In this issue:

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Model Answer: 1100 Collection

Gauge fault finding process



Idle Chatter

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July-August 2021

The magazine for members of the 1100 Club

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Copy Deadline for Sept-Oct Issue
18th September 2021

Ed Lines



Welcome to the July-August edition of Idle Chatter. This magazine should be with you a little earlier than usual so you have all the information you need prior to our National Rally on 31st July - go straight to pages 12 and 13 if you would like to find out more and book in to attend the event. Please do book rather than just turning up, so that we have a decent idea of numbers, and also so that we are fulfilling our obligations to maintain contact details of those who come along. It's so exciting that we are able to hold the event though, having been unable to do so last year, and I am very much looking forward to catching up with lots of you who I haven't seen in person for a very long time.

In less cheerful news, I'm sad to inform you that this will be the last edition of Idle Chatter that will be printed by Oxuniprint. Their parent company, Oxford University Press, has decided that their magazine printing wing will be wound down at the end of August, having taken a hard hit during the pandemic. Our magazine has been printed by Oxuniprint since 2014 and we have never failed to receive superb quality and superb service - we literally could not have asked for better. We are in the process of securing another printing company to take us forward, so with any luck the next edition will be produced to the same quality and standard, but just in case there are any teething issues or delays in the changeover, you have been warned!

Finally, we are delighted to have three new members writing about their cars for us in this edition of Idle Chatter - if you have joined recently, why not drop me a line so you can do the same? It's a great way for other members to get to know you.

Dave Wilkins
magazine-editor@the1100club.com

1100 Club Exhausts

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FRONT COVER

GORDON DIFFEY'S MK I MORRIS TRAVELLER OUT ON THE FENS ON DRIVE IT DAY

REAR COVER

PHIL RIXON'S MORRIS 1500 BY THE SANDSTONE NEAR SYDNEY ZOO. SEE PAGE 8

Need the Rules?
You can view the 1100 Club's constitution on the website

Club Information



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Sue Johns

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mobi-one

Technical and Spares Support for Members

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

For advice on spares, you can email spares-advisor@the1100club.com or call Derek Bayliss on 01746 710682

Original spec 1100 Club exhaust systems and discounted car covers are available via Robbie Claydon on chairman@the1100club.com, as is radiator recoring

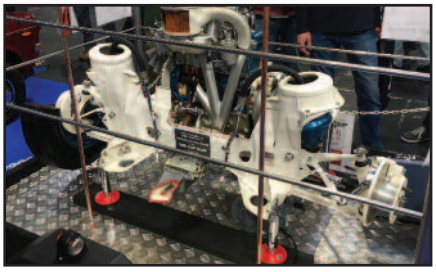
Brand new front wings are available from Lee Robinson on events@the1100club.com or 07943 842166

DIY hydrolastic displacer rehosing kits are available from Ian Gaffney on rehosing@the1100club.com or 07486 115896

1100 Club Heritage Preservation

The 1100 Club owns and maintains this Austin 1100 Countryman skeleton car, used at the Earls Court Motor Show by BMC, and this BMC cutaway engine - both have been restored by our Essex Tea-m and are now safely preserved.





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The opinions expressed within the pages of this magazine are not necessarily those of the editor, the Committee, or the Club as a whole, and they therefore will not be held responsible for the outcome of any incident occurring, in any way, through misinformation. Technical advice is provided in good faith as a way of supporting fellow ADO16 enthusiasts, and by way of suggestion only. Please note that you follow any advice given at your own risk and neither the 1100 Club, Spannerman, the spares advisors or magazine contributors can be held responsible for any problems, issues or injuries that may arise therefrom. You must ensure that, before following any technical advice, you take appropriate steps to ensure your own safety at all times. Note also that advice provided does not obviate the need for you to obtain professional advice from a qualified mechanic. All rights reserved, all contents are copyright and no part of the publication may be copied, stored in a retrieval system, reproduced or transmitted in any form or by any means, electronic, mechanical or otherwise, without the written permission of the editor.

Classified Advertisements

All advertisement enquiries to: advertising@the1100club.com

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.
Trade and display adverts: please make contact via advertising@the1100club.com for details of advertising opportunities on our website and in our magazine.

The 1100 Club cannot and does not accept responsibility for the accuracy of any advertisement submitted, nor for the credentials of vendors or buyers. As with the purchase of any second hand car, you are strongly advised to inspect a car and its documentation prior to completing the transaction, in order to satisfy yourself that everything is in order and that it is worth the asking price. You are also reminded to extend the same caution to parts. Any purchase or sale made by yourself through 1100 Club advertising is a personal transaction between you and the other party. In the event of a dispute between buyer and seller the 1100 Club cannot get involved under any circumstances.

'The 1100 Club' @The1100Club THE1100CLUB

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?
Essex	Tony Cole	020 8500 7059 or 07979 998627 essex@the1100club.com	Last Wednesday, *The King and Tinker*, Enfield (EN2 9HJ)
Hampshire	John Norris	07896 639640 (text preferred) hampshire@the1100club.com	Last Thursday, 7.30pm, *Cams Mill*, Fareham (PO16 8AA)
Hertfordshire	Harvey Foster	01763 261250 hertfordshire@the1100club.com	First Wednesday, 8pm, by arrangement
Lincs and Yorks Wolds	Dave Bedlow	01472 840364 or 07548 127162 lincs@the1100club.com	Meetings by demand Contact Dave for more details
Manchester	Paul Tubby	07905 905486 manchester@the1100club.com	Contact Paul for more details
Midlands	Chris Johns	07899 923149 midlands@the1100club.com	Third Wednesday, 6pm, *Caffeine and Machine*, Ettington (CV37 7NS)
Norfolk/Fenland	Lee Robinson	07943 842166 norfolk-fenland@the1100club.com	Contact Lee for more details
North Yorks and North East	Howard Ellis	01609 780445 northyorks@the1100club.com	
NW London	Robbie Claydon	020 8575 5479 or 07952 167173 nwlondon@the1100club.com	
SE London/ NW Kent	Stephen Carr	01322 528843 selondon-nwkent@the1100club.com	
Somerset and Wiltshire	Mike Franklin	01761 418310 or 07866 956787 somerset-wiltshire@the1100club.com	
South Wales	Nick Atkins	07584 408439 south-wales@the1100club.com	
Surrey	Dave Laing	07727 270554 surrey@the1100club.com	First Thursday, 8pm, *Marquis of Granby*, Esher (KT10 9AL)
West Midlands	Dave Shortland	0121 453 1748	
West Sussex	John Shanks	07368 450566 west-sussex@the1100club.com	
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USA (West Coast)	Kelly Wood	Portland, Oregon	1-503-679-2766 usa-westcoast@the1100club.com

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. It's a pretty non-onerous role for which a basic job description is available, and no particular technical expertise or other experience is required.

Chair Chat



Hello everyone, here we are in July already, which means the National Rally is almost upon us. I do hope we are able to hold it as planned, and I can't wait to see as many of you as possible at the event. You can find out all the key information on pages 12 and 13; do keep checking the website and our social media for the latest updates too.

I also hope that, wherever you are on the globe, you and your loved ones are well and remaining safe. I have heard from many of you in the UK and elsewhere, and it's great to hear of your projects and the lengths to which some of you go to complete them. When I joined the 1100 Club in 1993 and attended my first National Rally at Hatton Country World in my Mk I MG at the age of eighteen, I was blown away by the friendliness and helpfulness of all the people I met. I certainly didn't get any of that from other clubs, and it's fantastic that nearly thirty years later, the 1100 Club is still that friendly, helpful and resourceful place I discovered all those years ago.

Speaking to quite a few of you, it seems your first entry into the 1100 Club may have been through meeting an area contact who convinced you that your world would be a better one with membership. That happened to me too, on meeting the late and great David Brett, who was then area contact for Surrey and Middlesex. This month we have a couple of new area reps listed, for West Sussex and South Wales, so I'd like to say welcome to them and a big thank you to all our area reps for what they do.

Stay safe everyone and hope to see many of you at the end of this month!

Robbie Claydon
chairman@the1100club.com

Looking Back

Memory Man is preparing to take a flight (in pre-Covid times, of course)

This picture recently appeared as a postcard on Facebook. We haven't been able to establish its copyright status so apologies if publishing it here is an infringement. Apologies also for the crease appearing across the sky - this was not caused by an aircraft taking off! It features a car park at Luton Airport and simply states '1960s', but the aircraft in the background gives us a further clue. It is a Bristol Britannia 312 (a 'whispering giant'), one of six ex-BOAC planes later owned by Monarch Airlines, who were not established until 1967 and who flew them from 1968 to 1976, so the picture is obviously from that kind of period.

Parked on the left is a Triumph Vitesse, two ADO16s (the picture is not clear enough to see whether they are Austin or Morris), a Wolseley 6/99 (or 6/110), a Ford Zodiac Mk IV, a Rover 3-Litre, a Ford Zephyr 6 Mk III, a Volkswagen Beetle and another ADO16. Beyond that is a 'bay window' Volkswagen Type 2 minibus sporting a large roof rack, possibly a Vauxhall Ventora, an unidentifiable estate car, nose in and partly obscured by the lamp standard, then an Austin A35 and two Ford Cortina Mk Is.

In the second row there is another ADO16, an Austin A40 Farina, then something I cannot identify, followed by another Volkswagen Beetle, but the picture is not clear enough to identify anything further along this row.

In the third row there is a Ford Cortina Mk II, a Jaguar Mark 2, another ADO16, a Ford Anglia 105E, yet another ADO16 (a Riley, judging by the paint scheme), a Vauxhall Victor FB (later 1963 version), a Ford Cortina Mk II Estate, yet another ADO16, a Mini and a Morris Minor Traveller. Behind the Vauxhall Victor is a Ford Anglia 307E van, and behind that, a Hillman Minx, a late Series III.

So there are at least eight ADO16s present and probably more had the picture been clearer, but as we know, it was Britain's best-selling car from 1963-1966 and again from 1968-1971 so it should come as no surprise!

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



1100 CLUB REGALIA for 2021



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or
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Medium	38 in	97 cm
Large	42 in	107 cm
XL	46 in	117 cm
XXL	50 in	127 cm
3XL	54 in	137 cm
4XL	56 in	143 cm

Black, Navy and White only

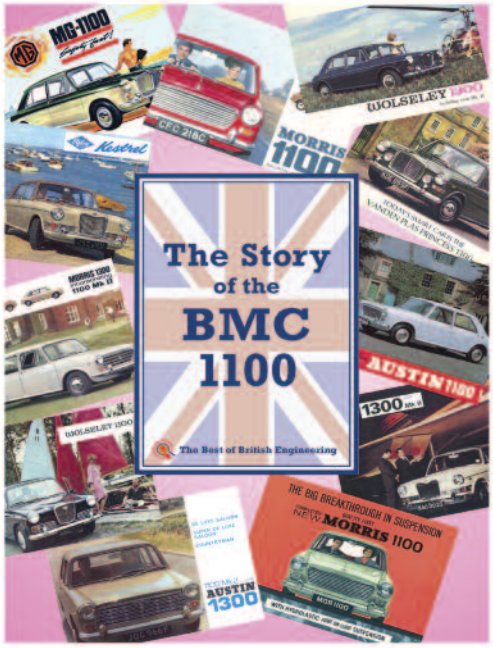
Colours for rough guidance only

Fernand Pinckney – *Regalia Secretary* **Tel: 020 8805 2239**
33 Nightingale Road, Edmonton, London N9 8AJ

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Regalia is also available on our Website – www.the1100club.com – Paypal accepted

1100 CLUB REGALIA for 2021



A must have for the 1100 enthusiast

The Story of the BMC 1100

ISBN 978-1-84549-539-8

(Reprinted in February 2019 for its 7th print run)

Produced and published by The 1100 Club in celebration of the 50th Anniversary of the Morris 1100 in 2012, it continues to receive excellent reviews from both Classic Car magazines, members and the general public.

Since its launch in April 2012, in excess of **1,000** copies have now been sold, **221** of those in **25 countries** worldwide.

Not sure whether to buy one – visit the website and read the Oxford Mail article. There is also feedback from members and Reviews by the Classic Press.

U.K. orders by cheque made payable to "The 1100 Club" for £25.00 + £7.00 postage and packing.

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(These images are for reference only)



In Brief



News, views and stories from the world of ADO16s

Posh Company

I thought other members might like to see some pictures of our Austin 1100 Mk II. The first one was taken at a local tyre fitters here in Worthing, West Sussex - 1100s have some posh friends!



The second was taken at Shoreham Harbour.



Tony O'Kavanagh

Getting High

This was spotted in the Brownhills area of the West Midlands by member Alasdair Moffatt. It looks to be a GT, but would seem to have been there a good while.



Words of Encouragement

As I was reading through the last edition of Idle Chatter, the number of members that are doing jobs on or rebuilding their cars suddenly hit me, and the fact that the dream I had in about 1966 of keeping as many 1100s as possible on the road was actually happening all around the world.

Many of you will know that when our cars were first released in 1962 I was working in a BMC agent as a car mechanic and MoT tester, and when I saw the first 1100 I just fell in love with it. After Morris 8s and 10s, Morris Minors, Ford Pops etc with sidevalve engines, three speed gearboxes and cable brakes, what a leap forward the 1100 was! It was then I knew I must have one, but with a house to buy first it was going to be a few years. In 1968 I got 'Wilma' and was very heavily involved in trying to save as many 1100s as possible - this was my dream in action! They were just too nice a car to throw away. The main problem was that the cars were not very expensive but welding was; it was gas welding with oxygen and acetylene, and the average timeframe was about four to five years when I had to start failing them on rust, mainly sills, heelboard or subframe. This would likely mean a bill of £300-£400 when at the time a new one was only about £600. I rented ten lock-up garages from the council and started buying up the so called 'scrap cars' and putting them in the lock-ups; at the weekends and in the evenings I would do all the welding and mechanics to get them up to MoT standard and sell them on as running restorations. This I did for many, many years, all on my own, keeping my dream going. I just could not see them going for scrap.

When I retired from work in 2001 and as a member of our club, I still kept trying to save them. Fernand was now with me, and we had the use of a farm up the road from where I live. We were able to do them up to MoT standard and move them on to 1100 Club members, or at least salvage all the parts.

Getting back to the magazine (and what a magazine it is - we are so privileged to have Sir Dave to turn it out to such a high standard. Thanks mate!) it was as I read from page 16 through to page 23 that it hit me - my dream HAD come true! I was no longer the only one working for years on my own in cold lock-ups late at night to keep these cars on the road; now there are lots of us all around the world doing exactly the same thing! To encourage you all to keep going when all seems useless, expensive and worthless, remember that you are members of a club that just loves these cars and we love showing them off and meeting together to look, discuss, and admire them. Don't give up, keep going, and the feeling of satisfaction after it's finished will all be worth it.

Turbo Tony (Cole)

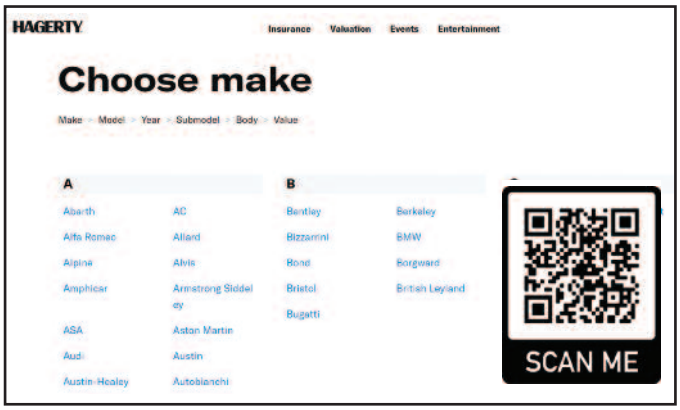
Back Cover Shot

Here is a picture of the 1500 parked beside a wall of Sydney sandstone outside the zoo. A rather unusual magazine cover shot perhaps? BLMC-A used sandstone as a background for a number of promotional photos of a Morris 1500 in precisely this colour, so I have been keen

to do the same. The car is actually facing uphill although an optical illusion (or simply my framing of the picture) makes it look the opposite. Geoff Eastwood was with me and he was particularly delighted with the parking spot as he used to park a 1500 in this exact location every work day back in the 80s when he had one as his daily driver.

Phil Rixon

Valuation Tool



I came across this little tool provided by Hagerty Insurance on a Ford Facebook group and thought it might be of interest to 1100 Club members.

https://www.hagerty.co.uk/valuation/tool/

Andy Walters

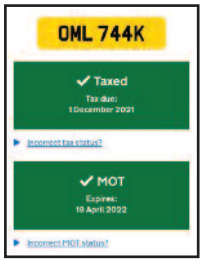
You can scan the QR code to go straight there and see what your 1100 might be worth! Ed

Culture Club

Fernand Pinckney spotted this Riley in the BBC News coverage of the Coventry Parade, marking the start of its year as the UK's City of Culture.



Lost Traveller?



Do you know if this car lives with any of your members? I'd love to know how it's doing now; my father-in-law bought it new in July 1971 and kept it until 1995. I have included a couple of pictures (above right) of my in-laws alongside the car.

Lez Youles

Drop me a message if you are the current owner and would like to be put in touch with Lez - it sounds like you could learn a lot about the car's history by doing so as Lez's father-in-law is still extremely sharp! Ed





A Sticky Situation

Thanks to Ian Morton for sending us this.



1100 Memories



I enclose some pictures of my Tartan Red Morris 1100 on a European tour in 1967, if they may be of interest? **Photo 1** is in Edam, the car is to the left of the canal. **Photo 2** was taken looking through the screen at a typical Dutch scene.



Photo 3 is again through the screen while at traffic lights on the Champs Elysee, Paris, looking up to l'Arc de Triomphe. Though I think you probably guessed that!



Photo 4 is at Meaux a few miles east of Paris, mine is in the bottom right corner.



Photo 5 was taken at Urzig in the Moselle Valley, showing a rather dusty, well-travelled 1100. The dust started immediately we landed at Boulogne; we had torrential rain down to Abbeville, bouncing off the road to wing height, and even then the ignition didn't drown. A year later I was driving an unbelievably crude four letter 'F' word on the Barking bypass in heavy rain (though not as heavy as the French variety) and this thing with the longitudinally mounted out of balance concrete mixer laughingly called an engine, having been promoted as impossible to drown the ignition, did exactly that.



Finally, **Photos 6 and 7** are a couple of monochrome pictures of the car taken a little earlier in its life, perhaps late 1965 or early 1966.





Brian Hauxwell

Do you own OCL 178H?

OCL 178H car was once owned by my late father and on clearing out my dad's garage I have found two large files with paperwork and history relating to the car. I thought it would be nice to pass them on to the current owner. Please contact me if you can help.

Colin Jenks

If the car is yours or you know its whereabouts, drop me a line on the usual editorial address. Ed.

Do you own XBF 781J?

I am after some help trying to find my old car. It's been off the road for some time after an MoT failure in 2013, but it does have a current SORN declaration so I am hoping it is sat in the back of someone's garage somewhere. It was my very first car, gifted to me from my dad on my sixteenth birthday. Before that it belonged to my mum for some while until they divorced. Sadly it was sat in a field in a friend's farm for some time before my dad passed it onto me, but I saved and saved and slowly got it to how it was in the picture. Unfortunately I was with a guy who was a bit of an idiot at the time and he sold it without my permission when I was at work. I loved this car so much and still dearly miss it, so would love to find out how it is now and even buy it back if that was ever possible. It holds many childhood memories and some funny stories from when my parents were divorcing. If anyone has any info or knows who owns it if they could please pass on my details.

Lucy Liddy



If anyone would like to get in touch with Lucy, please drop me a line via the usual channels. Ed.

Crossword No. 12 Results



Congratulations to Brian Hauxwell, who was first out of the bag to have all of the answers to Crossword No. 12 correct this time! Brian will be a sent a small prize for the glovebox that we hope he will never need to use. The answers also appear opposite in case any of you were stumped.....

The 1100 Club Photography Challenge



Fellow photographers, artists and anyone else, I present to you…THE 1100 CLUB PHOTOGRAPHY CHALLENGE! This is a challenge that requires patience, creativity and skill that can come from the lens of your finest camera or the tiny lens in your phone.

We are looking for the most extravagant photos produced by you creative, or not so creative, people. We need to find 12-13 amazing photos to go onto our 2022 1100 Club calendar. The photos can include classic cars, vintage areas, the natural wildlife etc. The only requirement is that there is a reference to an ADO16 somewhere in the photo. To submit your high resolution photo(s) please send to photocomp@the1100club.com by 23rd September 2021. The winning photos will appear in the calendar; the calendar photos will also be entered into a random draw and the photographer of one of them will receive a free one year 1100 Club membership, or have their existing membership extended by a year.

So go ahead and take as many photos as you can! And coming from me personally, as a young photographer and artist, take your time, and if that means waiting for a perfect and natural moment to occur for half an hour then so be it! Be patient and be creative with your photos. And remember that the 'perfect' photo might be that one in a hundred. Good luck folks!

Brooke Robinson, 14 years old (Lee and Oona Robinson's daughter, budding photographer and artist)





Stefan Michalak took some time to get Rusty on board for the quarter final football match between England and Germany, with the scoreline of 2-0 suggesting that it helped! Although Chris Jones did point out when we posted the picture on Facebook that the registration is in fact Welsh…..

A New Member Briefly Writes…..



I thought members might be interested to see DPE 814J in her new home here in Inverness, complete with her Dunlop alloys, emerging from a decent refurb (particularly the whole interior). I believe she used to be well known in the club in the south. She is still going strong, and is now sharing a garage with my even rarer 1978 Mk IV Cortina Ghia automatic. Both Britain's best-selling cars back in the day!

Doug McRoberts

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

National Rally 2021

Here is all the last minute information you need about the National Rally, including how to book your place

Where?

North Weald Station on the Epping Ongar Railway

When?

Saturday 31st July, 9.30am to 5pm
Plus our #nationalrallyathome on Sunday 1st August

BOOK NOW! It's FREE! PLUS, pre booking for optional evening Meal Train now available at subsidised rates and with limited places!

General Information

As you will have read in the previous Idle Chatter, the National Rally was relocated to the Epping Ongar Railway (EOR) at North Weald, Essex, and this year will be a ONE DAY ONLY in-person event to be held on Saturday 31st July, with a virtual day on Sunday 1st August.

Those of you who have previously visited the Epping Ongar Railway will know it has a lot to offer for any guest, be they young or old, with steam and diesel passenger carrying trains running on a timetable between Ongar and North Weald, plus classic buses running the route from Epping Underground Station. The local area also has plenty of interest for everyone, with North Weald Airfield and Market just a short distance from the station and the local towns of Epping and Ongar to explore, plus of course the stunning countryside around the villages nearby and Epping Forest.

The use of the EOR is payable on the day and includes a rover ticket for the whole day's timetable on buses and trains. It's free to attend the rally itself and park your 1100 (members' visiting classics also welcome) in the field, where we will be enjoying each other's cars and talking 1100s.

Entry from 9.30am is welcome.

With the continued rolling restrictions on social distancing anticipated to end just before our event, we do need to include some extra procedures for this year's National Rally so that, should the rolling date get pushed back again at the last minute, we will already have everything in place as a precaution. So, for this year we would ask that members wishing to attend to please CONFIRM your attendance in advance. This will enable us to ensure any appropriate social distancing measures are in place if needed.

SCAN ME

Booking A Place

Please pre-register using the online form at https://forms.gle/Y4XPH623UFaMSmKU9 - you can also access this from the National Rally page of the 1100 Club website (log in as a member with the password 'mobi-one') or by scanning this QR code with your smartphone or tablet.

If you are unable to use the online form, please send us the following information via email to events@the1100club.com or by post to Lee Robinson, 28 Town St, Upwell, PE14 9AD.

Name
Current 1100 Club member? Yes/No
Membership number (if known)
Home address
Phone number
Contact email address
Other people coming with you
Car you will be attending in



Fish and Chip Special

We also have a Fish and Chip Meal Train in the evening, which we offered at the last rally here and was very popular. On this occasion, the Meal Train is open to the general public as well, but the club have secured a LIMITED number of seats on our own carriage. The normal price for this optional evening event is £25 per head, but the 1100 Club has arranged to subsidise this down to £20 per head for club members pre booking. The price includes an evening trip on the train from North Weald from 7pm to about 9.15pm, a fish and chip supper and also has a fully licensed bar on board.

To book a place, please email events@the1100club.com with the following information, and by return you will be sent an online invoice for payment or we can accept a cheque.

I/We would like to reserve our seat on the Fish & Chip meal train for a total number of [_____] guests (friends and family welcome). The total I will be paying is [£_____] (£20 per head).

Please pre-order the following number of meal choices for me/us:
[_____] x Fish & Chips
[_____] x Sausage & Chips
[_____] x Steamed Fish & Chips
[_____] x Veggie Burger & Chips

I/we will be paying via (tick as appropriate) online payment [__] , Cheque [__]

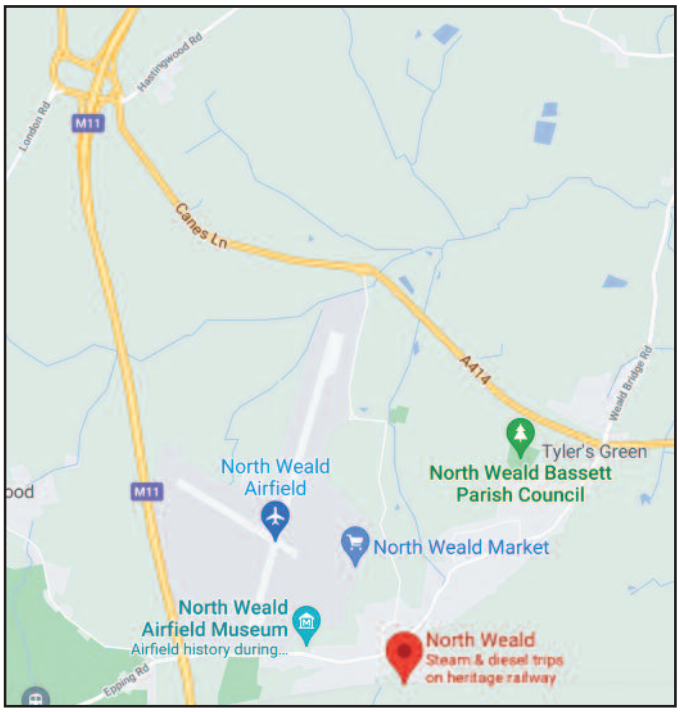
Cheques should be made payable to 'The 1100 Club' sent to Lee Robinson, 28 Town St, Upwell, PE14 9AD in advance of the event, with your name and membership on the back and booking information included.

The Meal Train leaves at 7pm prompt please be ready 30 minutes prior to departure.

Please note that any guests attending the evening meal train NOT travelling in their 1100 for the daytime event (for example family and friends joining later in the day) will need to park in the railway car park or in the local area at their own risk. Please note that the railway team locks the gates to the car park shortly after the terminus of the Meal Train.

How To Get There

By Road: North Weald Station is located in the village of North Weald, Epping in Essex. SAT NAV CM16 6BW Station Road, North Weald. The rally field is adjacent to the bus terminus outside the station forecourt. Please check in with Rally Control on arrival. The nearest Motorway is M11 junction 7 for Harlow, Epping and Chelmsford. DO NOT GO TO EPPING UNDERGROUND STATION OR ONGAR STATION FOR THE RALLY, WE ARE AT NORTH WEALD STATION!





By Rail: Epping Underground Station, Epping, Essex. At the station, wait for the classic bus (usually a Routemaster or Grey Green) for Ongar via North Weald Station. Please note, although the EOR operate a train to Epping Station IT DOES NOT HAVE A PASSENGER PLATFORM HERE, you can only get on the railway at either North Weald Station or Ongar Station.

Need to Know.....

You can contact your event co-ordinator Lee Robinson on 07943 842166 or via email at events@the1100club.com for more information, or for more venue related info visit www.eorailway.co.uk or call the EOR on 01277 365200

Dogs are welcome with restrictions regarding travel aboard buses and trains. The Meal Train does not permit dogs, unless they are assistance dogs.

Food allergies: Contact EOR direct to discuss.

Judging: As the event is only a one day event this year, we will not be doing our usual concours judging. Instead, members will be asked to make a choice of their favourite cars on the field, and some awards will be given out based on that vote.

COVID-19: Prevailing Government guidelines and laws will be followed on the day. Social distancing is scheduled to be relaxed on 19th July, we think. However, if this date is pushed back then some or all social distancing will still need to be adhered to. If social distance measures are still in place on the day you are likely to be required to sanitise and wash hands regularly, remain within your family bubble, wear face coverings on entering enclosed spaces and to be seated with family or support bubble groups when travelling or eating. Your Rally Control contacts will advise you on the day of the latest guidelines specific to the event.

Virtual Event on Sunday 1st August

If you can't make it in person on the Saturday, fear not, for we see the return of last year's #nationalrallyathome on Sunday 1st August. Once again, you will be invited to send us pictures of your 1100 sporting the 'print at home' rally plaque (available on the 1100 Club website) or just some pics of what you are up to with your car over the weekend of the National. You can post or send these directly to our social media or email them to info@the1100club.com

Also we see the return of the 'live Facebook session' where we will be taking a look at key bodywork areas, how to fit the 1100 Club wings and also doing our best to field any live questions you have. You can also share any questions or other topic suggestions in advance by emailing events@the1100club.com. This will take place on the Fenland Branch Facebook page and also shared to the 1100 Club Facebook page from 2pm.

Have a great National Rally weekend, whatever you are doing and wherever you are doing it.



Area Updates



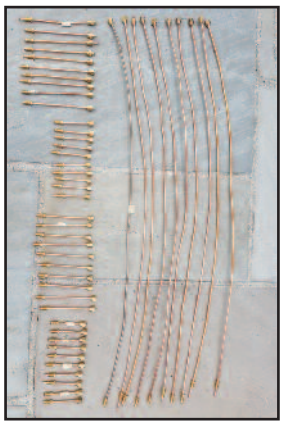
Essex

Hello all from Essex. I do hope you are all enjoying the nice weather and are out and about in your 1100s.

The first thing to report is that I have been overhauling Wilma's carburettors. I always balance and tune them at the end of each year, and the last few times I've noticed that I have to make them richer than the year before to get them set right. After taking about eight photos of the linkage (why my model has this complicated set up beats me, and I can never remember how it all goes back) I took them off and noticed that the throttle spindles were badly worn and were loose in the bushes, so allowing air to be sucked in and weakening the mixture. It must be the high mileage, as they are still the original ones. I have now had them re-bushed, and as they were off and in bits I decided to change the jets, needles and springs to the later Mk II innards. With the aid of the photos, I overhauled, cleaned, polished, reassembled and then refitted. By doing that I also had to change the distributor to the later one too; they have now tuned in perfectly and look great. Hopefully they will be good for a few more years now.



Next on my list was to make up some rear subframe brake pipe sets; there seem to be a lot of members with their subframes out at the moment and they have been asking for them. I make these up in copper pipe with brass nuts; they are quite complicated as there are five pipes and four different lengths, and unlike the patterned kits you buy with universal ends I prefer to make the pipes with the correct male or female ends, and the male or female nuts. It's easier to make up about ten sets at a time so you can cut ten sets and then fit the ends in one go. It sounds easy, but that works out to a hundred ends and a hundred nuts. In the first week of finishing them, six sets have gone and I'm now being asked for full car sets as well.



Next on the list was to give the Professor (Fernand) a hand to get his MG finished so he can go to the National in it. The engine is now in, the suspension fitted, brakes fitted, and the car is now on the ground. The suspension was pressured, the engine started (first time for 21 years) and the twin carbs set up and tuned in. The team are coming over next so we can finish it off by fitting the front and rear screens. The Professor will then be able to go to the National in it; he has worked so hard on this car over a lot of years, so it's worth coming over and having a look.

We have now had a few shows and have more booked, plus our monthly meetings are back up and running again. It's been a long while, but we're now getting back to some normality. The photos (taken by Terry 'The Bus') are from the Luton show, where we had a club stand and ten cars. Practical Classics took some photos of us and said that ours was the best stand!







Let's hope that it stays fine for the rest of the summer and we can all get out and enjoy our cars and the shows. Looking forward to seeing a lot of you at the National.

'Turbo' Tony Cole
essex@the1100club.com

Surrey

Hello all from Surrey!

Early June saw us back to our regular meeting venue of the Marquis of Granby at Esher. We could now book a table inside, so weather would not be a problem, although it was fine and dry on the night. Mike arrived in his Mk I Vanden Plas reporting that it was not charging and the red light was staying on. He has a dynamo on the car, although of a larger capacity than the usual 22 amp. After a bit of checking over by the assembled 'experts' it was found to be nothing more than a slightly slack fanbelt and the issue was resolved.

Facebook, Twitter and Instagram

Don't forget to visit the 1100 Club's page on Facebook - it's a great place for asking questions, publicising events, posting pictures for the interest of other enthusiasts, advertising something 1100 related for sale etc etc. You can also follow us on Twitter, and on Instagram too, where it's all about the pictures!

'The 1100 Club' @The1100Club THE1100CLUB



The July meeting would have been completely normal except for the extension of restrictions, so we still had to book a table, but as it was a lovely warm evening we changed it to one in the 'garden'. Illness depleted the numbers down to three, and this time I brought my Wolseley 1300, Mike was in his VDP again (charging properly since June) and Dave W came in his new campervan. Having sold the Toyota, he now has a Mercedes Vito based Auto Sleeper vehicle with a bit more space. We had a good look around it, including under the very short bonnet; it has the biggest windscreen washer bottle we have ever seen at 9.8 litres!

We are looking forward to the National Rally, which will happen before our next scheduled meeting in early August, this time we finally hope with no restrictions in place but you never know! Please contact me if you plan to attend the Marquis just in case.

Let's hope with things improving we can talk about which shows we plan to attend, even if a lot of the show season has been curtailed.

Dave Laing
surrey@the1100club.com

Hampshire

The Hampshire area met on 24th June at Cams Mill in Fareham, with three cars in attendance.



Our Hampshire area contact is John Norris, who can be contacted on hampshire@the1100club.com

New Area Contacts

We have just listed new area contacts for:

West Sussex: John Shanks
west-sussex@the1100club.com

South Wales: Nick Atkins
south-wales@the1100club.com

Do get in touch with John or Nick if you are located in or near one of the areas now covered.

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.

When your membership is coming up for expiry and we have your email on file, you will receive an automated email from Koren nine days beforehand, again 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 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.

From Our Social Media

There is lots of action on our social media these days, especially on Facebook and Instagram, from members and non-members worldwide. Here is a recent flavour....

John Armer spotted this picture on Facebook of Mandalay Road, London in 1969. John says: "I also took a current screenshot from Google Streetview from roughly the same place for comparison!"



"Here is my first car, an Alaskan Blue Austin 1100 Mk I, waiting at Mallaig to cross over on the ferry to the Isle of Skye exactly fifty years ago this month", writes **Robert Nutter**. "Inside were four big lads, four sets of golf clubs, tent, camping gear, clothes and food. It was amazing what you could get into an 1100 if you really tried. We drove up from Fleet in Hampshire to Scotland and all round the highlands and islands without a single problem. The car was Hampshire registered and bought secondhand from the then Ford dealer, Fleet Autopoint."



Colin Richardson took this picture of OJB in the very street he bought him from forty years earlier for £50.



Ian Mackenzie writes: "Another great edition of Idle Chatter arrived today! Interesting reading on the Duotone colour combinations available. My Wolseley 1100 is Toga White and Island Green and both in the article and other sources there is no mention of this as a duotone option. I have seen another Wolseley in this scheme before on eBay, but it was really far gone and was sold for parts I think. Does anyone know of any other Toga and Island Mk I Wolseleys kicking around?"





Andy Walters came across this photo in an aviation magazine and posted it to the page. Andy says: "Recognise the (largely) red car by the group of people? The photo was taken in July 1971 at the Royal Aeronautical Establishment in Bedford, where the aircraft (Sepecat Jaguar) behind was being tested. The gaudy paint jobs all round were to celebrate French Bastille Day, and it all washed off when it rained!"



David Chard messaged us this picture of Walter, his 1967 Morris 1300, with member Joel Crooker's MG 1100, Gwennie.



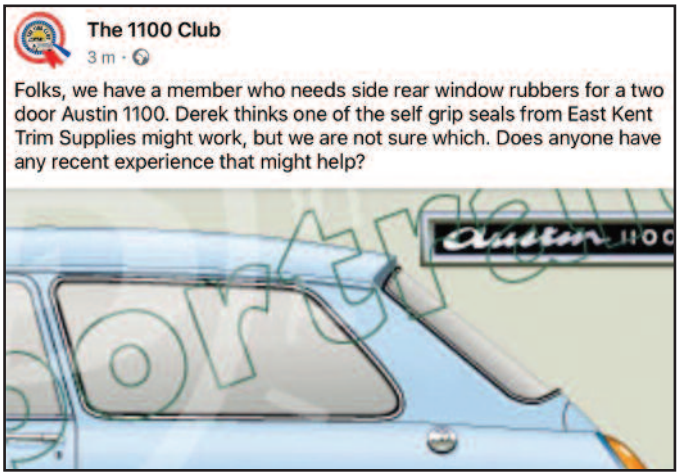
David also shared a picture of Walter's double, based on a Dinky toy model. Do you think it needs a pump up?



Ian Carter has got his estate out after almost a year and reported no problems! Nice wheels too!



Our Swiss area contact **Christian Rutishauser** posted the query below on the Facebook page, and the 1100 Club network quickly jumped into action to help answer. Chris Bryant said: "Connaught Green was the colour the complete car was painted first. If the original owner asked for the two-tone paint scheme then the Old English White was then applied below the trim line, so all interior metal parts should be in Connaught Green." Fernand Pinckney also shared this picture of the original interior of his two tone MG project.









1100 Club Parts, Offers and Discounts

You can see the full details of these parts, offers and discounts on the 1100 Club website

Front wings: Brand new and original spec. £195 per wing, £350 for a pair, £100 for a top or bottom part or £50 for the reinforcement panel separately. All plus post. Contact Lee on events@the1100club.com or 07943 842166.

Exhaust systems: £119, or £134 delivered to your door in the UK mainland. Contact Robbie Claydon using the contact details on page 3 in the first instance if you wish to place an order.

Ex-Pressed Steel Panels: 10% off. Visit their website at www.steelpanels.co.uk or call them on 01535 632721.

Krown Rustproofing: 5% off. Contact them on 0121 557 3874 or 07554 489572 or visit www.krown.co.uk

Guildford Radiators: 10% off a radiator recore. Make contact with Robbie Claydon before you book your radiator in. The company can be found at Littlemead Industrial Estate in Cranleigh and can be contacted on 01483 277713.



Autopaints Brighton: 10% off using the code 'The1100Club' www.autopaintsbrighton.co.uk or 01273 328698

Classic Additions (car covers): trade price. Visit www.classicadditions.com for more info and contact Robbie Claydon to access the club member price.



Displacer rehosing: Contact Ian Gaffney on rehosing@the1100club.com or 07486 115896.

Exhaust mountings: member to member special offer. Contact Tony Cole for full details on essex@the1100club.com or on 07979 998627.

From the Events Diary

Members often share a quick picture of their car, or a car they have spotted, at an event on our social media or via email. Here is a recent selection....

Paul Shawcross sent pictures of these three cars he spotted at the Ripley Castle Classic Car Show and the two further below with a lovely woodland backgound at Capesthorne Hall.











Paul also spotted this very interesting Vanden Plas at the Burnley Classic Vehicle Show on 27th June.





Durham based member **Alex Lee** took his striking two tone Mk III to the Classic Car and Bike Show at Hartlepool RFC on 27th June and sent these pictures. This was Alex's first time of showing one of his eight-strong collection of ADO16s and he reports that he had a great day.







Tom Morley sent us these images (above right) from 'A Vintage Day Out' at Cressing Temple Barns in Essex, also taking place on 27th June. Pictured are Tom's Austin Allegro, the lovely GT belonging to Sid and Elaine Starling and two other ADO16s - was one of them yours?







Mark Atkins-Sloan writes: "Taken at Thoresby Hall Classic Car Show. Our two, the Countryman and saloon, along with two VDPs. Another Harvest Gold car rolled up as we were departing."







Wayne and Emma Hopkins write: "We took our 1300 to the Deal car show along with our Vauxhall and Bedford Dormobile. They all got a lot of attention!"





Anyone need a new front end? It has to be glassfibre though! Thanks to Brian Lake for sharing this period advert with us from a 1970 edition of 'Hot Car' magazine.

The 1100 Club AGM

The 2021 1100 Club Annual General Meeting will be held outside at the National Rally, if weather and any remaining Covid restrictions permit.

Please bring this magazine with you to the National Rally if you would like to have a copy of the agenda and financial records as additional paper copies will not be given out.

Annual General Meeting of the 1100 Club

Saturday 31st July 2021

Epping Ongar Railway, North Weald, Essex

(Weather and COVID restrictions permitting; should there be an issue on the day it will be held via Zoom at a later date)

Agenda

1. Apologies for absence
2. Minutes of 2019 AGM and matters arising (not covered on agenda elsewhere)
3. Membership Secretary's report
4. Magazine Editor's report
5. Treasurer's report and Financial Statement
6. 2022 club subscriptions
7. Spares reports
8. Regalia Secretary's report
9. Webmaster's report
10. Social media report
11. National Rally 2022
12. Spring Show 2022
13. Constitution Amendment
14. Election of Officers
15. Any other business

Constitution Amendments

We need to change Item 16 of the constitution as we do not have an appointed independent auditor from our members and we have not had one for some time.

It was proposed after much debate at a committee meeting on the 7th March 2021 that we reword to:

At each AGM the committee will ask its members if they would like the committee to pay for an independent financial auditor to audit the club's finances.

Remember, you can log into the member area of the website to read beforehand the draft minutes of last year's AGM that will be presented for approval

Report Table 1 - Bank Balances - Current Year vs Last Year

Account	Financial Year July 2019-June 2020	Change Increase/Decrease	Financial Year July 2020-June 2021
Barclays Current Account	£1,782.10	[illegible]	£1,401.97
Barclays Savings Account	£30,340.73	(£13,882.74)	£16,477.99
Nationwide 1Yr FD "Future Projects Fund"	£10,201.94	£10,040.92	£20,242.86
PayPal	£0.00	£0.00	£0.00
Current Total:	£42,324.77	[illegible]	£38,122.82

Report Table 2 - Nett Transactions per Budget Group

Sum of Transaction Value Budget Group	FY July 2019-June 2020	FY July 2020-June 2021
10 - Membership	£15,448.53	£15,292.02
20 - Magazine & Social Media	(£9,366.77)	(£10,244.42)
30 - Regalia	£400.73	(£531.58)
40 - Events	(£1,922.14)	
50 - Books	£985.79	£563.83
60 - Spares	£525.00	(£7,712.44)
70 - Fixed Assets	(£5,219.34)	(£550.00)
80 - Committee Management	(£332.98)	(£149.98)
90 - Other	(£1,065.24)	(£1,002.97)
Grand Total:	(£546.42)	(£4,335.54)

Report Table 3 - Income and Expenditure per Budget Group

Sum of Transaction Value	FY July 2019-June 2020	FY July 2020-June 2021
Income		
10 - Membership	£17,499.63	£18,199.61
20 - Magazine & Social Media	£800.00	£2,410.00
30 - Regalia	£2,076.03	£584.41
40 - Events	£96.20	
50 - Books	£985.79	£563.83
60 - Spares	£525.00	£3,226.00
90 - Other		
Income Total:	£21,982.65	£24,983.85
Expenditure		
10 - Membership	(£2,051.10)	(£2,907.59)
20 - Magazine & Social Media	(£10,166.77)	(£12,654.42)
30 - Regalia	(£1,675.30)	(£1,115.99)
40 - Events	(£2,018.34)	
50 - Books		
60 - Spares		(£10,938.44)
70 - Fixed Assets	(£5,219.34)	(£550.00)
80 - Committee Management	(£332.98)	(£149.98)
90 - Other	(£1,065.24)	(£1,002.97)
Expenditure Total:	(£22,529.07)	(£29,319.39)
Grand Total:	(£546.42)	(£4,335.54)

Running Reports

Name: Andy Walters
From: Moffat, D&G
Car: 1972 Austin 1300GT

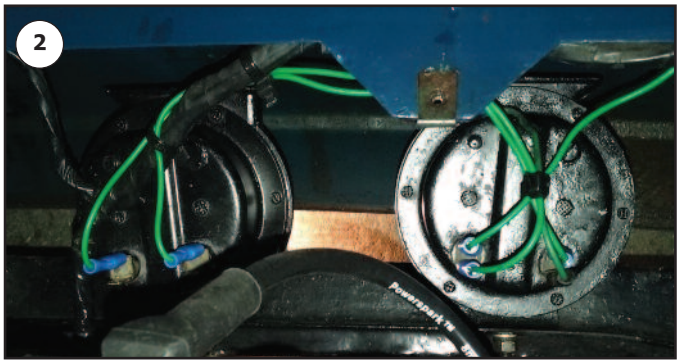




Hello everybody, and welcome to this random collection of words and dodgy punctuation that is my latest running report! All of the action this time is happening at the 'business end' of the car; that is, under the bonnet!



Many moons ago I sought opinions and advice from fellow 1100 Club members about the horn set-up on the GT, specifically because my car had only one (high tone) unit fitted and I was under the impression it should have had two, being a high and low tone. The consensus I received was that all GTs left the factory with the twin set. 1100 Club spares guru Derek Bayliss came to my rescue and kindly supplied me with a matching pair, together with mounting brackets, originally I believe from an MG 1300. He even painted them for me to make them more presentable (**Photo 1**) - thanks Derek! I am pleased to say I have finally got around to fitting them (**Photo 2**) and what a lovely sound they make!



My gratitude goes once more to fellow 1100 Club member and GT aficionado Paul Tubby for prompting me to do this. Having seen various photos of my engine bay, he pointed out that the original horn fitted was (a) possibly from a Morris Minor and (b) fitted vertically instead of horizontally, on an incorrect mounting bracket. The removed item now forms part of his Morris Minor spares stash!

Whilst perusing the aforementioned pictures, Paul also pointed out that the small metal 'data plate' indicating the engine number was missing from my block. To be honest I had no idea there should be one, so this is another excellent tit-bit of information for my memory bank. This matter piqued my 'OCD', so I decided to rectify the omission as soon as possible. I was directed to a supplier on eBay that specialises in reproducing exact copies of these, subject to proof of ownership and the correct engine number. Referring hopefully to my V5 (logbook) I was surprised to note that only a four digit number was shown (1704), when I had expected something much longer and perhaps including letters? Fortunately, the laws of coincidence now reared their head, to provide a potential solution to the situation. Yet again Paul T came up with a course of action (the commission is in the post, Paul!) in the form of a Heritage Certificate from the British Motor Museum, which he suggested should provide the required information. Again, this was something new to me - how many members have heard of these? Apparently this document lists various information about an individual car at the time of its manufacture, derived from the museum archive, including VIN number, exact date of build, any specified extras, the dealer to whom the car was supplied and of course the engine number. My online order was duly placed, including an additional fee that allowed me to upload a photograph (of the car) which would then appear on the certificate.



BRITISH MOTOR INDUSTRY HERITAGE TRUST

CERTIFIED COPY OF A FACTORY RECORD

BMIHT certifies that the details given below are a true copy of an entry in the original factory records for the vehicle with the chassis number quoted.

This Certificate does not constitute verification of the present condition of a specific vehicle. These are the details of the car as it left the assembly line. Cars were sometimes modified by the manufacturer after production and prior to shipment.

AUSTIN 1300 GT SALOON

Car/chassis Number: A-A4DA/33704-M

Heritage Certificate Number: 2021/316 Issued to: Andrew Lindsay Walters

Engine Number:	1704
Body Number:	42001
Specification	RHD, Home Market
Colour a) exterior	Teal Blue
b) trim	Limeflower
c) hood (top)	Not Applicable
Date of Build	21 April 1972
Date of Despatch	24 April 1972
Destination (dealer)	Weybridge Autos Limited
Other numbers (where recorded)	Key number FS.915, Steering lock number 2647, Invoice number 2274022

Details of Factory Fitted Equipment:

Other Information:

The registration mark LPJ 226K (quoted by you) was issued in Surrey

Signed on Behalf of BMIHT: Date of issue: 19 January 2021

3

A little over a month later it arrived, and very smart it is too (**Photo 3**) showing the sought after engine number. Yet another surprise, and a slight disappointment, since it only confirmed the same four digit number as quoted on the logbook! Oh well, at least I knew the V5 was accurate!

But still my 'OCD' was not satisfied. Copies of two data pages extracted from the 1100 Club's book (via Dave Wilkins) explained how the engine number should appear and deciphered what the letter/number combination means. Paul T, with his extensive knowledge of type, was then able to 'reconstruct' my missing number in its entirety. Thank you chaps! For the record, it is 12H/298F/1704. Emailing a copy of the certificate to the plate maker, together with the 'extended' engine number and my payment, prompted a swift return of my new 'tag', with two small rivets to secure it to the block (**Photo 4**).



This was swiftly and easily attached (**Photo 5**), using a small hammer and wooden 'drift' to avoid damaging the domed head of the rivets, plus a little Loctite thread glue for added security. I also mention that the tag required drilling of the rivet holes to match the spacing of those on the engine block, and then a small amount of filing to the left edge of the tag as this slightly overhung the ledge on which it now sits - many thanks again, Paul.



For some little while I had noticed that the existing battery seemed to struggle and 'run out of puff' quickly if the engine required more than a few attempts to start. This was particularly prevalent if the car had been left standing idle for more than a few days, and even more so when the temperature had dropped. Although it was trickle charged on a regular basis, and the charger indicated the battery was 'full', it just didn't seem to hold enough power. My conclusion was that the unit was past its best



(I have no idea when it was fitted to the car) and a replacement was required. Having sought various opinions and advice, I settled on a new 'heavy duty' item from the 'Lion' brand **(Photo 6)** and am hopeful this will provide more 'grunt' for future cold starts. The battery was purchased from 'Carparts4less' and the good news here was that the company were also offering a 20% discount for first time customers (me!) in addition to their already competitive price. Result! The dimensions are slightly larger than the original in terms of height and length, but fits satisfactorily. As a final addition, I am again grateful to Paul T for his suggestion of a 'period' look for the battery with the addition of a 'Lucas' sticker on the side in place of that which came with the





battery (**Photo 7**). To complement the new unit, I also purchased a new replacement positive cable with a bolt-through fixing (**Photo 8**). The existing cable, whilst serviceable and in good condition, was fitted with a cap and screw fitting which would require me to drill into the terminal post, but my OCD just wouldn't let me deface the new battery!

To further complement the battery replacement and the previous renewal of the ignition leads, it was suggested by my mechanic friend that I might like to consider upgrading the coil to a high performance unit? This, he told me, should provide a more substantial spark, aid starting and perhaps lead to better overall combustion. As always, he did the research for me and came up with his recommendation, a unit from Bosch (**Photo 9**).



And what a good deal it was too! From our friends at 'Carparts4less' again, it cost a very reasonable £19.05 including postage. Indeed, similar spec Bosch coils were seen via other outlets at two and a half times that price! Initial fitting encountered a minor snag though. Unbeknown to me, the new Bosch coil had a bigger circumference than the original, it would not fit into the mounting bracket. However, a larger bracket was to hand which just required a quick clean up with wire wool and some clear lacquer for a bit of protection (**Photo 10**). The swap was then completed without further delay. One thing of note, however, was damage to the old coil, only noticed upon removal. The original retaining bracket had been over tightened, so much so the body of the coil was dented in several places! Still, it works, so it will be kept in the boot as a spare.



Whilst the grille was removed to facilitate better access for the horn/coil fitting, I took the opportunity of removing the coolant expansion bottle for a clean (as one does!) since it has not been touched since I've owned the car. I was relieved that the two retaining bolts unscrewed easily, but that was not the case for the pressure cap, which took rather a lot of effort to budge. Goodness knows when it was last removed? In any event, the bottle was given a vigorous flush with hot water and bleach, and as much of the internal crud as possible removed with a small brush. **Photo 11** shows the before state and **Photo 12** shows the after.





The cap was then refitted with a liberal smear of vaseline around the rubber seal and thread, not before a small quantity of antifreeze was added. Before reinstallation, I took the time to liberally spray the lower panel behind it with some of my favourite cavity wax (I couldn't access this before) and applied a further coat to the rest of the panel. You can't have too much protection!

Before closing the bonnet on this report, and indeed on the car, I have just one more minor item to mention. Another small anomaly noticed in my engine bay was that my temperature sender was of the incorrect type. Apparently they are colour coded, of which I was not aware, and mine apparently should be orange. In fact, it had a black cap, so a correct replacement was sourced (**Photo 13**) and promptly fitted.

Until next time, thanks as always for reading about the car I always promised myself.



Name: Ian Gaffney
From: Blackheath, London
Car: 1970 Morris 1300





TYW left the factory fifty-three years ago this month fitted with the shorter manual front mushrooms, when it should have had the 3/8" longer type designed to compensate for the heavier automatic engine and gearbox (**Photos 1 and 2**). Thanks BL! Having never been able to fathom why I could not get the front and rear ride heights correct, some years ago I attempted to partly address the low front issue by putting a 1/8" washer on the roller feet pins. This helped, but then came the piece from Derek Bayliss that told me that automatic mushrooms are 3/8" longer. Adding more washers was not an option, as this would have left far too little of the pin in the mushroom socket for safety, so another approach was required.

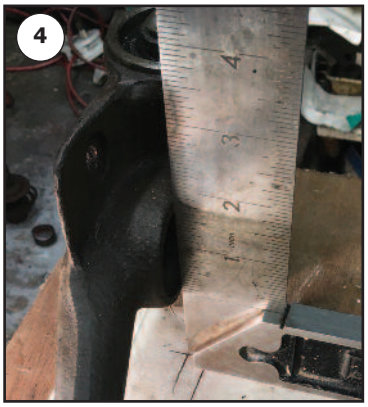


Although the ideal would have been finding two longer automatic mushrooms in good condition, this seemed a very long shot, so, after all this time, I've finally made and fitted these adaptors (**Photo 2**) that extend the existing sockets by 3/8". Better late than never….



I've been doing a bit of an experiment with an old arm and that 3/8" TYW has been lacking with the short mushrooms appears to have accounted for a shortfall of 1-1/2" in the front ride height (**Photos 3 and 4**), which is even more than I thought, suggesting that the total difference using the shorter mushrooms on an automatic could well be 1-5/8", or even as much as 1-3/4" by the time the end of the arm reaches the little bit more to the centre of the wheel. Doubtless someone far more knowledgeable than me will have the exact ratio.





This explains why I could never get the front up much above 12" or so before the back started rising disproportionately, hence the broken pitch springs I have experienced. Evidently, to even reach 13", I've been running TYW all these years with too much pressure, this being born out last night when I went for a spin for the first time since fitting the extenders and found the ride, even over the humps, was transformed. Thinking about it now, it was really only after getting FYF back on the road that I was reminded of what it should have been like. This makes me wonder how many other automatic 1100s BL let leave the factory with the shorter manual mushrooms and whether any other members have the same problem. Not forgetting of course that it works both ways with the cars converted from automatic to manual still having the longer mushrooms and a resulting higher front ride height!

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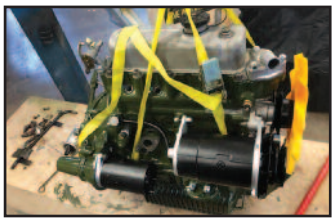
ANDROID APP ON Google play

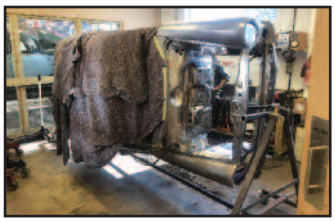
Restoration Snippets

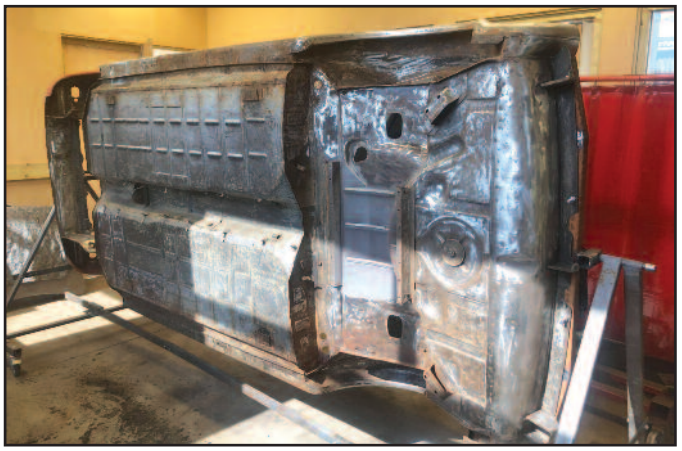
Some photographic updates from members making great progress with their cars!

Richard Rogers reports that his restoration is getting there! "The top side is pretty much done, so we are on to a clean up of the floors. Still not a rust hole anywhere and no dents in the floors or sills at all. The floors and engine bay should be painted next week, all in body colour. Then it will be refitted with its overhauled engine and gearbox. The outside will be painted in about three weeks; it is due at a car show in late August! I am also pleased to report that the new wings the 1100 Club supplied are now fitted - they fit absolutely perfectly."









David Baller in South Wales is powering on through his Vanden Plas restoration, following its garage rescue. It's also currently on its side….



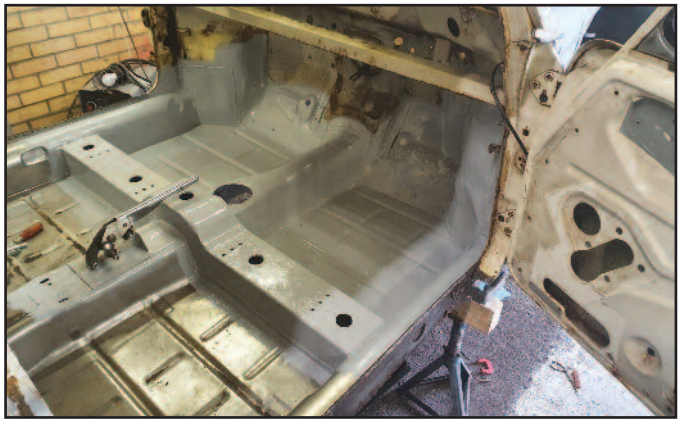




Stephen Sutton has now repaired both front inner wings, fitted a new trumpet on the offside and repaired the nearside trumpet. He had to weld in new subframe mountings on both sides, but was pleased to see that the front end all seemed to line up well. He has now welded it all together; he reports that his welding is getting better as he goes along! Steve did need a chrome strip for the front wing, but the ever helpful Derek Bayliss had the exact one in his collection and has now supplied it. Steve says: "I am pleased with the progress - I only bought the car last December, and I'm hoping to finish the bodywork by the middle of September this year so that I can get it painted before the weather turns too cold. Then I can spend the winter rebuilding the engine and fitting it out, aiming to get it on the road by next spring."

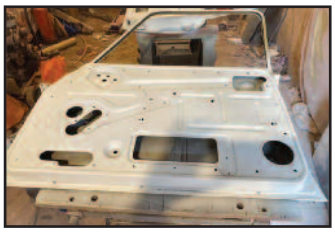




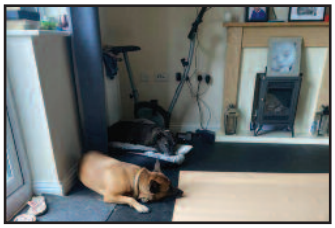



Ben Macphee is also making progress, despite having a little accident with the workshop door. He's lucky to have access to a very useful piece of kit for hoisting his engine.



Shortly afterwards he was able to take it for its first run in nearly a year, having timed up the ignition with a bulb. There was a slight exhaust blow and he had forgotten to tighten the fanbelt, but apart from that all went well! A few weekends later, as it was raining and he was meant to be recovering from an operation, he decided it was a day for sorting out his interior trim, with appropriately responsible supervision! Ben says: "I might have a look at doing a set of seat covers next, as Dad is handy with a sewing machine and it turns out I got far more vinyl than I needed."




Then the trim started going in. Ben adds: "The rear window wasn't so bad this time round, I even managed it on my own. Probably should have cleaned it beforehand, but it's in now."




Shiron Senarathne in Sri Lanka is in the process of restoring a 1300GT and doing great work against the odds! The pictures tell most of the story, but we noticed a few differences from standard and asked the obvious question! Shiron replied: "When I got the car, it did not come with an engine, so I have replaced it with a Toyota 1KR Passo engine with automatic transmission. The suspension is also being converted to coil springs with shock absorbers." In a second update, Shiron sent us pictures showing the engine installed and a coat of paint on the car.



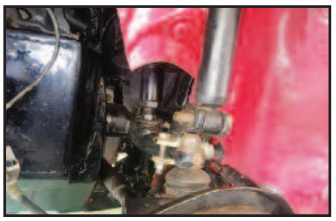












Do you have an ongoing restoration that you could share with other members? You can do so briefly like this or in more detail as a running report. Please drop the editor a line to discuss further if so.

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

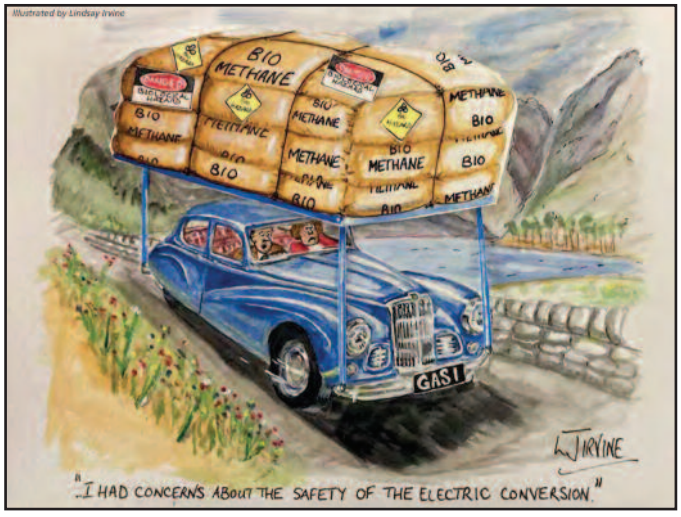
'Trams'

In an attempt to avoid another SMART headline, did you recognise that SMART is a heteropalindrome of TRAMS? We return to a topic which we had expected to be the subject of a one-off article in a previous newsletter (Issue 6/2020) but has rarely left the headlines since we penned it. In that article, we reflected the reality that the issue had not previously been a live one for the Federation, with many historic vehicle owners choosing to avoid motorways anyway. However, it was important to acknowledge that older vehicles might be more vulnerable in the event of a breakdown on these roads with a lack of hazard warning lights, their more modest size and limited crash protection. Although not all would agree, we also recognised that some vehicles are less suited to motorway driving and might be more prone to breakdown. In our last update we covered the intervention of the Chairman of the APPHVG at the invitation of the Federation regarding the tardy introduction of Stopped Vehicle Detection (SVD) cameras and proposed criminal action against the Highways Authority arising from deaths on SMART motorway sections. This additional pressure has produced some real effect and we note that the Highways Authority has undertaken to have SVD installed and working on every SMART motorway by September next year.

Clean Air and Low Emission Zones

Many of our readers will be keen consumers of the cider and cheese of **Somerset** whilst they enjoy the rural lanes and roads of the northern part of the county. However one of our correspondents recently notified us of proposals to be enforced by Traffic Regulation Orders (TRO) to essentially close a network of lanes between Clevedon, Yatton, Nailsea and Backwell. The policy intent was to: "increase the number of journeys undertaken by walking and cycling by at least 300% by 2030" with a vision statement of "making walking and cycling the natural choice for a cleaner, healthier and more active North Somerset." This would be effected by "prevent[ing] the use of the road by vehicular traffic of a kind which is unsuitable having regard to the existing character of the road, facilitate[ing] the passage on the roads of pedestrians, cyclists and equestrians and reduc[ing] the potential risk of HGV's causing damage to the road or buildings on the road. It would also have the effect of preventing historic vehicle owners enjoying some picturesque countryside on roads of the type their vehicles would have been used on in their earlier years. There is little doubt that this initiative apes some of the more controversial actions in London and other large cities where pop up cycle and bus lanes have effectively removed many miles of highway from vehicle use, encouraged by Government funding. Of particular concern, it plainly signposts copycat proposals by other rural authorities who will similarly wish to attract money from central funds. We have subsequently been notified that due to considerable outcry in the area, the proposals have been withdrawn for now. They are likely to return once further 'consultation' has taken place. We can all sympathise with the wish to preserve the rural character of these country lanes and many will have personal experience of inconsiderate drivers using them like World Rally Championship circuits. However, prohibition of freedom of movement needs to be considered in a proportionate and careful way which is why the TRO process is such a complex and detailed one. We will keep our eyes open on this one and we encourage you to scan your council website for similar proposals.

In the last update we summarised the effect of the regulations made under the Transport (**Scotland**) Act which will provide exemptions for vehicles defined as historic by the FIVA international standard of 30 years in relation to entry into Clean Air Zones in Scottish cities. However, we overlooked a mention of the Federation's role in achieving that favourable position. Since this magazine will be published after the Scottish elections, it would not be improper to also reflect the assistance of Murdo Fraser MSP in championing the issue during the policy development and legislative processes in the Scottish Parliament. You will recall that the subsidiary legislation has selected a more complex definition than simply that the vehicle is more than thirty years old. Instead it utilises one based around the EU inspired definition of a Vehicle of Historic Interest (VHI), which creates challenges for the implementation process as thirty years is not a matter of significance in DVLA registration records. Because of the additional qualification criteria for being a VHI, we have written to Transport Scotland noting the DfT guidance on the definition and offering our assistance with the application of the criteria. Let us hope for a smooth introduction of the provisions.



Feeling Fuelish

We recently introduced our new Legislation Committee member, Nigel Elliott, as our highly qualified fuels advisor. We asked you to allow him a little time to settle in and undertake the vital task of updating the Fuels guidance page on the Federation website.

In record time he has completed this task and the fruits of his labours are available to read now. We commend it as an excellent highly authoritative piece of work which should prove invaluable to those with concerns about their vehicle.

DVLA

There continues to be very little progress on DVLA matters and although many registrations of historic vehicles are still processed without difficulty we do still have concerns with some particular aspects of DVLA's decision making. We took advantage of the publication by DVLA towards the end of April of the 'Strategic Plan 2021-2024' to respond to Julie Lennard, the CEO, acknowledging the success of the progress made by the Agency in many areas but also drawing her attention to the unfortunate result of some of the systemisation decisions which impact unfavourably on individual historic vehicles whose history and documentation do not always follow the standard pattern. At the time of writing, it is too soon for DVLA to have responded. Also reproduced here for interest is this page from the Strategic Plan which serves to illustrate the sheer quantity of the tasks that DVLA perform.



In the last edition of FBHVC News we mentioned the possibility of DVLA removing a 'scrapped' marker from a vehicle record in some circumstances. We are pleased to report that in the case of one of the vehicles that prompted the original question that change of status has been satisfactorily accomplished.

There are not very often driving license topics to report in these pages, but it may be worthwhile to remind those of you over 70 that if your UK licence expired between 1st February and 31st December 2020 during the Covid restrictions, it was automatically extended for eleven months. As these extensions expire, the license must be renewed in the normal manner. It is now possible in many cases to renew your driving license online, go to - https://www.gov.uk/renew-driving-licence-at-70 and you can renew your licence online at any time before the extension ends. The online renewal facility is not available for the renewal of C1 or D1 licenses as in these cases additional information is required and the application must be made by post.



Model Answer

Our new area contact for South Wales, Nick Atkins, introduces us to some of his large collection of ADO16s, and they are of the smaller variety....



Remember me? I'm the Welsh chap with the two tone Riley Kestrel that was used in Heartbeat! Well, long before I became the proud owner of 'Bernie', my obsession with ADO16s stemmed back some twenty years ago when I started to collect all things 1:43 scale. What is it with the ADO16 shape? Nothing else compares!

Having collected all of the ADO16s from the Vitesse range, I soon stumbled across the luxurious white metal ADO16 1100/1300 collection from Gemini/Crossway Models - what a superb range. All models were 1:43 scale, hand built mainly in the 1990s/early 2000s in very limited numbers. With now over a hundred in my collection, I have been reliably informed that I have the largest 1100/1300 Gemini/Crossway model collection in the world. I am so glad I do not have a joint bank account.....please don't tell the other half! It has taken twenty years of eBay, internet search engines, toy fairs and auctions to get the collection to where it stands today.

Not to spoil avid readers too quickly with my inventory secrets, I have selected a few photos to start off this first part of 'Model Answer'.





Photo 1: Vanden Plas Princess 1300 in Harvest Gold, 100 produced
Photo 2: Vanden Plas Princess 1300 in Royale Blue, 100 produced
Photo 3: Vanden Plas Princess 1300 in Faun Brown, 100 produced
Photo 4: Vanden Plas Princess 1300 in Sage, a 'one off special'
Photo 5: Austin 1100 in Connaught Green, a 'one off special'
Photo 6: Austin 1100 in Tartan Red, 25 produced
Photo 7: Morris 1100, Liege Sofia Liege, as driven by Pat Moss and Pauline Mayman, 100 produced
Photo 8: Austin 1100, Metropolitan Police (left) and Austin 1100, Oxford City Police (right), 100 produced of each







To complete the entire collection, I still have seven more to find - they must be out there somewhere surely? Is there anyone who can help me find them? Go on then, seeing as though you have asked, these are the ones I'm desperate to find that will put an end to this twenty year collecting obsession: Austin 1100 Gloucestershire Police, Austin 1100 four door in maroon, MG 1300 in Faun Brown, MG 1300 two door in Flame Red (charity model), Vanden Plas Princess 1300 in Glacier White, Austin 1100 two door in Connaught Green and Morris 1100 four door in Smoke Grey. Raid your cupboards folks and get in touch - let's start a global search for the poor Welsh chap!







collection was to become so very rare indeed. Hold onto the seats of your ADO16 whilst I explain! One day I stumbled across a seemingly normal Crossway Model Morris 1100 via eBay and it was one that I didn't have. I bid, I won, and it was delivered - bingo! I then decided to send the eBay seller a question to ask if they had any other models coming up for sale - it seemed a logical question at the time and one that I do not regret. The seller responded with, and I quote, "Hi Nick, it's probably easier if you tell me what you are looking for." Long story short - the eBay seller was the original creator of Gemini/Crossway Models - the one and only Mr Roger Tennyson. Roger and his lovely wife Joan have become true friends over the years and I have been very fortunate in purchasing some 'one off' creations. Photos of these to follow in Part Two!

"Let's start a global search for the poor Welsh chap!"

Now time for a little story….you'll enjoy this. One day, a lottery win hit me in the world of collecting and my

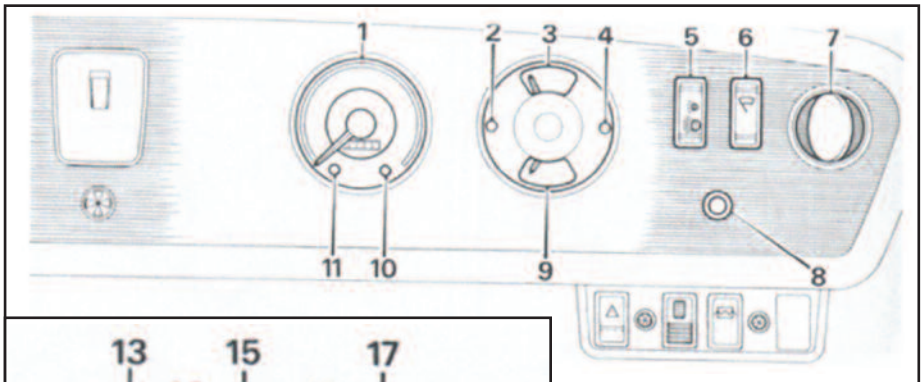
Shopping on Amazon?

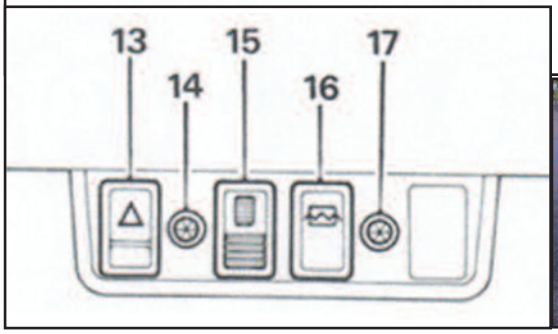
If you shop on Amazon, please consider going to the Amazon website via the banner at the bottom of the 1100 Club homepage. Any purchases you make that way generate referral income for the 1100 Club.

NOTE: If you can't see the banner, you might need to exclude the 1100 Club website from your Ad Blocker.

Dashboard of the Month

The sixth in our series shows the partial dashboard of an Austin Morris 1100 1300 super deluxe Mk III from 1971 to 1974, plus supplementary panel







Key to Dashboard Controls

1 Speedometer
2 Headlight high beam warning (blue)
3 Temperature gauge
4 Direction indicator warning (green)
5 Lighting switch
6 Windscreen wiper switch
7 Fresh air vent
8 Windscreen washer plunger
9 Fuel gauge
10 Oil pressure warning (amber)
11 Ignition warning (red)
13 Hazard light switch
14 Hazard light warning (green)
15 Brake pressure (red)
16 Heated rear window switch
17 Heated rear window warning

The items on the supplementary panel are all 'if fitted'

Introducing MoBi-One



Stunt driver Alastair Moffat has recently joined the 1100 Club, having acquired a piece of 1100 related automotive history....



Alastair Moffatt is a stunt driver living in Gloucester, UK. Currently holding nine Guinness World Records for precision driving and the reigning British Autotest Champion, Alastair performs record attempts and stunt driving shows all over the UK and the world. Alastair was recently offered the opportunity to become the owner of MoBi-One, a unique custom build based on an 1100 and well known in the autotest world; he quickly joined the 1100 Club to access our DVLA V765 service to help him retain the original numberplate that started life with the car. Here we immerse ourselves in some MoBi-One history and provenance, starting with a piece by the man who built it, Morris Bishop.

One of my favourite pastimes was competing in what used to be called 'driving tests'. These consisted of a series of tests to negotiate a complex course laid out with pylons against the clock, and whoever could do it fastest was the winner. The national championship was run by the British Trials and Rally Drivers Association (BT&RDA) and consisted of about twenty rounds held all over the country. Back in 1967, I was elected to the driving test committee and got permission to seek a sponsorship deal so that we could popularise the sport and raise its profile in the eyes of the general public. Because I knew Stuart Turner, the sports director of Castrol, I secured sponsorship from them, which allowed for a much more professional series of event to take place. We rebranded the sport 'autotesting' to get away from the obvious connotation.

At the same time, I had my sights set on winning the Flather Star, which was for the overall 'Fastest Time of the Day' (FTD). So I decided to design and build a 'Special'. A special is a car that does not have to comply with any production car restrictions, but is put in a separate class and only competes with other specials. The times are loaded with a 10% penalty. Analysing what would make a winning car, I dreamed up a four wheel steering vehicle that would have an inside turning radius of approximately four feet. I decided to base the build on BMC 1100 mechanicals, using three steering racks, and bought a burnt out wreck. The three racks transmit steering input to all four wheels; one at the end of the steering wheel, another in the front to transfer that rack's output to the rear, and then one at the rear.

Some six weeks later it was ready for testing. The first few events were mainly to discover how to drive the beast. It quickly became clear that I was suffering from a lack of power, so I wrote to Sir Alec Issigonis at Longbridge Birmingham to see if he had a spare Cooper S engine lying around! To my surprise and delight, he organised one to be sent to me via their development facility Downton Works. His reply can be seen in ***Photo 1****. Two weeks later I competed and won, and then never looked back! I achieved a back to back win of the championship in 1969 and 1970. Since then many of the special drivers have built four wheel steering vehicles.*

Photo 2 shows a few of the trophies that MoBi-One won. **Photo 3** is an overhead shot of MoBi-One on full lock, giving an inside turning radius of 119cm, or 47".

1

THE BRITISH MOTOR CORPORATION LIMITED
LONGBRIDGE
BIRMINGHAM

25th January, 1968

M. Bishop, Esq.,
1 Beacon Way,
Rickmansworth,
Herts.

Dear Mr. Bishop,

Thank you for your letter of 12th January regarding your special car based on B.M.C.1100 mechanicals and enquiring into the possibility of obtaining a 1275 S engine and transmission.

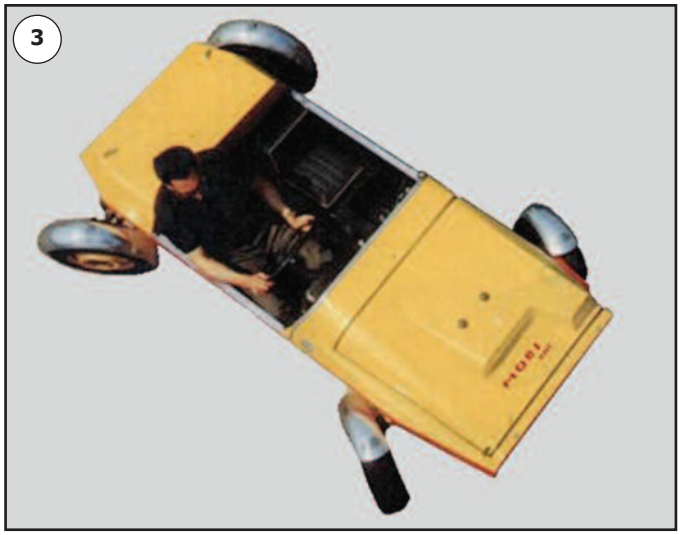
We are pleased to be able to help you in this respect and arrangements have been made for a reconditioned power unit to be supplied to you through Mr. D. Richmond. To this end, we suggest that you contact Mr. Richmond direct at Downton Works Ltd., Salisbury, Wiltshire.

With best wishes for your success in future events.

Yours sincerely,

(A. Issigonis)
Technical Director, B.M.C.





Morris Bishop, now living in Spain, provided a little more of the story in July 2020 when he heard that the car had been purchased by Alastair and that Alastair was trying to obtain a V5.

This is a description of a one-off car I designed and constructed in 1966 from the mechanics of a burnt out Morris 1100, registration number VBH 730E. I called the Car MoBi-One, from the first two letters of my name and the fact that this was the first example. It was intended to be a competition car for a specific motor sport called 'autotest' which is high speed manoeuvrability against the clock, held mainly on private off-road sites. However there were some events that were held on closed-off public roads. It was therefore necessary to obtain a vehicle licence, and to do this I had to have the vehicle vetted by the local police at Woburn Green, Buckinghamshire. At the first inspection, when it was pointed out that one of the unique attributes of the car was that it steered on all four wheels, the officer gingerly moved the steering wheel and said he would have to take advice as to its legality. He returned some days later to say that as it was 'complimentary' steering it was legal, and he gave me the certificate, which I then sent to the DVLA to obtain the licence for the original plate number of VBH 730E which was duly forthcoming. I eventually sold the vehicle in 1976 (I think) and I was surprised when Alastair Moffatt emailed me to say that he had purchased MoBi-One. I am assisting him with technical information about the vehicle.





SCAN ME

Mobi featured in a Pathe News clip in 1968 - visit the 1100 Club YouTube channel to view it, or scan the QR code above right with your smartphone or tablet.

Photos 4, 5, 8 and 9 show Mobi as it looks with Alastair now. Mobi-One was also featured in Hot Car magazine in August 1968, reproduced here in **Photo 6** and **Photo 7** over the page.

Finally, Daniel Strohl took up the story on Hemmingscom in May 2020.

"Incredible is the only way to describe how the car handles," British Pathe's breathless announcer said as he introduced MoBi-One in a short 1968 video showing Morris Bishop running the car in tight circles around his wife and then ripping a J-turn before swerving through a tight slalom course. That video doesn't make any mention of Bishop's motorsport intentions for MoBi-One, but a later Pathe video shows MoBi-One in colour and in action at the May 1968 Motorail Trophy meet, tackling a driving test course set up in a parking lot and recording the quickest time of the competition.



7

BASED DRIVE-TEST SPECIAL
ND CORNERS IN TEN FEET!



MOBI-1

So far, Morris has competed in a dozen driving tests with the original 1100 engine in, but when we drove the car it had just been fitted with a 1275S unit to try to get on even terms with the opposition, most of which is Cortina GT powered.

By the time this article appears the car will have done another four meetings and the owner will know if it needs further power or not.

The *Mobi* will not be produced for sale. But Morris feels that with four sons it won't be long before *Mobis Two, Three, Four* and *Five* will be necessary—or he won't be left with one to drive himself!

STRANGE TO DRIVE

Driving the Mobi gives a very strange sensation because the rear wheels exactly follow the path of the front ones. This means that you can clip a post to within an inch and know that the back will also miss it by the same amount.

As the turning circle is a fantastic 10 feet, you can hardly believe what's happening. The back moves in the opposite direction to the front, so the thing feels in a state of permanent oversteer!




The seat is a home-made unit but gives good side support and comfort. Note the gear lever lock on 3rd/4th gears


The universal joint and rear rack and pinion are just visible in this shot. Fork lift truck fuel tank is used


Which end's the front? Both ends have same components and the car drives backwards as well as it does forwards


The lock is actually the same as on an 1100, but it looks considerably more when viewed from this sort of angle

it to run on propane. A photo and a brief writeup of MoBi-One appeared in Popular Mechanics with a note that top speed for the car was 120 mph.

In 1975, Bishop sold MoBi-One, and the second owner added a roll cage and wider wheels to take it autocrossing. According to Bishop's account, a later owner, Mike Wilsdon, intended to return it to BTRDA competition and sought Bishop's help in reassembling MoBi-One. Except Wilsdon apparently procured a right-hand-drive steering rack instead of a left-hand-drive rack as originally used as the intermediary rack, causing the reassembled MoBi-One to crab steer instead of four-wheel steer as Bishop originally intended. Wilsdon then kept MoBi-One on display in his museum near Kew Gardens until sometime in the mid-1990s, according to Alasdair Moffatt, then placed it in the storage out of which Moffatt bought it.

Moffatt said he was interested in buying MoBi-One primarily to add it to his collection of BTRDA autotest cars and to use it for display purposes only at BTRDA events. However, he said that once he's able to get his hands on it and see what a four-wheel-steer vehicle is capable of (his only four-wheel steer experience to date is in a British-built County tractor), he'll figure out what sort of record to go after and "hopefully involve MoBi in a new record attempt in due course."

We look forward to hearing more as things progress....

8



Bishop did get Sir Alec Issigonis' stamp of approval, in a way. In a January 1968 letter to Bishop, Issigonis responded to Bishop's request for a 1275 cc engine by promising a reconditioned power unit. Rather than drop that 1275 cc engine into a follow-up car, as the earlier Pathe video suggests, Bishop replaced MoBi-One's 1100 cc engine with the 1275 cc unit and eventually converted

9



A New Member Writes....



Three new members have been in touch with us recently to introduce themselves and their cars. Firstly, Simon Athorne from West Yorkshire...



Those immortal words, "I didn't want another project"…… I have quite an eclectic mix of old vehicles, and the current fleet consists of a 1991 Subaru MV284 pick up (or if you are in the USA, a Brat, or Australia a Brumby), A 1986 Mitsubishi Lancer 1.5 GLX, a 1993 Rover 214 three door (the three door bit is important as they are very rare, especially a 16v base spec!) and a 1986 AMC Cub, which is a Mini Moke replica that happens to be one of the first built. You might be spotting a theme here; I like the less common motor vehicle.

"You might be spotting a theme here - I like the less common motor vehicle"

Now when you have a family, all the fleet are OK in their own right. The AMC is just a great fun vehicle, but not practical for motorway use. The Subaru is the same, but only having two seats limits its use as a family vehicle. The Rover was only ever bought (OK, it was given; I didn't pay anything for it) to tinker with and flip, but I really like it so it stopped a little longer than expected. Now the thing is, the AMC is about the only car I have that my wife Jules will drive; being based on the Austin Mini van wheelbase, it's slightly longer than your standard Mini, but otherwise is the same driving experience, except for having no roof, of course. So, the time had come to look for something else. My mum has recently entered a care home, and while I was sorting out her affairs I came across some old photo albums and a picture of my very first car appeared. A 1973 Harvest Gold Mk III 1300 Deluxe - see the picture and short introduction in the May-June 2021 magazine.

I was car mad when I was younger, and my uncle mentioned a car sat in their garage that belonged to his daughter Tracy. My mum and dad thought it would be a good idea to have something to tinker with and we agreed to buy it for £25. We went over in our then Mk I Astra and towed it back with a rope and my sister behind the wheel, who was 21 at the time and had just passed her test. I was absolutely mad about that car. I had it for a couple of years; my dad was not very mechanically minded but a best friend's dad was, and he came over and showed me a few basics. Yeah, we managed to get it running, but that was about it. I then managed to get a job working in a bodyshop and I was trained on repairing modern Mitsubishis; however, the odd car from the past also came in and one of my first major welding jobs was fitting a heelboard to a 1971 1100 in Limeflower. Sadly, my Mk III was never going to be rebuilt with my skills (at that time) and it was very sadly scrapped. Since that day, and when my skills increased, I went down the Ford route and restored many Ford Anglias, as well as other cars including a BMW 2500, Singer Chamois, Ford Zodiac Mk II, Standard 10 etc etc. However, after seeing that picture of my old 1300, the memories and guilt came flooding back. I haven't repaired vehicles as a career for many years. It's not good for your health; however, as stated, I always tinkered in the background and kept my hand in, so to speak.

I am getting of an age where I am not really enjoying the full-on restoration, hence my request in the last magazine for a reasonable Condition 1 or top end Condition 2 vehicle. A rolling resto, as it were. Sadly, due to the MoT exemption, the vehicles coming up for sale had never seen an MoT in many years, yet top money was still being asked. Sorry, but if you are selling a car and you want decent money, why not put the car in for an MoT first? It will sell far easier.



After many failed attempts to purchase a vehicle, I decided to join the 1100 Club and to be honest I should have done it sooner. I promptly sent an email to the magazine editor and thought, let's wait and see what crops up. A short time later I was looking on the 1100 Club site and I saw a 1300 GT project for sale (**Photo 1**). Not only that, but it was a Mk III, and even better still, it was in Harvest Gold, just like my first car. It mentioned in the advert that the vehicle was to be listed on eBay, so I quickly logged in and had a peek and sure enough, there was the 1300GT. The seller said they would accept offers so I sent a message. I heard nothing back, so assumed they had had second thoughts, so I placed a bid on eBay instead. I did eventually receive a reply to my message later that evening and a phone call was made. I could tell the seller was not keen to sell; maybe it was an emotional listing? Anyway, I made an offer and, after a little bit of discussion, we agreed a price. I have to be honest - I do not usually buy cars blind, but I was fed up with being outbid or too late to react. As this was my ideal specification, I was having this GT come what may! For those with good memories of cars listed on eBay in the last six months - certainly any on auctions that looked half decent - yep, I had a bid on them! Didn't come close to winning any! Anyway, that same evening, I messaged two of my mates (one with a trailer) and said that on Thursday we would be busy as we were picking a 1300 up - they are good mates and truly obliged the favour.

Now let's take it back a little. When I discussed this with the seller, I asked all the usual questions - is it complete? Is the engine there and also complete? When the answer was yes, I did assume that the engine and subframe had been removed as one. Yes, I should have checked. One of my mates, when he heard he was helping me to collect it that week said, "What are the rear arches and the rear subframe like?" "No idea," I replied'. "What? You have agreed to buy a 1300 and you've not checked?" "Nope." Oops. While I say I'm not used to buying cars blind, if I look back that first 1300 was actually bought blind and I've probably done it loads of times over the

years really; some you are lucky with and some you are not. On this occasion, I feel I have done well and managed to obtain a really nice decent project. Remember, I said I didn't want a project!

As regards the stripped state of the shell and engine, we must have known as my mate decided to tow the trailer with his VW Transporter. We travelled up to the north east that Thursday evening from West Yorkshire and arrived in good time. The seller was there with his wife and the 1300 was sat on the drive awaiting collection (**Photo 2 and 3**).





He opened the garage up and there were all the parts (**Photo 4**). Ah, everything was in a thousand bits. Oh no!



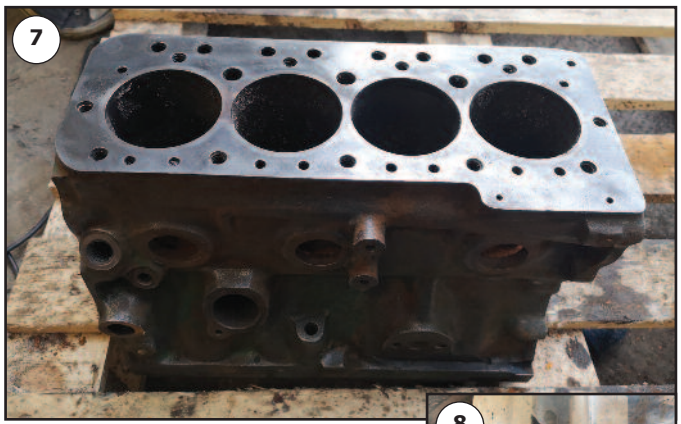
Anyway, luckily there were three of us and we set about loading the parts into the van (**Photo 5**) and getting a low 1300 with no front end onto the trailer (**Photo 6**). I did the deed; money was handed over and we headed back home through the heaviest rainstorm in a long while. I was the butt of many jokes that evening with various references to the amount of rain and what would be left of the 1300 when we got back! The car arrived back at the unit late that evening, so we just dumped it and went home, agreeing to pop down the next day to sort the





parts and then move the 1300 into our workshop. We are not actually a business; there are three of us who share a unit, and this was the next addition. After finding its home, the curry was ordered and yes, I did pay to return the previous evening's massive favour!

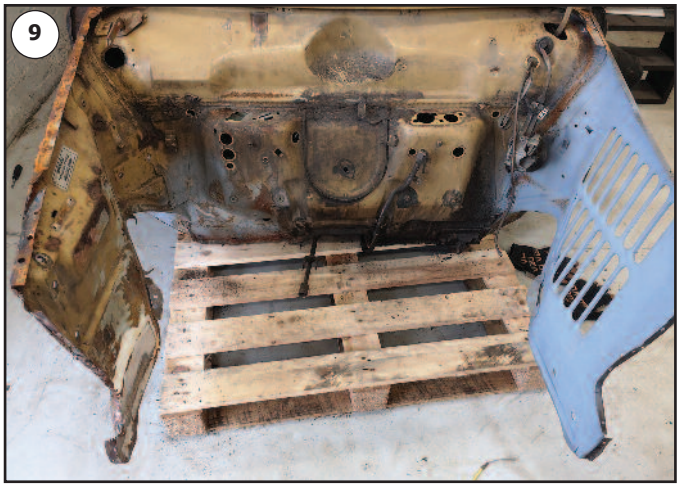
So, the start of the rebuild. I have so far fully stripped the engine, with the help of another friend Andy, and this is off for checking. The bores are original (**Photo 7**); the numbers match.





The plan is to see if it will hone with new rings or I will get the block re-bored. The head is getting valve inserts and the guides done (**Photo 8**). The gearbox looks really good and a recent new Borg and Beck clutch has been fitted. There was evidence someone else had been in the engine before as the caps had been marked, so we suspect it had new shells and maybe the clutch at the same time. As regards the body, it came with

two new wings but the offside wing was rusty from storage and had been badly welded on. Given that wings can now be bought from the 1100 Club I ordered a new one, which very quickly arrived. The nearside one was new and had not been welded on previously, so that will be fine (**Photo 9**).



The worst bit is the front panel. The plan is to fit an Ex-Pressed lower valance and repair the rest. Hopefully! Unless anyone has any leads on a new complete front panel or good secondhand one, please? The main areas of welding will be the front heelboard (**Photo 10**) and lower front A posts and sills. It really is very solid everywhere else, and is in much better condition that my first 1300 which at the time was only twelve years old. Having fitted a new wiring loom in my AMC Cub, I was very impressed with the quality of Autosparks' looms, so I have ordered a new loom for it as well and specified it with an accessory plug, radio wiring and front accessory lights. I may or may not fit them, but I have the choice now. The rear of the car is in superb condition, needing very little work.



So, what do we have? It's a nice honest original (stripped out) 1973 1300 GT in Harvest Gold with a Limeflower interior. It has done very few miles, which I am guessing is genuine judging by the state of the block. The registration is NUD 995L, and from what I can tell it was taken off the road in the early 90s and has never been on the road since. So can I return it to the road? That is the big question. Any other help would be appreciated, especially if anyone has a reasonable condition front panel, one GT wheel trim (as one is missing) and also the driver's seat is torn, I suspect from storage rather than wear. If anyone is in West Yorkshire (I'm based in Wakefield) and can assist with parts or technical guidance or is able to assist with reference pictures etc, I'd be very appreciative of the help. I will post updates on progress as I go along. You can email me on anglia305e@hotmail.co.uk.

David Cook from East Lothian is the new custodian of a very familiar Riley Kestrel, previously owned by the late great Dave Ayesthorpe....



You intend to buy one car and end up buying another...! I'm the chap who purchased the nice 1966 Riley Kestrel that Milestone Classics had for sale earlier this year. I was after a Vitesse they had for sale, but I enquired about the Kestrel too (as it looked really good in the pictures). It turned out that both had been sold, but Tony (the pleasant part-owner of Milestone) mentioned that a Triumph Herald estate was due in. A couple of weeks later I called back about the Herald; Tony mentioned that the sale of the Kestrel had fallen through and asked whether I would be interested? What to do? I asked for more images and videos of the two cars. And so I bought a Riley Kestrel - the better finished paint job and tidy detailing being the deciding factor. Some members who saw it for sale may say that it was priced at the upper end of the scale, but after receiving it and seeing other ADO16s that have recently appeared on the market, I think I've done OK.



Milestone very kindly offered to deliver the car for an extremely reasonable price, all the way from the south coast, and it duly arrived on the afternoon of 2nd June. You know that feeling you sometimes get when you've bought something and you think it's not going to be as good as you expected? Well, any worries I may have had disappeared when I took my first view of it in the flesh (**Photo 1**). What struck me was the fantastic black paintwork with its mirror-like finish, shining brightly in the sun - and no signs of rust. The interior looks good too, the engine bay is clean and there doesn't seem to be much in the way of oil leaks, which is nice. The car is missing one thing - a decent history file. Apparently there was a big folder of documents that a previous owner held, but at some point this has been lost. However, I do have a full set of images showing its recent restoration (**Photos 2, 3 and 4**).







This included cutting out all rust, replacing with very well fitted metal and a bare metal repaint in its original black to a very high standard. I've taken it out for a few local jaunts around green and pleasant East Lothian and it seems very willing, the only issue being the stiff gear change when the engine has warmed up.

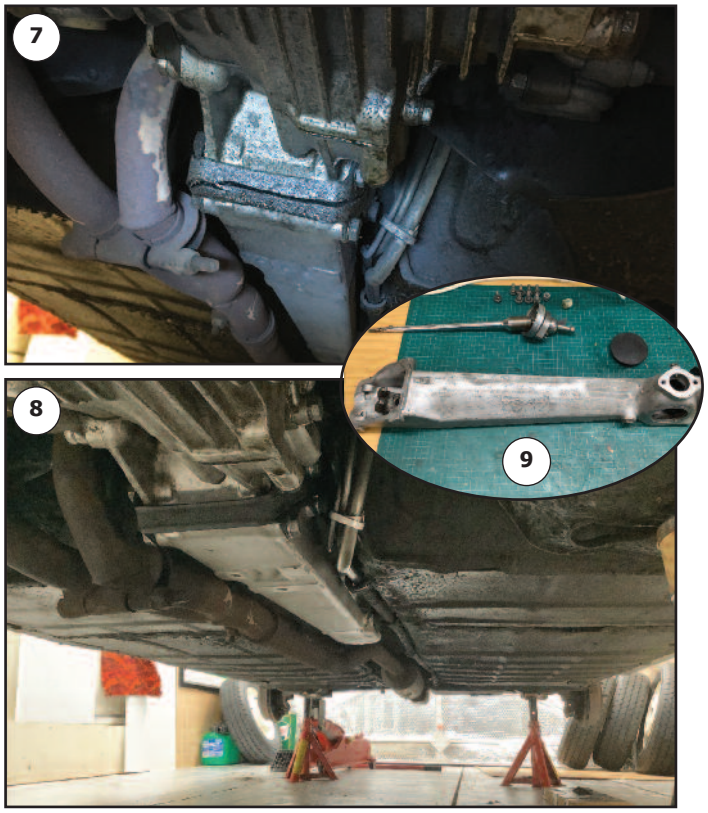
With a car in such good condition I should just use it and enjoy it, BUT I'm a bit pernickety when it comes to detail and I also like a challenge, so it's been up on axle stands for a couple of weeks. What have I done?



1. Cleaned up, refurbished and repainted the Riley hubcap badges (**Photo 5**).
2. Replaced the rear number plate light (the previous one had a perished rubber, and for the price it was just as easy to replace the whole lot).
3. Purchased new SU carb piston springs as one was longer than the other. I bought the correct blue-rated springs, even though SU Carbs were adamant that they should have red springs. I believe the single carb 1100s had red ones, but all manuals, handbooks and other in-period documents say that the twin-carb cars have the blue springs. I even noted to the company that, on their website, the ordering section for MG and Wolseley cars show that one carb is red and the other is blue!
4. Resprayed the wheels from black to their original Old English White (**Photo 6**). The car came with ACE wheel embellishers (although I note that it DID have the correct trims when it went for restoration…) and although they look quite nice, I'm after a set of correct Riley Kestrel embellishers - do any members have four lying around they don't want? For now, I have left the embellishers off as some of the early press photos show cars without these, and I think the cream wheels set off the black paintwork rather nicely.



5. Replaced the sandwich plate. I lifted the car to have a look underneath and noted the gearbox-to-adaptor rubber had perished and split (**Photo 7**). I replaced this (**Photo 8**), having removed, cleaned and re-greased the remote extension housing (**Photo 9**). It all looks nice and clean now.
6. Carried out a full body wash, clay bar, two coats of Super Resin Polish and a coat of Extra Gloss Protection - very smooth and shiny!
7. Improved the leather seats - these were a bit dry, so they've been cleaned and treated to a few layers of leather balm (**Photo 10**)
8. Checked the underside - some underseal had peeled away and surface rust was showing through. This has been fixed and the floorpan and wheelarches have now been treated to another coat of black waxoyl underseal.
9. Replaced a cracked indicator, fitted a nice new gear knob, bought various books, brochures, manuals, contemporary magazines with articles on ADO16s, joined the 1100 Club...





What is next to do? The door pockets are looking a little rough, so I have purchased a couple of secondhand items and will paint and fit them at some point. As mentioned above, when the engine is warm, I'm getting stiff lever syndrome, but I've had a word with Spannerman and on his suggestion I will wrap the exhaust and, if I can get to it, grease the inaccessible nipple on the back of the gearbox. I may have to remove the carbs to do this as I've already spent three hours on top and underneath the engine trying to get to it!

Have I bought a good car? Yes, and it's good to use as it is. I just need to get the stiff gear lever sorted. I would love to find out more about the car's history, and I do know that it was a well-known car in the Club, so if anyone has any information about the Kestrel's history, I would be most grateful if they could get in touch on djaycook@talktalk.net

And finally Terry Price in Essex introduces us to Joan, a Midnight Blue Austin 1300 named after the lady who owned her for 46 years



First of all I would like to say hello to all the members and to introduce myself - my name is Terry Price and in April this year we purchased our Austin 1300 in Midnight Blue.

The car was originally purchased in June 1971 by Joan Pearce; she part exchanged her Singer Gazelle for the Austin 1300 and paid £950 for the car. Joan then owned the car for the next 46 years, and in that time she only did just over 9000 miles. The car is still in original condition due to being treated with Ziebart from new; she has never been restored, welded or resprayed and still has the original carpets and underfelt. Joan kept all the old MoTs and tax discs along with the bill of sale, log book and sales brochures. The car came with a box folder full of paperwork and the original jack is still with the car in its box.







When Joan passed away, the car was sold as part of her estate and was bought by two classic car collectors to go into their collection. At this time, the car had just 9100 miles on the clock. The two collectors have been friends of mine for some years. Along with their other cars, the Austin was stored in an air chamber, and in the time they owned the car they only put 500 miles on the clock. Due to space they decided they were going to reduce their car collection by two, with the Austin being one of them. When I said I would be interested in the Austin, a deal was quickly agreed.



The car is now named Joan to keep the memory of Joan Pearce alive with the car, and it has still covered just 9700 miles - not bad for a fifty year old car.





My Other Car Is....



....a Ford Fiesta XR2. Ian Mackenzie from West Yorkshire writes about the non-BMC member of his quite extensive fleet of classic vehicles.



Having confessed to owning a classic Ford in addition to my 1100 on an 1100 Club Facebook post, I've had to put pen to paper to explain myself! I've been a classic Mini fan since my teens in the late 80s and got back into Mini ownership sixteen years ago when I bought a Mini Cooper 35 LE, which I still own. Various Minis have come and gone over the preceding years, and given the daft money they're now going for I started shifting my A Series affections towards Metros. I've currently got six - five MGs and a late VP. I got my Mk I Wolseley 1100 nearly five years ago, while I was deep into a six year bare shell restoration of a Mk III Hornet, thinking the two would one day look good side by side. By the time I'd finished the Hornet, I'd put so much time and money into it that I found I couldn't even enjoy driving it, so hot on the heels of a feature in Mini World magazine, I sold it and found myself at a bit of a loose end with what to do next.....

"I already had my Mini, 1100 and Metros, and wanted something a bit different.."

I already had my Mini, 1100 and Metros and wanted something a bit different, so thought I'd dip my toe into classic Ford ownership. I found my XR2 over in Manchester, so not a million miles away from me in West Yorkshire, and went to see it.



It passed the classic Ford test of shiny on the outside and rotten underneath, despite what the MoT certificate said! I'd say I panic bought it on the basis that prices only seemed to be going one way and more delay would put it out of my reach. I liked the fact that it was unmolested and also an early one on an X plate; it sealed the deal for me when I found in the glovebox that it had started its life in North London, as I had, and that it once was taxed at a Post Office two miles from where I grew up in Cheshunt.





Two years on and I still love it, despite the fact I had to put half floors in both sides and replace the inner sills.





I've also had the head converted to unleaded, installed a fresh radiator and put new brakes in all round. I got really lucky last year when I found a mint pair of front seats to go in it; the ones in mine were knackered, and yet this trim is so tricky to come by I sold my old seats for the same cost as the new ones! It still needs to have some further fettling; the bottom of the tailgate is rotten, but I've managed to pick up a decent replacement, and the heater motor is jammed, but like my ADO16, it's all part of the charm, and fixing it is half the fun.



The biggest shock from owning it has been the complete lack of interest Ford have in heritage. I knew it needed a radiator when I got it and thought that I could just march down to the local dealer and order one. I was swiftly told to forget it - parts for older cars get deleted off the Ford system after around fifteen years! It was actually easier to get a replacement for my 1100! It's a fun car to drive, not as fast as the 'image' but still a really nice thing to use on a summer's day, provoking similar responses from others to when I go out in my 1100, except the story from others usually ends with "my one got nicked!" I haven't really got too involved in the classic Ford 'scene', preferring to just enjoy improving and driving mine whenever I get a chance to.

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When Harry Met Peggy



In Part Ten of his amusing restoration story, Harry Taylor from Deal in Kent is desperately trying to manage Len....

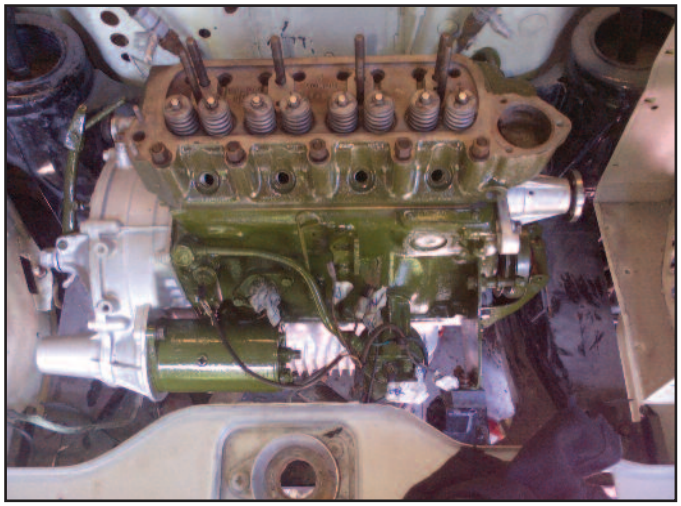


I often get reminders of the words of certain prophets or philosophers, either through my own recollections, Marilyn, or many times as memes on Facebook pages. While intriguing, they never seem to me to be awfully practical. I wonder at times about what Confucius might have to say about removing the petrol tank on an 1100. Perhaps the Pope, skinning his knuckles while trying to remove a rear displacer in a hail of blasphemy. Or the Dalai Lama advising against mixing crossplies with radials. I can tell you that there were many times that I reached through history for words to help me cope with the restoration of Peggy and.....Len.

Life at Len's garage presented new opportunities to move things forward, coupled with new opportunities to move things backwards. On the plus side there was cover and, for the most part, protection from the elements. The roof to the garage had long since been enveloped in large tree branches which made it look like it belonged to one of those abandoned towns that nature had reclaimed. This meant that the roof only leaked when it rained. On the downside there was no mains electricity and power was supplied by a generator.

I soon learned that there was a distinct correlation between my arrival at Len's garage and how low the generator was on petrol. The usual format was: I turn up at the garage - no Len. I phone Len - Len says he is on his way. Len arrives, then tells me about his partner and how she doesn't appreciate him and how his cousin is a 'bit of alright'. This usually happens over a cup of tea when Len has cranked up the generator and lasts for at least an hour. Now fully informed about Len's relationship and family problems, I move the conversation around to what we might get done with what little now remained of the afternoon. We agree on what we are tackling and Len then plugs his welder and angle grinder into the generator. We start on the car and the generator coughs and stops. The lights go out. I take a petrol can to my car and drive to the nearest petrol station which is a mile away and then make my way back. I pour the petrol into the generator. Len then tries to crank up the generator, which has seems to have acquired learnt behaviour from Len and refuses to start up. Eventually the generator vibrates into life. The lights go on and so does the kettle.

As you will have noted, this wasn't exactly thrusting progress, but things did get done. The engine and box came out and we took the front subframe out. The hoist Len conjured up to lift the engine would have been structurally compromised by attempting to lift Marilyn's knitting box, but it worked....just. This allowed us to clean up the engine bay and weld the seam where the inner wings join the main bulkhead at the cabin end. This is a problem area that we would not have seen or thought of had the subframe not come out - it is dangerously hidden behind the subframe towers, and the area of rot was all down the seam to the bottom front corners of the footwell. The engine head was sent off to a local engineer for conversion to unleaded petrol. The front displacers were examined, cleaned and set up with a new roller foot kit purchased from Longbridge Motor Spares, along with



all new subframe and engine mounts. This was all good progress if sometimes a little painful. It often felt that I was being Len's counsellor while paying for the sessions myself. Len had made me realise that it had been a long time since I had met anyone who I would call happy and well adjusted.

Before the new front subframe went back in, in all its shiny black glory, I had to decide what colour Peggy was going to be so that we could spray the engine bay. I was torn. Peggy was originally a mid-blue, which was common for the early estates. The car that I had originally owned in the 70s was Snowberry White. Well, OOG300G had been the inspiration for this whole endeavour, so Snowberry White it was.

As progress continued, so did the bills. Parts were not cheap, and Len had now decided to up his rate of pay. He did this not by having a frank conversation with me, but by the more subtle method of doing less over a longer period of time. I was made aware of this move by the length of time Len took to let in new metal to the bottom of the driver's door compared to the length of time it took to let the metal into the passenger door. One took substantially longer than the other, even though they were an identical repair. One took one week and the other took four weeks. I turned up one day at Len's garage after Len had asked me to come and see the heroic efforts he had put in for Peggy. He told me, "I have been all over the car grinding down the areas that needed work." To be fair, this was partly true.....very partly true. If you have ever read any Sherlock Holmes books, you will know that there are many indicators of recent behaviour that the observed person will not be aware of. I did not retrieve my magnifying glass, nor did I feel the need to don my deerstalker, but when looking at the floor and the dust that had been created, I noted that there were two clear spaces where Len's feet had been placed. There were no corresponding clear spaces anywhere else around the car. This left me with two distinct scenarios. Either Len had accessed some ancient wisdom and was practicing levitation or....he had just sprayed the dust on the floor around the car. Using rational deduction and of course a previous knowledge of Len, I deduced it was more likely to be the latter. "When you have eliminated the impossible, whatever remains, however improbable, must be the truth."

Dealing with Len was getting harder, but what could I do? I confided in Marilyn, who could be relied upon to come up with a way forward even if it was not the easiest route. Marilyn suggested that we invite Len and his partner, Kerry, round to ours for a meal and there, in a more relaxed setting, we could talk things through and come up with a more rigorous plan to finish Peggy's restoration before it finished me. I sat in the pub the next day and images of the yet to be arranged evening were flashing before me. What had we done? In what remained of my functioning mind, I imagined I heard shrieks, food flying everywhere, an advertisement for PG tips - and our voices being dubbed by Johnny Morris. Animal magic indeed.

Next time: Guess who's coming to my house - Len changes his mode of transport but not his mode of work.

Harry added a PS to this instalment, saying, "big thanks to Longbridge Motor Spares for recently digging out some hard to find parts for Peggy, including Mk I discs and a range of oil seals. Also big thanks to the 1100 Club for guiding me to Tony Cole, and to Tony who came up with the exhaust brackets I needed." Ed

From the Quilter Collection

John F Quilter in Oregon, USA, has very kindly shared some of his archive collection with the 1100 Club. This time, we have an Austin America press photo from 1969.



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4 part clutch kit (the best)	£70.00	Fan belt (dynamo)	£3.50	Full engine mount set (not inc s/wich)	from £22.50
Clutch flexible hose (new)	£14.00	Fan belt (alternator, genuine)	£4.00	Sandwich plate	£17.00
Clutch slave cylinder	£22.50	Head gasket set (1100)	£10.00	Exhaust rubber bobbin mount	£1.50
Clutch master cylinder		Head gasket set (1300)	£10.00	Radiator cap	£4.50
(original Lockheed grey colour N.O.S)	£ POA	Head gasket set (GT)	£10.00	Rubber Radiator Shroud	£15.00
Copper Brake Pipes (ready made)	£ POA	Rocker cover gasket	£1.50	Expansion tank cap	£4.50
Brake master cylinder		NGK spark plugs (set of 4)	£9.00	Wiper Blades complete with rubber (pair)	£18.00
(original Lockheed grey colour N.O.S)	£ POA	Rotor arm	£3.00	Fuel tank sender unit (genuine)	£ POA
Brake master cylinder (modern type)	£48.00	Contact set	£3.00	Bottom end gasket set	£10.00
Brake pads Mk I not for Mini, TR7 etc	£15.00	Condenser	£3.00		
Brake pads Mk II/III	£25.00	Distributor (New)	£55.00		
Brake discs (pair) Mk II/III best quality	£60.00	Distributor cap			
Brake shoes	£25.00	(early screw terminal side entry)	£9.00		
Brake flexible hoses	from £9.00	Distributor cap (push on type)	£7.50		
Handbrake cable	£10.00	Ignition lead set (best quality)	£18.00		

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Technical Tips and Advice



This time, the question of where to jack, the pumping up process, basic engine operation and fuel and temperature gauge fault finding

Jacking Points

QUESTION: I've just purchased my first ADO16, a rather fine black 1966 Riley Kestrel, FHU601D, and I would love to know the best positions to place a jack and place axle stands when working on the car. I am going to lift the whole car to remove the wheels for refurbishment (back to Old English White from black) and also to renew the sandwich plate. The car does have its original jack and centre-of-sill jacking points, but I don't fancy using them, just in case it's all rusty underneath!

SPANNERMAN'S ANSWER: You are quite right to not use the original jack, if it can be avoided. The early jacks lifted the body on a small area of the sill, but the later jack with a wider contact area was far better. I assume you are going to use a small 'garage type' jack. At the front it's probably safest to jack under the front of the subframe, where the suspension tie rods are connected. Axle stands can be placed under the rear of the front subframe, and it is kinder to use bits of wood between the stand and the subframe to save damage and spread the load. People do jack them up under the gearbox casing but I wouldn't, as it puts a lot of strain on the engine mountings and can crack the gearbox fins. At the rear I jack them under the rear subframe rear mountings and place the stands under the front part of the rear subframe forward of the rear wheel. Again, using pieces of wood here will prevent damage, and spread the load. You are quite right to be cautious, and if anything is not clear, do come back to me.

Repressurising the Suspension

This is extracted from Spannerman Number 55 - one of the technical articles from past Idle Chatter editions that you can gain instant access to using the technical article search function on the members area of the 1100 Club website. Reproduced here to help with a couple of recent queries! Ed

It is very easy, particularly at the rear, for the hydrolastic displacer and the strut or roller foot joint to become disconnected before pressure is applied to the system - later BL cars used a small spring to guide the parts together. When pressure is applied, check that all the parts are correctly seated.

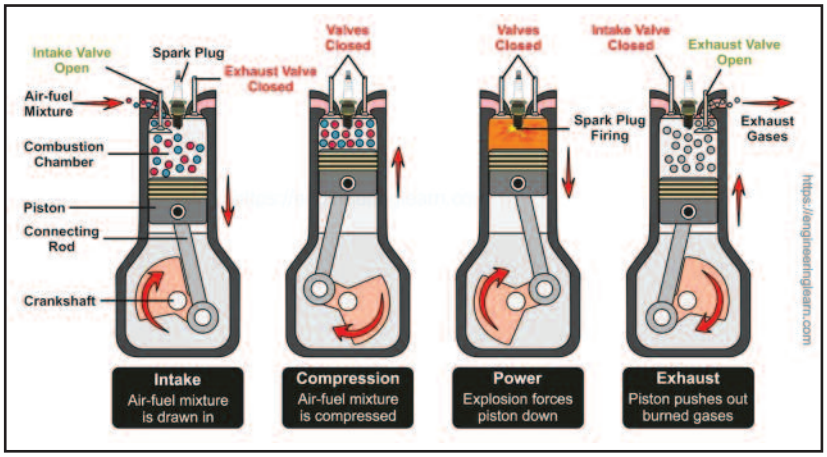
To minimise the amount of air trapped, a vacuum should be created within the system before fluid is introduced. Trapped air will affect the ride quality and encourage corrosion within the metal pipes. If the equipment used cannot do this, I have always jacked up the rear of the car as high as possible, and also pressurised and depressurised the system a number of times to remove as much air as I can.

To ensure the correct 'trim height' is obtained, the vehicle should be in an unladen condition, the tyre pressures corrected, standing on a flat surface with the transmission in gear or park and the handbrake off. As the pressure is increased, the car should be occasionally rocked from side to side before the distance is measured between the centre of the front wheel and the underside of the wing - approximately 330mm to 335mm, or 13 to 14 inches, depending on model. On vehicles fitted with operational auxiliary springs on the rear suspension, the rear suspension height can be altered slightly if required.

If parts of the suspension have been changed, it is advisable to let the system settle down under pressure for a few hours before the final suspension height is adjusted. If necessary, set the height up slightly high, then carefully allow some fluid to escape after the vehicle has stood for a period of time. Remember, it is far easier to let fluid out than it is to put it in again! An idea of the condition of the front hydrolastic displacer units can be obtained by opening the bonnet and observing how high the flexible pipe connection rises under pressure. It may be advisable not to inflate the system to the correct height if there is an enhanced risk of displacer failure, but of course adequate suspension movement must be obtained.

Sparking Ideas

Practical Classics magazine recently posted this superb image from www.engineeringlearn.com on their Facebook page, just in case any reader needs a reminder of what makes their pistons go up and down.



Fault Finding: Temp and Fuel Gauges

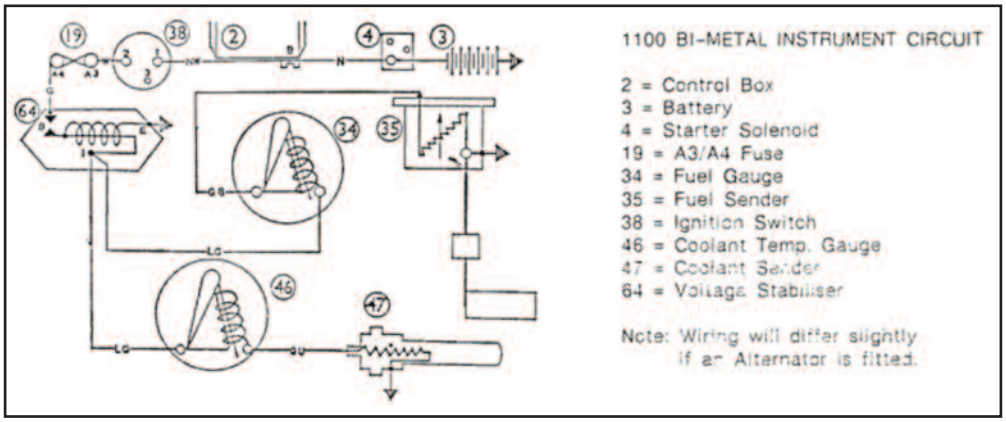
We are also returning to a previous Spannerman article here too, having directed several members to it in the last month or so. It remains a superb guide to the possible causes of gauge issues when used as a step-by-step approach. Ed.

The common instrument wiring and cable colours are shown below.

G = Green	W = White	N = Brown
U = Blue	LG = Light Green	B = Black
R= Red	Y = Yellow	P = Purple
K= Pink		

When two (or three) letters are shown, the first is the main colour and the second is a tracer. For example, NW

has a brown covering with a white tracer, and LGP is a light green wire with a purple tracer. The gauges are of the bi-metal type and the needles operate slowly. Each gauge has a supply via a light green (LG) covered cable from a voltage stabiliser fitted on or near the instruments. The name 'stabiliser' is misleading as it is not designed to give a steady voltage but switches on and off about once every second, producing an average voltage of 10V.



Below are common faults with the system and how, in each case, the cause can be verified.

Both gauges fail to produce a reading with the ignition switch turned on.

The cause is most likely to be a faulty stabiliser or its wiring. As this is supplied from the A3-A4 fuse, check this has not failed or that the connections have not become corroded. Fuse failure is normally caused by a circuit short, and it should be remembered that this fuse also feeds the indicators and brake lights on our vehicles, plus any other non-standard items connected to it. If the fuse is working correctly it may be advisable to remove part of the dashboard to uncover the back of the instruments. The procedure for doing this is covered well in the Haynes manual, and I should strongly advise anyone attempting this exercise to heed their warning about disconnection of the battery before proceeding. Locate the stabiliser, which is a small metal box with green, light green and possibly black wires connected to it.

After ensuring that a 'short circuit' cannot occur, re-connect the battery, turn the ignition on and, using a voltmeter or a low wattage bulb, check for a feed (approximately 12V) to the terminal marked 'B', which has a green wire connected to it. If a satisfactory result is obtained, relocate the voltmeter or bulb feed wire to the 'I' terminal of the stabiliser. Assuming the supply voltage is over 10V, the stabiliser output should turn the bulb on and off. The correct 10V output of the stabiliser can only be verified using a bi-metal or thermal voltmeter, but in this situation such accuracy is not essential. If the output is zero it can be assumed that the stabiliser is at fault. If output is available, check that each gauge has a feed from the stabiliser via the respective green cables. If the system is found to be fault-free so far, then both sender units are faulty or not connected to their respective gauges.

One gauge fails to operate.

The problem is most likely to be a sender (transmitter) failure as the two gauges are fed from the same source. A quick and simple method which can be used to verify each gauge, assuming there is no wiring fault, is to temporarily earth the end of the sender wire with the ignition turned on, while an assistant looks at the respective instrument. DO NOT LEAVE THE CABLE CONNECTED TO EARTH OR AN OPERATIONAL GAUGE MAY FAIL! The temperature transmitter is screwed into the cylinder head adjacent to the thermostat housing and has a green/blue wire connected to it. The fuel level sender wire colour is green/black but access to this transmitter will usually necessitate lowering the fuel tank. If this is attempted, great care must be taken to prevent fuel spillage and a resulting fire, as the tank with fuel inside is quite heavy! *There is another way if you can cope with cutting a hole in your boot floor, of course - Ian Gaffney has described the method for this approach in these pages. Ed.*

If earthing the sender wire produces a slow movement from the gauge, it is almost certain that failure in operation is due to a faulty sender, but it can also be caused (in the case of the fuel gauge) by poor earthing of the fuel gauge itself. This cause can be verified if jumping an earth lead onto the tank produces a gauge reading.

The sender or transmitter continuity and accuracy can also be checked by using an ohmmeter connected across the unit when disconnected from the vehicle's wiring. The resistance values should be as follows:

Engine cold or fuel level low: Approx. 250 ohms
Normal engine temp, or 50% fuel level: Approx. 70 ohms
Engine overheating or fuel tank full: Approx. 20 ohms

No repair is possible to the coolant sender unit, but I have in the past dismantled and satisfactorily repaired fuel level sender units with broken wires or resistors.

If temporarily earthing the sender wire in either case fails to produce needle movement with the ignition turned on, try the same test by earthing the GB or GU connection at the respective gauge. Ensure the correct terminal at the gauge is earthed in each case. If the needle now moves, there is an open circuit in the sender cable. If no movement of the needle is found, the gauge is faulty, if the correct feed from the stabiliser is present. Before connecting a replacement gauge, ensure the sender cable has not shorted to the ground or the replacement gauge will quickly fail.

Gauge readings vary with engine speed and/or electrical loads.

Check the voltage stabiliser as described above for correct operation and that it is correctly earthed. As previously stated, 100% accuracy can only be verified using a bi-metal or thermal voltmeter. Check also for inadequate supply voltage to the stabiliser at Terminal 8, as a slow supply caused by incorrect charging or circuit voltage drop will cause the gauges to malfunction.

The Problem Bird

The final instalment of Ryan Caulfield's Riley story will be in the next edition of Idle Chatter.



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Tips From Down Under

Continuing his popular series of tips, Phil Rixon clarifies a door frame related point of originality on the early Morris 1500 and Nomad....



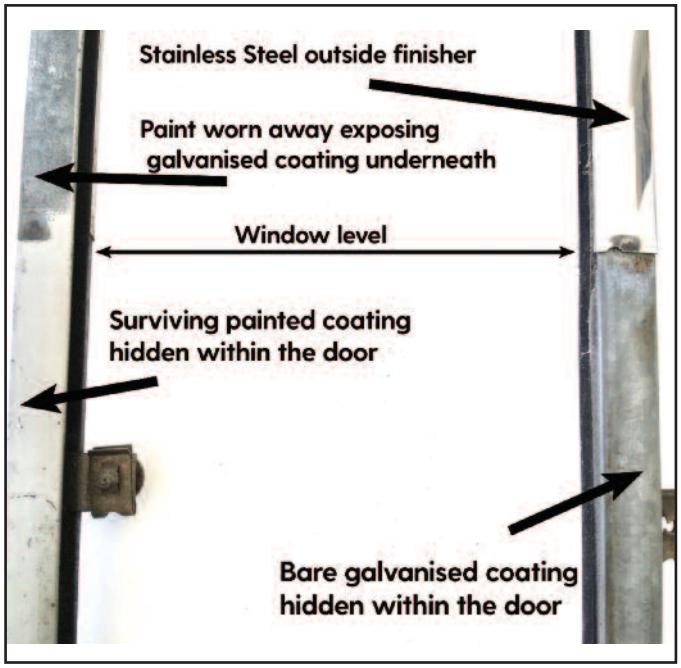
When the Morris 1100 first appeared in 1962 it featured quite a bit of sparkling brightwork, from its bumpers with their overriders, its hubcaps, door handles, bonnet strip and grille, plus the finishers around the door windows. These were all features of the Australian built version too, when it was first revealed in 1964.

But as the sixties marched on, cost cutting began to take its toll on the sparkle. First to go were the standard bumper overriders late in 1967, then the bonnet strip disappeared in 1968. Ironically these deletions gave the Mk I Morris body a slightly more modern look as the seventies approached.



When the Morris 1500/Nomad took over in 1969 another deletion occurred - the stainless steel door frame 'finishers' around the windows. Interestingly, throughout the entire Australian production run these were made in two halves just like the early UK cars. But when the UK items went one-piece, the change didn't make it down under.

As the cost cutting rolled on, for the new models in 1969, the door frames were left bare in body colour paint and all the quarter light posts lost their chrome covers as well, being simply painted with the same metallic silver as the wheel rims. This silver paint has naturally proved to be far less durable than chrome to the point where the portion of the posts exposed to the elements has usually lost its paint completely, leaving the impression that these areas weren't painted at all. All the posts (painted or stainless



covered) appear to have been given a galvanised antirust treatment, which might explain why they don't readily rust, and it is this mottled appearance that sometimes leads to the assumption that they left the factory with the bare galvanised coating on display.

But this reduction in sparkling adornment was short lived, and later in 1970 the stainless steel finishers returned to the door frames - still in two-piece form - giving a less austere appearance. Something to be aware of if you are swapping doors around is that the exterior horizontal trim strips at the base of the windows are longer on the cars without the frame finishers. On cars with them, these strips stop at the inner edge of the frame. On those without, they continue across the painted frame almost to the outside edge to hide the join in the bodywork.



Membership News

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

Doug McRoberts	Inverness, Highland	Morris 1100 Mk II
Mark Hutchinson	Faversham, Kent	Morris 1100
Malcolm Bourn	Hoveton, Norfolk	Austin 1300 Mk II
Barry Williams	Sevenoaks, Kent	Austin 1100 Mk II
Zac Lawrence	Talybont, Gwynedd	
Matthew Reedman	Eden Hills, South Australia	Morris 1100 Mk I
Charlie Renwick	Burnham-on-Crouch, Essex	Riley Kestrel Mk II
Mike Hume	Marysville, Ohio, USA	MG 1100 Mk I
Donald Watt	Alloa, Clackmannanshire	Morris 1100 Mk I
Joseph Jones	Doncaster, South Yorkshire	Austin 1300 Mk III
Stanley Freemantle	Purton, Wiltshire	Riley Kestrel Mk II
Terry Price	Leigh-on-Sea, Essex	Austin 1300 Mk II
Trevor Brant	Rubery, Birmingham	Riley Kestrel Mk I
Mark Everingham	Masterton, New Zealand	Austin 1300 Mk III
Brian Loftus	Knocknacarra, Galway	
Sean Doyle	Horsham, West Sussex	Morris 1300 Mk II
Bradley Ormston	Rochester, Kent	Austin 1100 Mk III
John Knowles	Chesterfield, Derbyshire	Austin 1100 Mk III

Classified Adverts

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

Cars For Sale

1969 Morris 1300 Mk II, SDL saloon, built May '68 and registered Jan '69, owned since 2013. Sandy Beige with blue/grey Vanden Plas interior and Vanden Plas rear bumper. Service and MoT to May 2022. Maintained and serviced by Jim Stokes workshops, Waterlooville (see inside rear cover of Practical Classics). £5000. Contact Brian on 02392 251612 or brimor70@btinternet.com (Waterlooville)







1968 Wolseley 1300 automatic in Farina Grey. Interesting history, heritage certificate shows completion Dec 1967 and first reg in Bournemouth in Feb 1968. Sound and lovely, bodily and mechanically, unlike her ancient owner! £7750. Contact Roy on 01638 745158 (Newmarket)



1966 Vanden Plas Princess 1100 Mk I, warranted 17,858 miles from new, one family owner, stunning nut and bolt restoration over six year period, all original body panels, never been welded or repaired. Full photographic record of the restoration available. Possibly the best you will ever find! Absolutely concours condition, any trial or inspection welcomed. £POA. Contact Dave on 07831 190160 (Kings Langley)






1964 Morris 1100 Mk I, will run and drive, needs TLC, mostly paintwork. Clutch needs bleeding. Fair amount of history etc. £2350. Contact Joseph on 07999 442451 (Derbyshire)






1963 Austin 1100, dry stored and taken apart for undersealing in the late 60s but never done! No log book present but has original number plates. Bodywork solid and seems like no welding done or panels replaced. Everything original, also has brand new rear subframe and petrol tank with it. Red interior stored in shed. Rear subframe out so cannot be put on four wheels. Offers over £500 invited. Contact Andy on 07949 108347 or andrew161166bartley@hotmail.co.uk (Wolverhampton)





1971 Austin 1300. In good condition throughout, drives and runs fine. Body is sound and recently had new carpets fitted. Engine rebuilt about 5000 miles ago and runs sweetly. Lots of receipts for work done. Just turn the key and enjoy! £5250. Contact Chris on 07791 967354 (Swansea)







1965 Morris 1100 Mk I, Dove Grey with Cherry interior - as it was when new. Runs and drives locally but in need of much TLC due to having covered nearly 200,000 miles. Has original receipt from new, plus full service and repair details from new. Not used recently due to ill health so buyer might need jump leads to start her up. Would love to see her go to a good home so sensible offers please. Contact Bernard on 07742 286452 after midday or contact Craig on cbtimson@gmail.com or 01603 782853 (Barwell, Leics)





1972 Wolseley 1300 manual Mk II. Duotone, blue over white, red interior. Lots of work done by previous owner to bodywork, recent new clutch, refurbished unleaded head, carbs and distributor. Very solid bodywork. £4995 or offers. Contact Dave on plrkda11@gmail.com or 07727 270554 (West London)



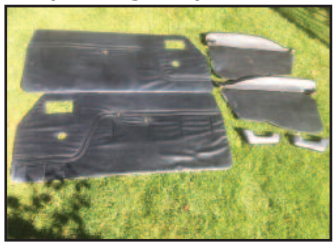
Parts For Sale

Door handles for two door 1100, Austin Countryman or Morris Traveller. £40. Contact Steve on 07982 539121 or steveandtara@onetel.com (Wolverhampton)



Complete interior for two door car comprising seats, door panels and door pulls, rear panels and armrests together with deep pockets. Seats in good condition except for small patch on one front seat. Pockets have splits but can be repaired. Front and rear carpets in black also available, in good condition. Offers invited. Contact Derek on 07775 762326 (Wokingham)





Rear seat and back for a Morris 1100. In good condition but a few marks. Offers invited. Contact Derek on 07775 762326 (Wokingham)



Front and rear seats from a 1966 MG 1100. Have been patched where the leather has split but a skilled trimmer could repair. Offers invited. Contact Derek on 07775 762326 (Wokingham)





Front seat (not certain for which model!). In generally good condition. Offers invited. Contact Derek on 07775 762326 (Wokingham)



Front trim panel for Wolseley 1100 or 1300. In very good condition. £25 ono, plus postage. Contact Derek on 07775 762326 (Wokingham)



Doors and glass from a Mk I Morris 1100, in Smoke Grey, plus a few other odds and ends. Also have some red door cards for Mk I. All free to good home but buyer to collect. Contact John on 07831 494625 or john.halfpenny@halfpenny.net (North of Cambridge)

Wanted

Rear wheelarch lip for passenger side, or an old shell with a good useable one attached. For the restoration of my Vanden Plas 1300. Contact David on 07731 691126 or david.baller1956@yahoo.co.uk (South Wales)


Pre-register to attend the National Rally at North Weald Station on 31st July
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