absorbed by Citroën in 1961 (7)
5. One of Austin's jewels of the 1930s (5)
8. Portmanteau word for navigation system (6)
9. French microcar maker (5)
11. Palindromic Honda (5)
12. Kit version of MG 1100 (7)
14. Trial of car, e.g. before buying (4,5)
18. Italian tyre make (7)
20. Panel van launched by Standard in 1958 (5)
22. Common name for tractor-trailer combination lorry (5)
23. Country of origin of Lada (6)
24. German location of major car show (5)
25. Motorcycle part adding a third wheel (7)

### Clues Down:

2. Herbert from Longbridge (6)
3. Illegally start car without key (7)
4. Not the front (4)
6. Lotus for the few? (5)
7. Reliant in Venice? (6)
10. With Renault, joint developer of the Espace (5)
13. Multi-function lever (5)
15. Models from Triumph and Rover (7)
16. Small coupés from Vauxhall/Opel (6)
17. Lada model known as Sputnik in USSR (6)
19. U.S. battery brand (5)
21. Manufacturer from Ingolstadt, Bavaria (4)



Please send your completed crossword before **15th November** by post to Chris Hayward, 30 Highfield Road, Berkhamsted, Herts, HP4 2DD, or a scan or photo by email to [cjhayward@talktalk.net](mailto:cjhayward@talktalk.net) including your name and full postal address. The winner will be chosen at random from the correct entries received and will win an 1100 Club mousemat in a make/model variant of your choice.



# Where Are They Now?



*Chris Hatton continues to look back through his extensive ADO16 archive from years of car hunting and puts out a call for help to try and locate the current whereabouts of some missing machines! Can you help find them?*



## AUSTIN 1100 MK I HPN 682D

**Registered:** 1st July 1966

**Tax Status:** SORN

**MoT Results:** None returned

**Date of Last V5C Log Book:** Oct 2011

**Last Advertised:** July 2009



**Chris writes:** This little Austin 1100 is shown emerging from its storage in July 2009 when offered for sale. It failed its MoT on subframe corrosion in that year, but was still MoT'd until 2011, suggesting that repairs were carried out. The change of owner in October 2011 could be the last time it was on the road. Where is it now? Its 61,500 miles and AA badge suggest a steady life. It is currently SORN'd, hopefully in good hands.

## AUSTIN 1300 COUNTRYMAN ODV 801M

**Registered:** 18th January 1974

**Tax Status:** Last taxed 6th April 2004

**MoT Results:** None returned

**Date of Last V5C Log Book:** April 2004

**Last Advertised:** August 2003



**Chris writes:** This late registered Harvest Gold Mk III Austin Countryman was one that I went to see in 2003 when looking for a decent Estate. A Devon registered car that had stayed local, it looked great with a very original interior. It had had a recent respray but looked a little dressed for sale, so I didn't pursue it. But who did? The last change of owner was a year later but it wasn't taxed beyond 2004. With no MoT results, did it have any more tarmac time or has it been sat in storage since?

*If you can shed any light on the current situation of either of these cars, do please drop us a line on the usual editorial contact details. Thank you to the considerable number of you (you know who you are) who got in contact with me to point out the glaring coincidence in the last edition that had Harry Taylor advertising the tailgate from OOA 303G, one of Chris's missing cars! Honestly, what were the chances? And I didn't even notice when I was putting the magazine together. Sadly it does mean that we now know OOA didn't make it, but at least some of its parts live on. Fingers crossed for these ones! Ed*

# From the FBHVC



*The latest from the Federation of British Historic Vehicle Clubs, the umbrella organisation for classic car clubs to which we are affiliated*

## Single Justice Process

Unfortunately, a few in our community have been caught out by the universal tentacles of the law, including the SJP. What is it? The full factsheet can be found at <https://bit.ly/3SNaYKv>, but essentially, by an amendment to the Magistrates' Courts Act 1980 in 2015, a new process was introduced whereby a single magistrate, supported by a legal adviser, could decide adult, summary-only, non-imprisonable and victimless offences. This is on condition that the defendant has pleaded guilty or has not responded to notification that they're being prosecuted. Examples of cases covered by the SJP include TV offences, failing to show a valid train ticket while travelling on a train service, driving without car insurance and exceeding a speed limit.

However, the area where some members have fallen foul of the system is in relation to vehicle excise duty (VED) and "Being the registered keeper of an untaxed vehicle." Whether through a mistaken belief about the effect of a zero rate of VED or through illness, some owners have taken their vehicle off the road and not retaxed (or perhaps even insured) it without notifying the DVLA through submission of a Statutory Off Road Notice (SORN). The DVLA have been using the SJP system since 2018 (as we have confirmed through an FOI request). For that offence the DVLA would normally issue a £180 Fixed Penalty (reduced to £40 if paid within 28 days). If that is ignored, the DVLA may then commence proceedings via the Single Justice Procedure, which can result in a significant fine, plus a claim for back-tax. There are other related and potentially more serious offences if the car is seen on the road.

As reported in the media, there have been some distressing cases where a very elderly or ill owner has ended up being criminalised as their next of kin have only discovered correspondence from the DVLA very late in the day and the single justice/magistrate has not been made aware of the situation due to the speed and relative inflexibility of this streamlined system.

Although we will monitor and, if necessary, pressure the DVLA to take a compassionate approach to such an eventuality, once matters have passed a certain stage it is difficult for the prosecution to be stayed. For those who are in the 'mistaken belief' category, can we take the opportunity (in the least scolding way I can) to remind them that a registered vehicle, even up on jacks minding its own business in the garage, must still be taxed or a SORN declared in respect of it.

## Oxford

We previously predicted that as an increasing number of cars met emissions regulations or those which did not were 'retired', councils would gradually shift to the other tool in the Transport Act armoury, namely congestion charging or similar. The two varsity towns of Oxford and Cambridge have flirted with variations of this as reported extensively in the media. The significance for historic vehicles is that the exemptions we have previously

enjoyed in relation to emissions zones (because our vehicles cannot be modified to comply) are not similarly applicable to congestion zones (as is evidenced by the London Congestion Zone from which we are not exempt).

Oxford was pursuing a camera enforced filter scheme from this autumn: <https://bit.ly/4corBTy>. This covers a much larger area than the existing ZEZ. Appreciating that some HV owners like to take their vehicles to Oxford for some 'Inspector Morse' type photography, this scheme will further restrict such ambition, albeit it is virtually impossible to gain access to photogenic areas today. Oxfordshire residents will be able to apply for a limited number of passes. However, the breaking news is that due to delays in replacing the railway bridge on one of Oxford's main arteries, the scheme has been postponed with further updates awaited.

## Big Brother is Watching

After extensive trials, mobile camera units which can detect drivers not wearing a seatbelt or illegally using a mobile phone are with us. You won't even be aware of the presence of such a unit. We have seen photographic evidence, and even in the dead of night the offending behaviour is clear to observe.

The law on use of mobile phones when driving is clear and unambiguous and unquestionably justified as past horrific accidents have demonstrated. The Regulations were amended a couple of years ago to make unlawful virtually all interaction with the phone except hands-free. In relation to seatbelts, this is all very well where the overwhelming majority of vehicles on the road are fitted with seatbelts which must therefore be used. What about the older HVs which are not so equipped, nor are obliged to be so?

We took advantage of the new line of communication with the Roads Policing unit to ask what the likely sequence of events would be. The view was that the age and lack of seatbelt requirement would not be picked up at force level. More probably a Notice of Intended Prosecution (NIP) would be sent to the registered keeper and then they would have to respond providing the relevant information about the age and type of vehicle. The responder appreciated that this might cause worry for some drivers (who may never have had a speeding ticket or similar) but believed the numbers involved should be extremely low. He indicated that if numbers did escalate, they would consider if there is a better way. We hope we won't have to find out!

## DVLA

In the June edition of the FBHVC newsletter, we reported that publication of the report from the Cabinet Office review of the DVLA was imminent. Since then, we have of course had a General Election and a change of Government. This in turn has obviously led to a different Secretary of State for Transport with the appointment of The Rt Hon Louise Haigh MP to the role. Incidentally, our Chairman wrote to Ms. Haigh immediately her

appointment was announced, sending her a copy of the Federation manifesto (<https://bit.ly/3yph9NS>) and has received an acknowledgement from her office. However, we have to accept that historic vehicles will not be at the top of her agenda; for example, HS2 has again been prominent in news reports in the last week of July!

Also a casualty of the General Election was a DVLA Historic Vehicle User Group meeting originally scheduled for 25th June. This had to be cancelled due to the restrictions placed on the Civil Service during the preparations for an election. As we have been writing this, we have received a fresh date of 17th September.

The major DVLA related event of the last few months (or maybe years!) was the issue of the Call for Evidence (CfE) relating to registering historic, classic, rebuilt vehicles and vehicles converted to electric. This was announced by the then Secretary of State for Transport, Mark Harper MP, at Bicester Heritage on 9th May and circulated on the same day. We would like to take this opportunity to expand on how FBHVC handled this and in some cases to provide some additional background to the responses we made.

The Federation believes that this CfE is a direct result of the intense lobbying it has done over the last few years in response to the ever-stricter interpretations of policy being applied by DVLA. As such it was a high priority to produce comprehensive feedback on behalf of the historic vehicle community. Our initial reaction when first reading the Call for Evidence document was that the questions were not constructed as well as they might have been and as such there was a risk of readers and would-be respondents not correctly understanding the implications, particularly if they did not deal with DVLA and historic vehicle registration matters on a regular basis. This view was endorsed by a number of Federation Directors and thus our Chairman, David Whale, dedicated an entire Board meeting to this topic. We produced a first version of what we considered the FBHVC response should be to each question; each point was discussed at length with the Board and a refined response agreed; we then produced a second version of our intended responses and passed it in stages to Lindsay Irvine, our Legislation Director, who concurrently produced the survey document which we trust you have all seen. At the same time as all this was happening, Tim Jarrett (IT Director) and his team designed and produced the survey form. This set out each of our intended responses with the option for the respondent to agree or disagree. If they chose to disagree, a free-text box appeared to enable them to expand on their views. This FBHVC survey was circulated very widely on 17th May and by the time the survey closed on 1st July we had received a total of 4,485 responses and of these, 81.2% expressed their agreement with our proposals.

As the individual responses came in, we read all the comments and progressively produced a further version of the intended Federation response to DVLA to reflect those comments wherever possible. This consolidated version was reviewed by David and Lindsay on 24th June then shared and discussed with the Federation Legislation Committee on 25th June to produce the final submission, which was passed to our Secretary, Mel, on 30th June and submitted by him in the DVLA format on 4th July. This final response is available on the website at <https://bit.ly/4fxu29w>.

Nearly four and a half thousand is an unusually high number of replies to receive from a survey of this nature;

indeed, many Government consultations receive responses in mere hundreds. We were all surprised and very pleased by this enthusiastic reaction and support, so on behalf of the Board we would like to express our thanks to all those who took the time to complete the survey and submit their views.

Reading through the views expressed it was very clear that a significant majority of them referred to just a small number of topics. We would like to take this opportunity to explain the thinking behind the Federation position and in some cases to share the changes we made to the consolidated response to reflect the concerns that had been expressed.

The first point of contention was with **the FIVA definition of 'historic vehicle'** and in particular the words "is not used as means of daily transport." Some considered this to be the result of bad drafting by FIVA, but we know that a multinational group took time and care to finalise that definition so that it is appropriate all around the world. The particular problem here is that in some less affluent areas vehicles that we might consider to be historic are not preserved as cherished heritage artifacts but rather used quite literally as cheap daily transport, eg Mercedes-Benz taxis having fulfilled their life in some western EU states being sold to former Eastern Bloc states. In the final response to DVLA we added an explanation of how the definition should apply in the UK, including the words: "FBHVC considers that this should in no way preclude the periodic use of a historic vehicle for routine domestic travel as desired."

Another topic to cause concern was **kit cars**, but I believe this concern arose largely from the unclear way in which the entire Call for Evidence was presented. From our regular involvement with DVLA and registration matters over the last ten years we understand this set of questions to refer to the first registration of newly constructed kit cars, but to avoid any doubt the final submission was expanded to include this statement: "Nevertheless for the avoidance of doubt it should be made clear that kit-built and kit converted vehicles constructed thirty or more years ago should be treated as any other historic vehicle as set out in the other parts of this response." Many of us will recall the passion for home-built kit cars in, say, the 1960s.

A number of respondents suggested in comments to various of the questions that we should be more precise in the definitions offered. After careful consideration and discussion, the approach adopted was based on an overall concept of recommending a single registration category for historic vehicles and the following was included in the introduction: "Overall the FBHVC desire, and recommendation, is that one new category be created in which all historic vehicles and all levels of repair or restoration, including none, can be considered under one set of criteria."

The opportunity was taken in all relevant places throughout the response to emphasise two major long-running concerns FBHVC has with the current application of DVLA policy. It is stressed that like-for-like repairs are not, and should not be considered to be, modifications. It is also reiterated that coachbuilt, ie wooden framed, bodies (including sidecars for motorcycles) are unlikely to survive for as long as the metal components of a vehicle and that the construction of suitable replacements should not jeopardise the historic status of the vehicle nor its registration.

# My Other Car Is....

....(or was, in this case) a 1974 Ford Escort Mk I Mexico. Alan Sayles tells the story of his first automotive love and the one that got away!



The year was 1974, I was twenty years old and single. I had been working for four years, had saved some money and liked the idea of buying a new car. The previous year in 1973, Ford had introduced an upmarket version of their popular Escort, the 1300E. It was available in three colours - Purple Metallic, Venetian Gold, and Amber Gold. There was wood trim inside, nice seats, cut pile carpets and it was fitted with the 1300GT engine. This was a car that appealed to me as I had learned to drive in an Escort, but it had a disadvantage - it was a three door and a four door suited my needs better.



**The new Ford Escort "1300E"**



Silver metallic with the Custom Pack, which included a centre console with a clock, wood trim, fabric rally seats, vinyl roof, extra sound deadening material and triple body stripe. The price was £1697.21, including Endrust rust-proofing treatment.

The following year it became available as a four door and in an increased colour range, so I went along to my local Ford dealer, which was 'Greggory's of Worksop' and ordered an Escort 1300E four door in Sebring Red for £1495.95. After some weeks of hearing nothing I contacted the dealer, who told me I was unlikely to get the car anytime soon as the Ford workers were on strike. I tried Ford in Retford who gave the same answer, as did the three main dealers in Sheffield (Autoways, TC Harrison and Brookshaw). Brookshaw suggested that the best chance to get one, if in stock, would be the largest Ford dealer in Yorkshire which was Tates of Leeds.

One Saturday afternoon my father and I took a trip to Tates to see if they had a suitable car there. On arrival it became clear that this was a Rallye Sport Centre as in the showroom was a Capri RS 3100 in Sebring Red with gold stripes. We found a salesman and enquired about the 1300E and was told exactly the same as the other dealers had stated - that there was no chance of finding one. He then asked us to follow him outside behind the showroom and we crossed a courtyard to some old derelict looking buildings to the entrance to one of them. The salesman opened the door and in complete darkness fumbled about to find the light switches. When they eventually came on, my father and I just stood and stared at the sight before us in complete amazement. Stretching ahead of us was a large warehouse full of Escort Mexicos and RS2000s in every colour and trim combination imaginable.

After a while the salesman casually asked, "Would you like one of these?" With no 1300E to buy and all these cars waiting to be sold, I said, "Yes please!". An RS2000 would have been nice, but was too much money, so with a bank loan to top up my savings I chose a Mexico in Stardust

| Ford                                                                                                 |               | Tate Cars Limited                    |          |
|------------------------------------------------------------------------------------------------------|---------------|--------------------------------------|----------|
| New York Road, Leeds LS1 1RG.<br>Telephone: 0532-443131                                              |               | VAT REG. No. 188 9027 48<br>No. 2553 |          |
| TATE<br>Telex: 55140 SalesmanN.Gosling                                                               |               | New Unit Sale<br>Invoice             |          |
| INVOICE TO:                                                                                          |               | DELIVER TO:                          |          |
|                                                                                                      |               | 21.9.74.                             |          |
| Make                                                                                                 | Model         | Colour                               | Reg. No. |
| Ford                                                                                                 | Escort Mexico | Stardust                             | WBS 640W |
| Stock No.                                                                                            | Chassis No.   | Key No.                              |          |
| 637272                                                                                               | SPATM00107    | 10775 FV119                          |          |
| DETAILS                                                                                              |               | PRICE                                | VAT RATE |
| To supplying one new Ford Escort Mexico including Metallic paint and custom pack:                    |               | 1511.10                              | 8%       |
| Less Discount:                                                                                       |               | 105.77                               |          |
|                                                                                                      |               | 1405.33                              |          |
| Car Tax:                                                                                             |               | 123.91                               | 8%       |
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| Endrust:                                                                                             |               | £0.00                                |          |
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| Full tank of petrol:                                                                                 |               | 4.60                                 | 8%       |
| Road Fund Licence:                                                                                   |               | 25.00                                | 0%       |
| NET TOTAL                                                                                            |               | 1697.34                              |          |
| VAT £1548.34 @ 8%                                                                                    |               | 123.87                               |          |
| AMOUNT DUE                                                                                           |               | 1697.21                              |          |

Ford had got this car just right and it was fantastic to drive. With its 1600cc engine, slick gearbox, taut uprated suspension and rally seats, it stuck to the road like glue and felt very safe - it was altogether a very good car. I made improvements by fitting Lumenition electronic ignition, electric screen washers, a Waso alarm system and a Philips radio/cassette player with Lucas under seat speakers. I also fitted two Cibie Oscar long range lamps

and two fog lamps which were relay controlled. I painted the backs of these Stardust to match the bodywork. I loved to drive the car at the weekends and my parents used it during the week. My father considered it was the best car he had ever driven and would take it out whenever he could.



But circumstances change, and after about two years it became apparent that the fact it was a two door and had large seats meant it was effectively a two seater. Taking passengers in it was very difficult. The initial idea was to have a four door with the 1300E, after all. I came to the conclusion that I had to move on and have a four door car, and it was with much sadness that I made the reluctant decision to sell it.



The replacement was a '76 Triumph Dolomite Sprint in Tahiti Blue. On paper this had the best of both worlds with more than enough performance combined with four door practicality, but it had one fault after the other due to British Leyland's poor build quality. I didn't keep it for very long.

In 1981 my parents bought a '73 Vanden Plas Princess 1300 in Damask Red with blue trim. The 1100 Club was joined at its inception. Today, my wife and I are the current custodians of this much loved car and use it in the summer months when we can - it doesn't travel very far these days. Fifty years on I still have the original order forms for the 1300E and Mexico, plus sales brochures, Ford workshop manuals and three Lledo Vanguard models. As a twenty year old the Mexico made a lasting impression on me, and of all the cars I have owned this is the one I wish I still had to keep the Princess company.

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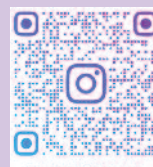
Don't forget to visit the 1100 Club's page on Facebook - as well as keeping up with the latest news, you are always welcome to message in pictures, questions, stories etc for us to post on your behalf. You can also follow us on X (formerly Twitter) and on Instagram too, where it's all about the pictures!



'The 1100 Club'



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THE1100CLUB

# Facts and Tips From Turbo Tony

## No. 12 *Club Historian Tony Cole takes a look at his own life with 1100s, inextricably linked right back to even before the launch date!*



When I was at the National Rally and there was lots going on as we were celebrating that the first Vanden Plas 1100s were now sixty years old (don't forget to get your 2024 VP celebration mug) it just took me right back to where it all began for me.



In 1955, my dad, mum, my brother and I decided to open a garage and petrol station. Dad borrowed the money from Shell/BP and we bought a plot of land at the end of our road, dug out the foundations ourselves and had a garage built all in one year - **Photo 1** shows the opening day. Within two years the building was twice the size, we had four petrol pumps plus a diesel one, a workshop, service bay, driving school, new and secondhand sales, parts department and a Morris agent (**Photo 2**).



**Photo 3** shows Mum serving petrol at 4/7d a gallon - yes, a gallon! For me it was three years of night school to gain a City and Guilds in car mechanics, and then on to become an MoT tester as well.

Moving on to 15th August 1962, the Morris 1100 was launched and we had ten bright red ones in the showroom to take orders from, and then for them to replace the Morris Minors in our driving school. My very first job on 1100s was to make and then fit dual controls on all ten of them 'before' the launch date. I was then given a great big box about the size of a tea chest with all the tools to work on them, a big stack of parts lists and workshop manuals and a week off! In that time I was told to study them as if and when anything needed doing, I was the one who was going to be doing it. I'm still working on them now, albeit a lot slower.

In October 1962 the twin carb MG was released (making it 62 years old now) and as always every year we went to the Earl's Court London Motor Show. That was where I first saw our cutaway engine - it's an MG 1100 twin carb.

Moving on to March 1966, it was time for the release of the Traveller, and again it was at that London Motor Show that I saw our Skeleton, and in other years the front suspension cutaway displayed - now many years later we have all three of those items in the 1100 Club. In August 1968 I got my new Wolseley 1300 which came out of our showroom - you can just see the showroom between the boots of the Zephyr and Mini in **Photo 2** - and I still have it to this day and take it to as many shows as I can.

The garage was sold after eighteen years when my dad suffered a heart attack, but thankfully he did survive and lived to 82. It is now a block of flats. There are several facts in this piece already, but here's two more - on 6th September 1963 the Austin 1100 was launched, and the Vanden Plas in October 1963, but it's just how my memory works - and with our club, National Rallies and all of the members, past times just come flooding back.



### Cash or Car?

**Don't forget you can make contact with Tony Cole if you are thinking about selling your car or you are looking for one.**



The 1100 Club does not get involved in recommending any car or passing opinions on cars or prices, but it is helping to pair up members who want cars with members selling cars so they can sort out a deal, or not, as the case may be! I am willing to take as much information as required from any member selling or looking, with the hope of pairing up and a good outcome for both. You can contact me on 07979 998627 or via email on [cashorcar@the1100club.com](mailto:cashorcar@the1100club.com). Please also let me know if your car sells and is no longer available.

*Turbo Tony (Cole)*

# Technical Tips and Advice



*Petrol issues in hot weather, a coding query and a dip into the manual*

## Vapour Locking

Now we are well into the summer months, it's worth reminding FBHVC members about vehicle fuel system vapour locking causing hot start and driveability problems in classic and historic vehicles. The boiling range of petrol has not changed much since the introduction of the first motor vehicles at the end of the 19th century, typically boiling between 30°C and 200°C. Whilst the boiling range has not changed a great deal over the years, the front end of the boiling range has seen an increase in lower-boiling components that increased the vapour pressure of the petrol and the likelihood of vapour bubbles forming in the fuel system causing vapour lock and driveability problems.

Since 1993 petrol volatility has been declining in an effort to reduce evaporative emissions from vehicles. Vapour pressure, a measure of volatility, is determined at 37.8°C (100°F) and is a good indicator of a fuel's propensity to cause vapour locking in older vehicle fuel systems.

| Year | Summer Vapour Pressure (kPa) | Winter Vapour Pressure (kPa) |
|------|------------------------------|------------------------------|
| 1985 | 93                           | 107                          |
| 1988 | 93                           | 115                          |
| 1993 | 80                           | 100                          |
| 2000 | 70                           | 100                          |

Fuel injected vehicles are usually less affected, as fuel system pressures are higher, typically at least 3 bar (43.5 psi) with good fuel recirculation to the cool fuel tank and this helps to stop fuel vapour forming in the fuel system. Some historic fuel injection systems such as Bosch K Jetronic have a fuel accumulator fitted that helps to maintain the fuel system pressure when the vehicle is shut down after a run. If you experience vapour locking with a fuel injected vehicle it's worth checking that the fuel accumulator, if fitted, is in good condition and making sure that the fuel injectors are not leaking when the engine is off, resulting in a loss of system pressure. Also, it should be noted that fuel pumps, for safety reasons,

only run during engine cranking and will turn off unless oil pressure, and hence a running engine, is detected. Sometimes it may be necessary to crank the engine a number of times to get enough fuel pressure and flow to purge the vapour in the system.

Carburettored engines are usually the most sensitive to vapour lock with much lower fuel pressures of around 0.24 to 0.35 bar (3.5 to 5 psi).

Typical symptoms of vapour locking are stalls, hesitations, loss of power and in severe cases engine shutdown, or a failure to start after driving some distance and stopping for a short time. The engine eventually restarts after cooling down for an hour or so.

Simple practical steps to help minimise vapour locking include reducing the flow of (exhaust) heat to the liquid fuel supply to the engine; routing fuel lines away from heat sources and arranging for a smaller diameter return fuel pipe from the carburettor feed to the fuel tank, which will help to ensure cool fuel from the tank is always available at the carburettor. This is particularly important after the vehicle has stopped after a run, as heat soak from the engine will warm the stagnant fuel in the fuel lines.

An electric fuel pump is helpful. Turning on the fuel pump will flush the warm fuel and any vapour bubbles back to the tank prior to starting the engine. Locate the fuel pump (eg electric pump) away from heat sources and, if possible, below the fuel tank to ensure it runs with a positive head on the suction side to limit vapour build up and avoid cavitation. Use a thermal break plastic/SRBF spacer where possible for mechanical (engine-mounted) pumps.

Shield carburettor(s) from radiant exhaust heat (especially where inlet and exhaust are on the same side of the engine) and use a thermal break plastic/SRBF spacer where possible to help isolate the carburettor(s) from inlet manifold heat.

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Check radiators for condition and effective dissipation of engine heat. Many old radiators may have become furred-up or partially blocked, leading to significant reduction in their ability to keep the engine cool in traffic. Also ensure adequate under-bonnet ventilation.

Often, simple modifications such as these can be extremely effective in preventing the formation of unwanted vapour bubbles in the liquid fuel. Relatively minor changes need not alter the character of a historic vehicle, while thermal baffles and heat shields can be fitted sympathetically to provide minimal visual impact.

Nigel Elliott (FBHVC)

## Mystery Coding

Does anyone know what the code 'ECE 15' means on p101 of the Haynes manual? It's in the ignition system data section, as pictured.

|                                               |     |     |     |     |     |     |     |     |     |
|-----------------------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| <i>Austin and Morris 1300 GT (ECE 15) ...</i> |     |     |     |     |     |     |     |     |     |
| <b>Ignition timing:</b>                       |     |     |     |     |     |     |     |     |     |
| Static ...                                    | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Stroke at 1000 rpm (vacuum pipe disconnected) | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| <b>General distributor data:</b>              |     |     |     |     |     |     |     |     |     |
| Make ...                                      | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Type ...                                      | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Rotation ...                                  | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Dwell angle ...                               | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Points gap ...                                | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Condenser capacity ...                        | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| <b>Distributor number ...</b>                 |     |     |     |     |     |     |     |     |     |
| Deceleration check (vacuum pipe disconnected) | ... | ... | ... | ... | ... | ... | ... | ... | ... |

Trevor Teeley

## From the Workshop Manual

If we can, we like to make our dip into the workshop manual relevant in some way to Spannerman's tip, so it makes sense that this time we are looking at the internal components of the distributor. The manual explains that part of the ignition system as follows:

*The distributor is mounted on the forward end of the engine and is driven by a shaft and helical gear from the camshaft. Automatic timing control of the distributor is by centrifugal mechanism and a vacuum-operated unit, each operating entirely independently of the other. The centrifugal mechanism regulates the ignition advance according to engine speed, while the vacuum control varies the timing according to the engine load. The combined effect of the two mechanisms gives added efficiency over the full operating range of the engine. A micrometer adjuster is provided, giving a fine manual timing adjustment to allow for the engine circulation and the grade of the fuel used.*

*A moulded rotor with a metal electrode is mounted on top of the cam. Attached to the distributor body above the centrifugal advance mechanism is a contact breaker plate*

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## Spannerman's Technical Tips - No. 19

Mention has been made in previous articles about ignition faults.

It's worth remembering that with a contact breaker system, if the ignition is on and the points are closed, a few amps of current will be flowing. The coil will soon get hot, and the resistance of the primary winding will increase.

This can have two effects - the car may not start until the coil has cooled, and secondly some of the insulating oil within it may escape, causing failure in the future. With most electronic systems, no current flows until the engine is in operation.



carrying the contact breaker points and a capacitor connected in parallel. A cover is fitted over the distributor body and retained by two spring clips attached to the body.

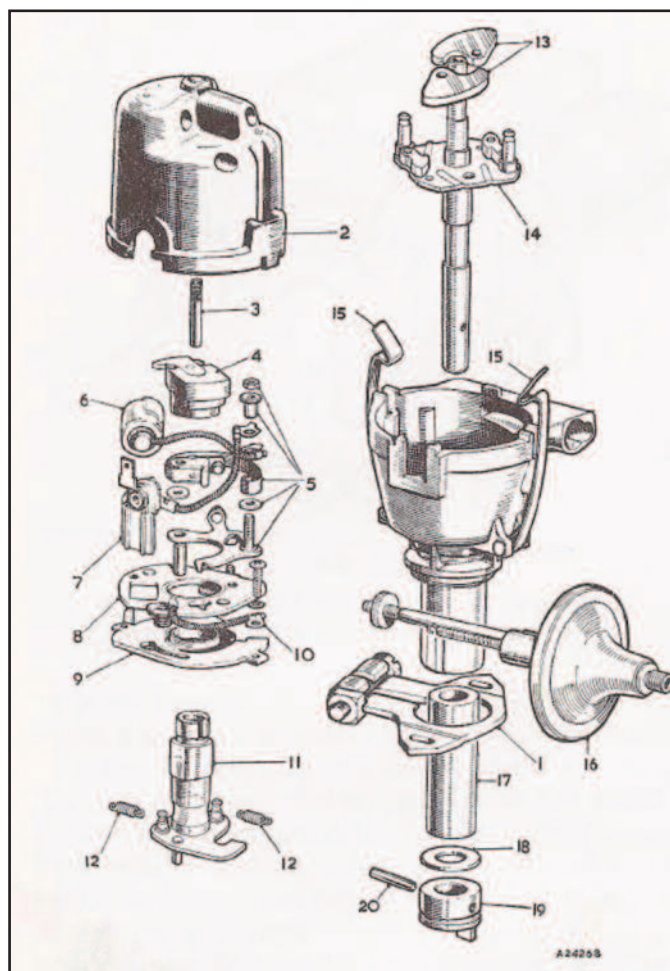
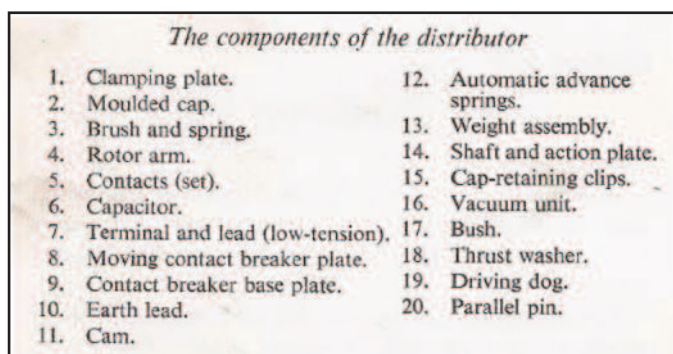
Inside the cover is a centre electrode and spring-loaded carbon brush which makes contact with the rotor electrode. The brush is of composite construction, the top portion being made of a resistive compound, while the

lower portion is made of softer carbon to prevent wear of the rotor electrode. Under no circumstances must a short, non-resistive brush be used to replace this long, resistive type. A measure of radio suppression is given by this brush.

Spaced circumferentially around the distributor cover are the sparking plug high-tension cable segments, and the distributor is secured in position on the cylinder block by a clamp plate.

The manual goes on to explain how the system works when the ignition is switched on, explaining the role of the coil in generating the high tension current, induced by the contact breaker points being opened by the camshaft and interrupting the current flow, and this high tension current being transferred to the plugs. There's also a reminder about distributor lubrication - when did you last do that to yours?

Anyway, here is the exploded diagram and the key....



## Tips From Down Under



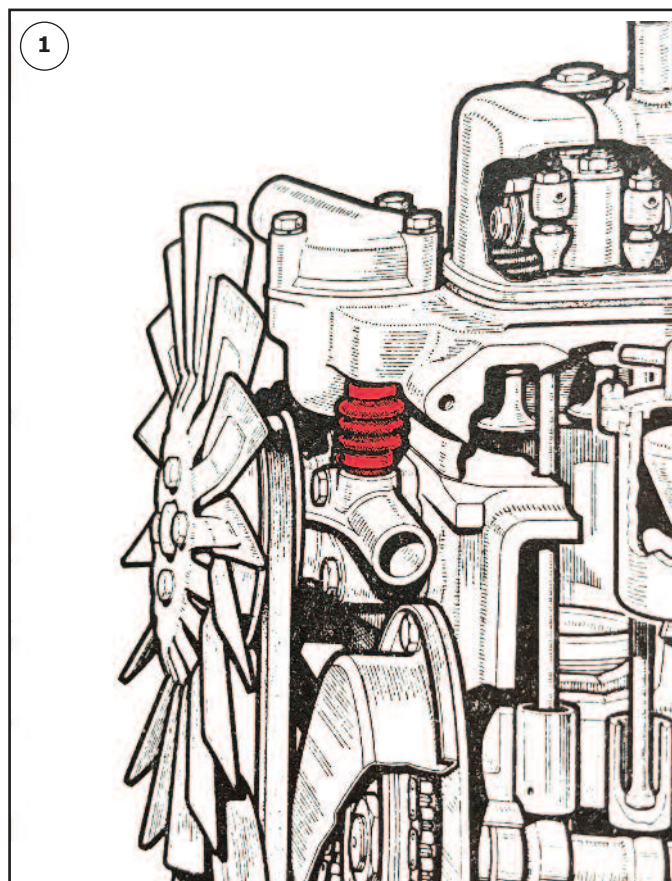
*Phil Rixon in Australia is doing his best to bypass those bypass hose pitfalls....*

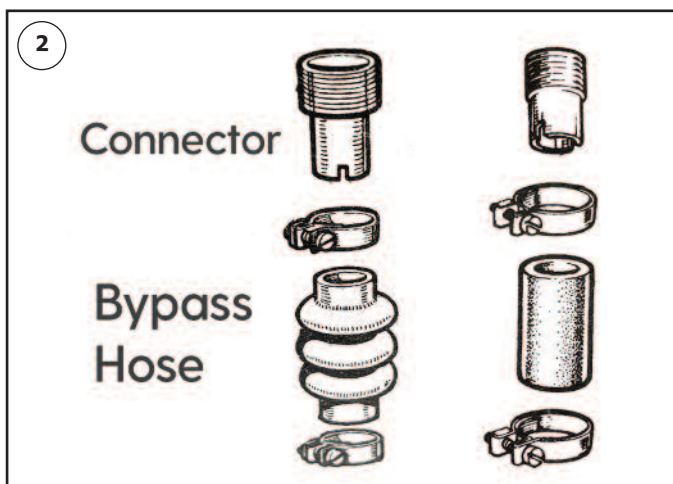


One of the infamous design features of the A-Series engine is the little coolant hose known as the 'bypass hose'. At around 5cm in length, it connects the cylinder head to the water pump (Photo 1). This allows a small amount of coolant to follow an alternative path directly from the cylinder head back through the water pump to the block, bypassing the radiator. It is only when the thermostat is closed that this has any influence as it allows for circulation of the water within the engine during the warming up period. Once the thermostat opens, the vastly greater flow renders the bypass path insignificant.

The fact that the hose connects the underside of the cylinder head with the top of the water pump (directly below on the side of the block) means that installing or replacing it while the engine is assembled requires it to be considerably squashed length-wise to fit over the respective connections and then stretched out again to slip fully into place. This is the reason for the 'concertina' design (Photo 2). Most factory diagrams (even the earliest from 1962) show this concertina type, while some later ones show a conventional hose. Either way, the concertina design is a bit of a weak spot as the rubber walls are - by necessity - thinner than those of conventional coolant hoses, and not reinforced.

With this weakness in mind, some years ago I pre-emptively replaced the old concertina bypass hose on my Mk I Morris 1100 with a brand new one, thinking I'd be eliminating a potential overheating-related breakdown.

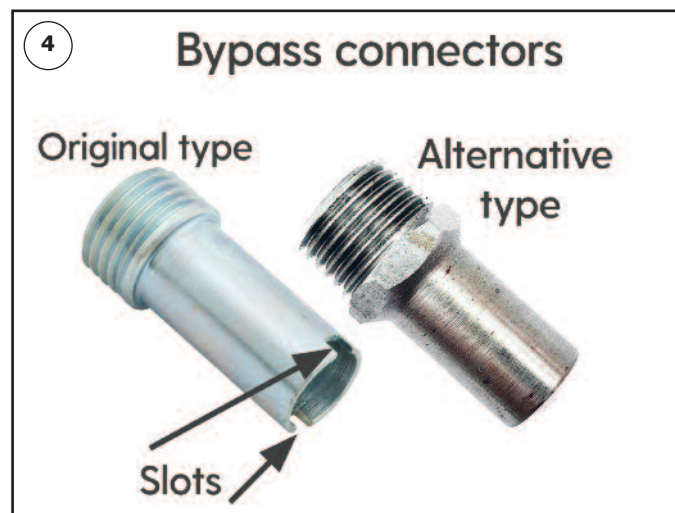




What I didn't realise at the time was that the small steel connector under the cylinder head had been rusting both internally and around the thin strip of exposed metal above the rubber hose. A couple more years of reliable motoring came to an abrupt end one day when the temperature gauge flew off the hot end of the scale just nine miles from home. At first glance it looked like the bypass hose had failed, but closer inspection revealed the steel connector on the underside of the cylinder head had finally rusted through (**Photo 3**) and as the coolant heated up, more and more of it escaped into the engine bay and onto the road. Before long there wasn't enough left to cool the engine and steam appeared!



Fixing the issue required removing the head as the remnants of the old rusty connector had to be painstakingly extracted from the threaded hole before a new one could be installed. It is worth noting here that the original type simply has a pair of slots cut into the end of the tube to help when installing it (**Photo 4**). Trouble is, once the tube rusts away there is nothing to help unscrew the remains! There are a few modern alternatives with a hexagonal shoulder for a spanner which are



worth considering. Anyhow, with the head off and new connector installed, it was then easy to fit a short length of premium quality conventional small-diameter heater hose in place - rather than the concertina type - to maximise longevity.

Of course if you want to dispense with the concertina type hose but are not planning to remove the cylinder head, you can do as Derek Bayliss has suggested in a tech tip previously published in *Idle Chatter*, and opt for the slightly lesser task of removing the water pump to provide clearance for a length of conventional hose between it and the head. By the same token, if you are replacing the water pump or removing the cylinder head it would be a lost opportunity not to install a conventional piece of hose at that time. Plus, given the age of our cars, it would also be prudent to check the state of the steel connector under the cylinder head - bearing in mind they tend to rust from inside out. If it has deteriorated, a failure and subsequent loss of coolant can rapidly cause severe overheating (**Photo 5**) which can have consequences for the whole engine.



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# Membership News

Welcome to the following people who have joined or rejoined the 1100 Club....

|                     |                                    |                          |
|---------------------|------------------------------------|--------------------------|
| Mr Robin Hamilton   | Chichester, West Sussex            | MG 1100 Mk I             |
| Mr Ed Howard        | Villa Park, California, USA        | MG 1100 Mk I             |
| Mr Andrew Fay       | Leatherhead, Surrey                | MG 1100 Mk I             |
| Mr Les Green        | Theydon Bois, Essex                | Riley 1300 Mk II         |
| Mr Mike Stannard    | Diss, Norfolk                      |                          |
| Mr Keith Stone      | Rochester, Kent                    | Austin 1100 Mk II        |
| Mr Julian Goodman   | Eccles, Manchester                 |                          |
| Mr Andy Brereton    | Cullompton, Devon                  | Austin 1300 Mk III       |
| Mr Jim Collins      | Newcastle upon Tyne, Tyne and Wear | MG 1300 Mk II            |
| Mr Richard Clarke   | Chester le Street, Co. Durham      |                          |
| Mr Wayne Ford       | Auckland, New Zealand              | MG 1100 Mk I             |
| Mr Harold Richards  | Dunstable, Bedfordshire            | Morris 1100 Mk II        |
| Mr Neil Zeb Clare   | Leicester, Leicestershire          |                          |
| Mr Khern Oliver     | Lutterworth, Leicestershire        |                          |
| Mr Graham Hollebon  | Burgess Hill, West Sussex          | Vanden Plas 1100 Mk I    |
| Mr Seymour Gayle    | Croydon, Surrey                    | Wolseley 1300 Mk II      |
| Mr Steve Stennett   | Ashford, Middlesex                 | Morris 1100 Mk I         |
| Mr John Simpson     | Lurgashall, West Sussex            | Austin 1300 Mk II        |
| Mr Scott Fairfax    | Tividale, West Midlands            | Austin 1300 Mk III       |
| Mr Antony Clark     | Roslin, Midlothian                 | Austin 1300              |
| Mr Nick Haag        | Louth, Lincolnshire                | Austin 1300 Mk III       |
| Mr Donald Stewart   | Richhill, Armagh                   | Austin 1300 Mk III       |
| Mr Lawrence Moore   | Notting Hill, Victoria, Australia  | Austin 1100 Mk I         |
| Mr Ryan Moore       | Rochester, Kent                    |                          |
| Mr Clive Wallis     | Wigston, Leicestershire            | Austin 1100 Mk II        |
| Mr Gerhard Stindl   | Wien, Austria                      | Vanden Plas 1300 Mk II   |
| Mr Philip Mountford | Paignton, Devon                    | Austin 1100 Mk I         |
| Mr Tim Sherbourne   | Newton on Derwent, East Yorkshire  |                          |
|                     |                                    | Riley Kestrel 1300 Mk II |

## Classified Adverts

See [www.the1100club.com](http://www.the1100club.com) and log in for a fully up to date list of classified adverts in more detail (some here are edited down for space reasons)

### Cars For Sale

#### 1969 Wolseley 1300 Mk II.

Trafalgar Blue with light blue interior, MoT December 2024 (no advisories), structural welding done, stainless exhaust, five new tyres, too much to list. £3500 ono. Contact Steve on 07900 976535 (Co. Durham)



**1968 Morris 1100**, four door saloon, cream with blue interior, mileage on clock 41,228, easy to start, runs well, overall condition very good, hardly used (always garaged) since purchase by a late relative from West Riding Classic Cars Ltd in 2020, who MoT'd the car. Richbrook car cover and workshop manual included. £5500 ono. Contact Stan on 07754 745940 (East Lothian, Scotland)



**Magenta 1275.** Metro engine with unleaded conversion. New clutch, Mini rubber suspension conversion with new Gaz shocks, braided brake hoses, Minilite wheels, Corbeau bucket seats, stainless steel exhaust, Aley Bars roll bar. Fuel and temp gauge don't work, could do with a tune-up, some microblisters in paint and hood needs a refurb. Drives and stops well but needs these last couple of jobs done. House move forces sale. Offers around £2750. Contact Stuart on [dawsonsj17@hotmail.co.uk](mailto:dawsonsj17@hotmail.co.uk) or 07853 936613 (North Devon)



**1968 Austin 1100 automatic**, rare two-door superdeluxe, 46,200 miles believed genuine. Incredibly solid and largely original. Dry stored from 1974-2012 when a sympathetic restoration/resurrection was carried out, including replacement rear subframe (original one was damaged whilst being dragged from storage), fitting of 1275cc single carb engine and autobox, which works beautifully. Also respray, but paint reaction sometime later so car is not a show winner as it stands - many comment on the incredible patina and age related look.

Hydrolastic pipes replaced in 2020, NOS wheel bearings fitted, plus new tyres, which have done less than 1000 miles. Interior generally very good but the original carpets are well worn. Sale includes rare grille muff, jack and tools in correct bag, AF spanners plus many other items. Amazing history, but only documented since 2012. £3,200 OVNO. Contact Steve on 07982 539121 (West Midlands)



**1973 Vanden Plas Princess 1300 automatic**, 48,650 miles, selling due to lack of use and money and space for another classic. Owned for 3 years. Runs and drives. Engine runs very well and the autobox goes through all gears well once warmed up. Was originally painted Harvest Gold, now green, car has had paint in my own-ership but not perfect, previous owner left car parked under a rain gutter and water dripping on roof had eaten away paint. Good floor with no serious corrosion. Subframes in good order. Chrome presentable, although not fitted with correct rear VP overrides. Interior mainly good, although age related wear and tear and a few small rips here and there. Good headlining. Dash wood veneer not perfect. To sum up, a nice honest car in need of some non-urgent jobs over winter or enjoy the car as is. £2,500 but serious offers considered. Contact Alex on 07340 439730 (County Durham)



## Parts For Sale

**Front and rear windscreen.** Contact David on 07914 585855 (Cardiff)

**Pair of reclining seats** in excellent condition. Probably Wolseley Mk II or Mk III? Bought in error as needed seats for my Kestrel whilst the original driver's seat is away being restored - they don't fit! £75 ono the pair. Collection only. Contact Howard on 01609 780445 or [howardjamesellis@gmail.com](mailto:howardjamesellis@gmail.com) (North Yorkshire)



**Various 1100/1300 parts** left over from autojumble at Brooklands Museum in Weybridge. Offers invited. Collection from the volunteers at Brooklands without paying admission charge, preferably on a Thursday. Contact Les Hudson on 07816 125306 (Weybridge, Surrey)



## Wanted

**1100 two door right side rear quarter chrome strip.**

Contact Ken on [kenrshelby@gmail.com](mailto:kenrshelby@gmail.com) (Tonasket, Washington, USA)

**Kangol inertia front seat belt** for my 1972 Vanden Plas 1300. New ones are available but none appear to have correct male end enabling me to use the existing socket - see picture. Contact Michael on [michael.kinger53@gmail.com](mailto:michael.kinger53@gmail.com) (Cornwall)



**Any car in the AD016 range**, must be in very good condition, preferably MOTed, located close to Norfolk or Suffolk. Contact Mike on 07767 398465 (Diss)



## Frost offers discount to FBHVC club members

We welcome **Frost Auto Restoration Techniques** as a Trade Supporter and, in return, they are kindly offering a **10% discount** off your first order, in a deal exclusively for members of FBHVC-affiliated clubs.

"This is our way of saying thank you for your support and enthusiasm for historic vehicle restoration" says the Warrington-based business whose roots go back to 1905.

Established as a general engineering company in Rochdale, Lancashire, it manufactured English Wheel wheeling machines for forming bodywork. In the 1980s it transitioned into wider vehicle restoration tools and supplies. And yes, it still supplies English Wheel machines!

Today, it supplies a vast range of tools and equipment and a number of brands that are exclusive to Frost UK, plus hard-to-find tools. It also specialises in paints and rust conversion/ protection. Details at [www.frost.co.uk/frost-becomes-an-official-trade-supplier-to-fbhvc/](http://www.frost.co.uk/frost-becomes-an-official-trade-supplier-to-fbhvc/)



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