



In this issue:
BMC factory tooling back in action
My 1100 and Me: Introducing Poppy
My Other Car: a 1996 Austin Maestro



Idle Chatter

SHORTLISTED



WINNER!

Club Magazine
of the Year

Idle Chatter,
The 1100 Club



November-December 2020

The magazine for members of the 1100 Club

www.the1100club.com

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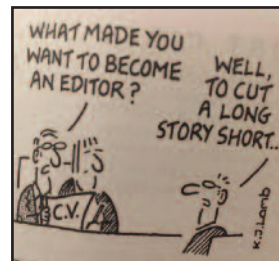
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Ed Lines



Welcome to the November-December issue of Idle Chatter, as we come towards the end of what has been a very strange year. I am pleased to report that once again the 1100 Club has broken recent records for membership, which is even more amazing given the times we are in, and once again I have been blessed with some fantastic content for Idle Chatter - more than I can fit into one magazine! I also rather enjoyed being sent the cartoon shown below....

There is lots to enjoy in this issue anyway though. We bring you a special report on the culmination of an 1100 Club project that has been going on in the background for some months now. We have a couple of lovely stories about the relationships that we have with our cars, and the way in which our cars take part in the relationships we have with our family and friends too - a bit like the 'Family Ties' theme that the NEC show ran with a few years ago - and we look forward to sharing a couple more similar stories with you next time. There's a bit of history from Larry Miceli in America on the MG Freeway Enduro, and our 'Other Car' is an Austin Maestro - did you ever own one of those? As usual there are also some superb running reports - our members have definitely been busy during all these months with no shows or events to attend - and some great technical advice too.



It is time to renew membership for those of us who joined before 1st February 2020, and you should find a membership form with full details of how to do this enclosed with this issue of the magazine, along with your calendar for 2021. We very much hope that you decide to stay with us so that we can continue to invest in projects to help keep our cars on the road into the future.

All that remains is for me to wish you and yours a very merry Christmas and best wishes for a healthy and happy new year - let's hope that 2021 is a little more normal for all of us.

Dave Wilkins

magazine-editor@the1100club.com

FRONT COVER

1966 RILEY KESTREL OWNED BY NICK ATKINS

REAR COVER

MARIO KOFMEHL IN SWITZERLAND SHARED THIS SUNNY SUNDAY PICTURE WITH US VIA THE CLUB'S FACEBOOK PAGE

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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Please contact the Chairman with any General Secretary matters or if you would like to learn more about the role



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Technical and Spares Support for Members

For technical advice on any aspect of your 1100/1300, email Spannerman on spannerman@the1100club.com and 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 and also see our regular advertisers elsewhere in the magazine.

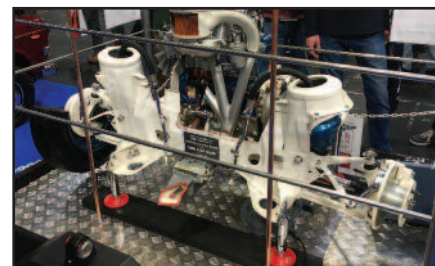
Original spec 1100 Club exhaust systems and discounted car covers are available via Robbie Claydon on chairman@the1100club.com, as is radiator recoring.

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

DIY hydrolastic displacer rehousing kits are available from Ian Gaffney on rehousing@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.

Website Password
austin-maestro



'The 1100 Club'



@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?
Buckinghamshire/Oxfordshire	Andrew Patterson	01296 483335 or 07940 981944 bucks-oxon@the1100club.com	Second Wednesday, 7.30pm, <i>Bottle and Glass</i> , Gibraltar (HP17 8TY)
Cornwall	Chris Bryant	07814 607949 cornwall@the1100club.com	
Essex	Tony Cole	020 8500 7059 or 07979 998627 essex@the1100club.com	Fourth Wednesday, <i>The King and Tinker</i> , Enfield (EN2 9HJ)
Hampshire	John Norris	07896 639640 (text preferred) hampshire@the1100club.com	Last Thursday, 7.30pm, <i>Cams Mill</i> , 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, <i>Caffeine and Machine</i> , 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	
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SE London/NW Kent	Stephen Carr	01322 528843 selondon-nwkent@the1100club.com	
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Surrey	Dave Laing	07727 270554 surrey@the1100club.com	First Thursday, 8pm, <i>Marquis of Granby</i> , Esher (KT10 9AL)
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USA	Dr Tom Gaylord	Atlanta, USA	(404) 261-5083 usa-representative@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



Hi everyone, I can't believe it's that time of year already to be writing the last chair chat of the year and Christmas is only a few weeks away. To say it's been a strange year would be the biggest understatement ever, I guess!

As always, your committee have been busy behind the scenes - I say that a lot, I know! But I'm delighted to now be able to share with you the results of some of that hard work, with the re-pressing of original genuine front wings. As you'll read further in this edition, it was no easy task but we pressed ahead (sorry, I couldn't resist that!) and I'm really excited and pleased that your committee pulled it off, despite the many, many hurdles we faced.

Staying on the subject of your committee, I would like to take this opportunity to thank every one of them for all their efforts this year, especially with it being the abnormal one that it has. As you all know, every one of your committee is a volunteer and despite all the difficulties and challenges this year has provided, your committee has risen to the challenge and we now end the year with another fantastic membership total, together with a major production project having been seen through to its long

but very successful end. No doubt a project about which any car club, large or small, would love to be able to say the same.

Some of you may already be aware that our regalia officer, Fernand Pinckney, has suffered a heart attack. I'm pleased to report that, at the time of writing, Fernand is doing well and is now out of successful surgery. Typical of our Fernand; when I spoke with him the other night he was more interested in how he'd be able to get regalia orders out than he was about his own health! So there'll be a delay, needless to say, on regalia orders for a while and I'm sure you'll understand. On behalf of everyone in the 1100 Club, get well soon Fernand.

I continue to hear of lots of projects taking place all around the world and it's exciting to know that when we are all able to meet up again, there will be lots to see and talk about. Let's hope that's not long away now. In the meantime, stay safe, stay well and have a merry Christmas everyone; here's to a healthy and much more positive new year.

Robbie Clayton
chairman@the1100club.com

Looking Back

The period image below is copyright 'Judge Sampson Ltd' and reproduced by kind permission.

Memory Man is in Enfield, close to a previous National Rally location, and it's 1965

Many thanks to Fernand Pinckney for finding this picture, which appeared on the 1100 Club's Facebook page a few weeks ago. It features the Market Square in Enfield, originally Middlesex but now in the London Borough of Enfield in the centre of North London and just within the M25 area. Nearby is Capel Manor where the 1100 National Rally has been held twice, and also the area where the Enfield Pageant is held annually, which always has a large 1100 Club presence. Permission to publish the picture here has been obtained from Judge Sampson Ltd, the copyright owners, who say the photo was taken in 1965.



The scene, which is little changed today, features the King's Head pub to the left, St Andrew's Parish Church in the centre and the side wall of Barclays Bank to the extreme right. It was here, as rightly pointed out on Facebook, that the world's first ever Automated Teller Machine (ATM) was installed, on 27th June 1967 to be precise! A market has been held in the square since 1303, but the original market cross was demolished in 1904 (and subsequently re-erected further north of the town) and the present Market House commemorates the Coronation of Edward VII.

Enough of the scenery, now to the cars. Some to the extreme left of the car park are hard to identify, but a Mini can be seen (possibly a Traveller or Countryman), a two-tone Ford Consul Mk II, an Austin A40 Farina and a Series Humber Hawk amongst others. The next row, behind the

Market House, contains a Vauxhall Wyvern (EIX), a Ford Corsair, a Ford Anglia 105E Estate and a Rover 3-litre (P5). Partly hidden by the building is an Austin A40 Farina, in front of it a Ford Anglia 105E and a Triumph Herald, and in the foreground a Ford Anglia (or Thames) van (307E).

Nearer the camera are a brace of light coloured ADO16 Mk Is, a Morris Oxford MO with a Jaguar Mk 2 behind. Over the road, alongside the rear of the previously mentioned bank, is another ADO16 in a darker colour with a Ford Anglia 105E behind.

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

The Wing Project



Supplies of original spec front wings have been secured by a big club investment and a reawakening of the BMC factory tooling.....

It is a truth universally acknowledged that an 1100, in possession of a good owner, must be in want of front wings at some stage in its life, possibly more than once. Apologies to Jane Austen for the unashamed paraphrasing of her legendary quote, but it is definitely true that new front wings are often required to keep our 1100s on the road and in good order. The 1100 Club is delighted to announce that it has secured the supply of both offside and nearside front wings for the foreseeable future and beyond.

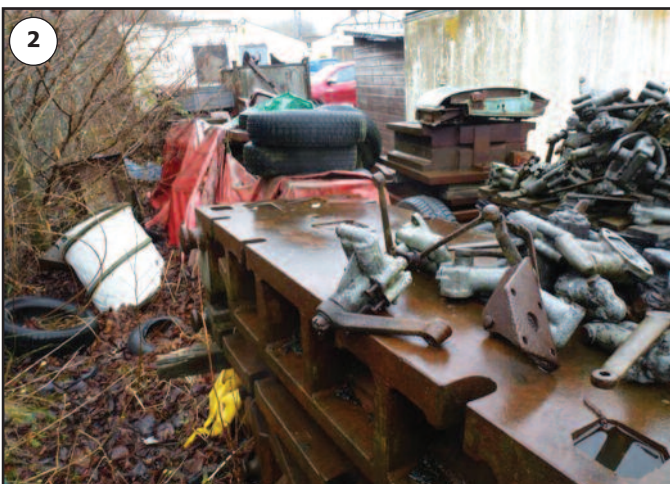
The story goes back to 2018 when 1100 Club chairman Robbie Claydon received a call from David Kingerley of Longbridge Motor Spares. David had recently taken over most of the assets of well known spare parts company Earpart, and had realised that these assets included the original BMC tooling for 1100 front wing manufacture. We already knew that Earpart owned this tooling as some years previously they had a run of wings made, and we purchased twenty offside wings from them to ensure that a production run was financially worthwhile. But nobody really knew what state the tooling had got into since, having been stored outside; whether it was still useable and indeed whether it was still complete. David had decided that he probably wasn't going to get as far as another production run of wings (although he has since very successfully remanufactured other 1100 parts) and very kindly offered the 1100 Club first refusal on the tooling at a value determined simply by their weight in scrap metal.

It didn't take us very long to make a decision. Derek Bayliss went along to have a look at the tooling and found it to be in quite a sorry state (**Photos 1 and 2**) but there was every chance that it was still complete and quite possibly useable.

“There was every chance that it was still complete and quite possibly useable”

Not that it was possible to see inside it, of course - the tooling is so large that a fork lift or crane is required to remove the lids. Robbie Claydon set to work in sourcing a company that would be able to renovate the tooling for us and put it to work, and after a few false starts he found one - a proper traditional family-run engineering firm based in what was the heartland of British manufacturing. During this process, we had a call from another company offering to buy the tooling from us, not to use but to preserve for posterity as it could no longer be used - this convinced us that we had a duty to get the show on the road and the 1100 Club committee team voted to go ahead and see how we got on!

A transport company was sourced to move the first batch of the tooling from Longbridge Motor Spares to the press company - no mean feat, as it was seriously heavy and bulky and needed a proper lorry! (**Photo 3**)



The first batch was assessed by the press company as being viable, so we bit the bullet and moved the rest of it there too, having purchased it in full. Derek visited the company with a previously remanufactured wing so they could see what they were working towards. The press company worked hard to get the tooling cleaned, greased and set up, and with many fingers crossed we gave them the green light to start a production run of offside wings, as they are much rarer than their nearside equivalents.....would it all work?

Yes, it would indeed - see **Photo 4!** But there was a curve ball, of course. The part of the tooling that produces the side section and reinforcement panel of the wings (which are in three parts) actually produces the two parts for both offside and nearside wings at the same time, so we inadvertently ended up producing two thirds of a batch of nearside wings as well! Having established that we were where we were by that point, we made the decision as a



committee team to crack on and make some nearside wing tops as well, so that we could offer pairs of wings instead of just outside ones - not our original intention, but a very good outcome nevertheless! **Photos 5 and 6** show some of the panels immediately post-production.



The wings have all now been painted in good quality primer (**Photo 7**) - an additional expense, but one that we all felt was very worthwhile for the longevity of the panels - and delivered to Lee Robinson, who is very kindly providing the club with some space to store them for the moment.

So now you know what the mystery expenditure was that showed up in the statement of accounts for this year's AGM - for commercial reasons we couldn't reveal what was going on until it was all done and dusted, but we hope you agree that it has been a worthwhile use of some of the reserves the club has built up over the years. We have sometimes been criticised for holding these reserves long term and for being reluctant to 'splash the cash' on short term gains such as expensive National Rally evening entertainment, but we have always argued that our funds will be used to uphold the main thrust of our club constitution when the time is right, which is to make sure that

key parts for our cars will remain available to our members - and in this case the time was completely right. We are incredibly proud of what we have been able to achieve as a relatively small club - brand new panels using original BMC factory tooling and made by a proper British family-run engineering firm. It doesn't get much better than that!

The wings are now available for members to purchase at £195 per wing or £350 for a pair, plus postage as required. The parts of the wings can also be purchased separately at £100 each for top and bottom sections and £50 for the reinforcement panel, so you can decide what works best for you. Pricing has been carefully thought about to balance giving members a good deal for brand new quality panels, but at the same time recouping some of the costs for future such projects. Lee Robinson is currently storing the wings in Norfolk, from where they can also be collected; other committee team members will also hold a few wings eventually so that there are a wider variety of locations for members to collect wings and avoid postage costs completely. Non-members can also purchase wings with an additional surcharge of £100 on a wing or a pair of wings, or of £50 on an individual part. Of course they can also choose to join the club first and then purchase at the member price, which we would all prefer.



Particular thanks go to Robbie Claydon for driving and coordinating the wing production on behalf of the committee team, to Lee Robinson for providing storage space and offering to send the panels out, and to Derek Bayliss for his help on the ground during production. Thanks also go to David Kingerley at Longbridge Motor Spares for offering us first refusal on the tooling and at a fair price that enabled us to proceed.

We don't expect to sell hundreds of wings in the immediate future, but that was never the point - what we have done is ensure that a major part of our cars that many of us will need at some stage will be available when we need it - and that's surely what a classic car owners' club should be setting out to do.

"Brand new panels using original BMC factory tooling and made by a proper British family-run engineering firm"



In Brief



News, views and stories from the world of ADO16s

Reminder: Events and COVID-19

As I'm sure many of you are seeing, there are now a number of car shows and events in the classic car world re-emerging and being advertised. We fully understand that many of you are very keen to get back to some normality in our classic car hobby after a very difficult period and are no doubt chomping at the bit to get together and talk 1100s, be it at your local regional meeting, a car show or classic car event.

However, if you attend any of these, please do satisfy yourself from the relevant government guidelines that the event/activity is actually legal to go ahead and couldn't be classed as an illegal gathering. Please ensure that you have adequate insurance in place to cover your vehicle should the unthinkable happen, and please note that the 1100 Club's public liability insurance that provides you with additional cover when you take part in an activity as a member would be voided should the event be deemed illegal.

Whilst the current restrictions are in place, please can we ask that no 1100 Club banners are on display as sadly we have seen other organisations suffer bad publicity whereby people take pictures, upload to the internet or press and then subject those organisations to a 'trial by social media'. This is one of the many reasons we were forced to postpone our own two summer events, along with a concern for our members' safety and welfare. We very much hope that things can return to full normality as soon as possible.

Lee Robinson, Events Co-Ordinator
events@the1100club.com

Cover Star

I live in Swansea and the car is a local West Wales Riley Kestrel 1098 with a genuine 41,000 miles, in Sandy Beige and Arianca Beige. In the early 90s the car starred in the hit series of Heartbeat Series Eight (in an episode called 'Past Crimes') and was used by the assistant bank manager as the getaway car!

Nick Atkins

Real Petrol Economy

Thanks to Brian Lake for sharing this great piece with us, spotted in 'Sales Talk', the internal journal of the Austin Morris group.

REAL PETROL ECONOMY
 On Saturday 10th June, four young ladies—Pat Anderson, Margaret Potter, Kathy Simmons and Carol Corpe—all working for Lex Motor Company, Swindon, set out to demonstrate real, practical petrol economy obtainable with the Austin 1100 and 1300 GT. They were accompanied by observers from the Club West Motor Sport Club. The girls set out to average over 40 m.p.h. on give-and-take winding country roads in the area, and to obey all traffic rules. Twelve hours and more than 470 miles later, in pouring rain, the results were:

1100	42-64 m.p.h.	38-13 m.p.g.
1300 GT	42-56 m.p.h.	38-07 m.p.g.

—Proof, perhaps, that the ordinary motorist can expect good performance

and good economy from the popular and well-developed Austin 1100/1300 range of vehicles of which over 2,000,000 have now been built. The public were invited to participate by entering a competition in the event.

Production Figures

John Turner, who was Rover's Chief Engineer for large cars, including the Rover 75 and MG ZT, has sent us through a few documents relating to Longbridge that he has amassed over the years, these comparative production figures being from one of them.

	AUSTIN Sprite	AUSTIN FX4/FL2	MG Midget	MG MGB/MGC	AUSTIN & MORRIS 1100/1300	AUSTIN & MORRIS 1800/2200
1957/58	2995					
1958/59	17,565	216				
1959/60	23,340	1480				
1960/61	8480	1365	1647			
1961/62	15,993	738	13,018	277	2904	
1962/63	8164	1309	7311	16,391	97,649	
1963/64	9389	1282	8279	26,496	219,473	50
1964/65	10,743	1530	12,163	24,033	242,807	25,395
1965/66	8456	1423	8656	28,812	238,359	56,876
1966/67	6824	1258	6636	35,529	160,097	33,822
1967/68	6809	1943	7444	25,103	249,500	45,009
1968/69	8167	1468	10,761	29,787	247,138	42,735
1969/70	1012	2272	15,206	34,062	199,671	36,042
1970/71	1417	2691	16,350	40,424	218,322	43,811
1971/72		2833	16,247	34,854	144,347	29,913
1972/73		2397	14,858	32,732	103,486	37,831
1973/74		2312	13,722	29,995	20,786	27,251
1974/75		2082	12,837	26,867	6468	8548
1975/76		3122	20,894	35,739		
1977		2687	14,337	28,681		
1978		2422	14329	27,355		
1979		2439	9778	23,400		
1980		2007		14,315		
1981		2049				
Totals	129,354	43,225	224,473	514,852	2,151,007	387,283

Notes:
 Figures cover production at Longbridge, Cowley, Abingdon (Sprite) and Seneffe (1100/1300 and include CKD kits (1100/1300, 1800/2200, Maxi).

Calendar of years:
 1957/58 to 1974/75 (October to September)

John owned this 1100, which he upgraded with a 1300GT powertrain, larger servo, GT leather steering wheel, Cibie headlamps and later hydrostatic units - he says it was a really lovely car to drive!



Princesses From Yesteryear

Ian Gaffney has come across this photo he took at the Brockwell Park Rally on Sunday 22nd July 1984 - fascinating how it could be yesterday, apart from the fact that not many shows have been happening, and yet this was 36 years ago! Anyone recognise the car or the owner?



The one below was taken at the Mid Hants Bus Rally, Ansty Park, Alton, on 18th July 1999. The car is still currently taxed and MoTed but is not on the 1100 Club database - anyone own it?



The Vanden Plas below was at the Buckinghamshire Railway Centre in Quainton on 27th August 2001.



Smart Motorways

The Covid-19 disease has caused untold disruption and misery to so many people. Our normal way of life has been seriously disrupted and, in my opinion, there is very little prospect of matters improving significantly until the middle of 2021 at the earliest. So many functions and events have been cancelled and this is never more true than in the area of classic car shows. However, a few have valiantly attempted to carry on against the odds.

If we ignore viral health issues for a moment, there is another very real danger to all motorists, especially those with classic cars. It is of course the obsession of Highways England to roll out motorways where the hard shoulder has been changed to a live lane, a so-called All Lane Running (ALR) road.

The normal advice in the event of a motorway breakdown is to pull over to the hard shoulder, get out of the car as quickly as possible and to get over the barrier, away from

the car, to a place of safety. The reason for this is that the hard shoulder is a dangerous place and every year there are fatalities on it. Anyone who has experienced stopping on the hard shoulder will testify that it is a difficult place to be. Every time a heavy lorry passes your vehicle rocks and even opening the door is risky when there is frequent fast-moving traffic only feet away. The current advice for the ALR is, in the event of an emergency, to attempt to move your vehicle as far to the left of the number one lane as is possible. This was the hard shoulder, but is now live. If you can exit the vehicle safely, do so, but if you have broken down in one of the other active lanes, stay in the car, keep your safety harness on, activate your hazard lights and call 999.

Even in a modern car, breakdowns and especially punctures can unexpectedly happen. The average time for help to reach you on an ALR is thirty-five minutes and it usually takes seventeen minutes for an operator to spot that your car is stationary. During that time, you are in real peril and there is nothing that you can do other than pray that other motorists have seen your plight and moved away from your lane in good time. There is very good evidence that this is often not the case, with many drivers ignoring the red X on the overhead gantries, when they have been activated. Often, for whatever reason, they fail to be alert to what is happening in front of them.

To get out of the car to safety is virtually impossible. If you pull over to the nearside, passengers on that side may not be able to exit due to the proximity of the Armco barrier or wall, bank or ditch. If you move to the offside to let your passengers out it will be very difficult to open the driver's door with fast moving traffic only inches away. What if you have a child in a child seat behind the driver? Hence the recommendation to stay in your vehicle.

Now think of the situation in classic cars. Many, especially those with wire wheels, do not have tubeless tyres and in the event of a puncture the tyre usually deflates suddenly. There may not be a safety harness or hazard flashers, no airbags or head restraints to mitigate whiplash or worse in the event of a rear impact. Unless there is a portable sat nav in the car or a smartphone with GPS signal you may have very little idea of your exact position on the motorway when asking for assistance. You are in fact a sitting duck with the very real risk of injury or even death. There are of course refuge areas, but on all but the M42 these are far too far apart and it is often impossible to reach them in an emergency.

Eventually, I come to the main point of this epistle. Although we are now coming to the end of the car show season, it will inevitably open up again. When you plan your trip to a classic car show, it is worth considering beforehand whether any of your journey involves motorway travel and if so, will it include an ALR section? If it does, you may wish to consider an alternative route.

Dr David Nancekievill

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Two Anniversaries



Two fifty year anniversaries are together here! The picture shows 'Den nye Lille Bælts bro' (the new Small Belt Bridge) between Jutland and Fynen in Denmark. The bridge was constructed between 1965 and 1970 and is a dual carriageway three lane highway bridge. The bridge was opened on 21st October 1970. The car is a 1970 MG 1300 Mk II with first registration on the 6th July 1970.

Bo Vincent Petersen

The Tony Cole Interview

The September issue of Practical Classics magazine contained a buyer's guide for the BMC 1100 and 1300 range of cars, to which the 1100 Club was asked to contribute. Our man in Essex, Tony Cole, did a telephone interview with James Walshe as part of the process and this was the result.

Another Anniversary



It's a shame there are no 'then and now' photos, but I took these on 6th September to mark the 47th anniversary of driving FYF out

from this very spot for the first time. Nothing whatsoever remains of Cedars Garage in Blackheath as a reference point, except the location of the entry and exit. The Esso pumps used to be roughly where the front of the flats and wine merchants now are, with a showroom either end.

Ian Gaffney

Lovely Limeflower

Jason Amos has sent us this picture of his recent purchase! Jason is pictured with his daughter collecting his 1972 Austin 1300 Mk III from previous owner and club

FOUR QUESTIONS WITH AN ADO16 OWNER

Tony Cole from Chigwell has owned 'Wilma', his 1968 Wolseley 1300, since new

1 What made you buy one in the first place?

'I started work at a Morris agent in Hainault 1959 and was preparing 1100s for sale before the public saw them so by the time I bought my own in '68, I knew the car inside out. I had an Anglia 105E before so the first thing I noticed about the new car was the ride. I was also going from a 1000cc single carb to 1300cc twin-carb - I felt like I was like king of the road!'

2 Why did you buy the Wolseley version?

'I was about to buy a Morris, but my brother, who worked in the sales department, managed to get me a Wolseley 1300 with leather seats for the same price. It was two-tone green and everyone said it'd be a bad omen, but I named her Wilma

and she's still going today. I had originally planned to keep her for five years and sell at 100,000 miles, but in 1974, my wife Sue gave birth to our daughter Crystal and I brought them both home in the car. Wilma was by then part of our family.'

3 So, you decided to keep the car?

'Yes! She put in many more years of motoring, but by 1991, Wilma had covered 211,000 miles and was ready for retirement. She'd had two gearboxes, four clutches, six pairs of driveshafts, three water pumps, a radiator, a cylinder head, a pair of sills and a rear subframe. She was very tired by then, so I advertised her for £300 but I changed my mind at the last minute and, by 1993 she was on the road with a new MOT!'



4 And she's been on the road since?

'After a full restoration, Wilma was fighting fit once more. She performed wedding duties for my daughter, who was driven to the church by my brother - the very man who sold me the car back in '68. Today,

with 252,000 miles on the clock, she's as much of a pleasure to drive as she was back then and, although these cars can be tricky DIY projects due to the welded bodywork, being a member of the 1100 Club means that you're never short of useful and friendly advice.'

member Sally Russell. Jason has already been introduced to a couple of ownership challenges, but has risen to them and is very much enjoying driving and getting to know the car.



Wedding Bells

Our Portugal area rep Jose Carlos Magalhaes has recently used his Vanden Plas Princess at the wedding of his eldest son. We think it was the perfect car to use! Congratulations to the bride and groom.



Crown Jewels



Whilst I was in the November NEC show in 2018 I had a phone call to ask if my Wolseley could be in Aberystwyth on 15th November to take part in filming for 'The Crown'. After changing my shifts around I agreed, so on

Wednesday night I made my way over to Aberystwyth in the dark, arriving at about 8pm to book into the bed and breakfast ready for filming the next day.

At 7.30am the next morning we made our way to the set to park up and wait for instructions as to where we needed the cars to be; whilst waiting we had breakfast. After some time had passed, other cars arrived ready for filming, then the prop cars came on trailers for the background scene.

After about ten or so takes of the scene, they then moved the cameras around to get another angle, with the Prince of Wales (played by an actor, not the real one) doing a few takes driving into the hotel. Around the corner there were protesters waiting for his arrival.

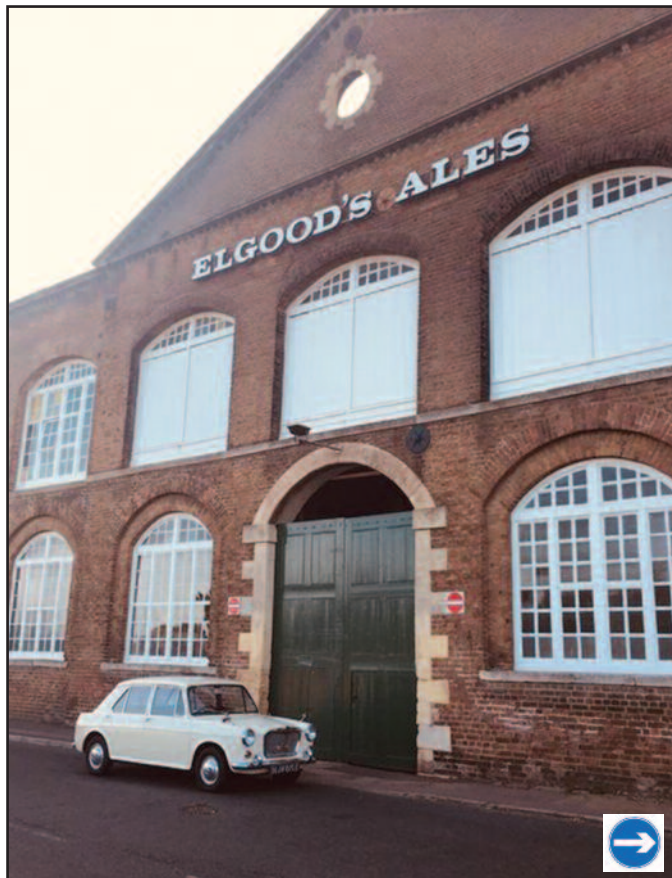


Mid morning, the cars were rearranged to look like they were inside the car park; I was parked inside the old hotel. After a long morning we were told at 1pm that that was the end of filming for the day, so we all made our way home.

Chris Jones

Brewery Tour

David Shadbolt decided to visit what would have been our National Rally location if things had been able to go ahead as planned in August - Elgoods Brewery. It's a superb location to show off his lovely car! David says: "We also then had an excellent meal and some Elgood's in the Red Lion!"



Time to renew your membership?

It's that time again when we ask you to commit to the 1100 Club for another year and renew your membership; there is a form enclosed with this magazine that tells you everything you need to know about how to do it, or you can scan this QR code with your tablet or smartphone and go straight to the renewal page of the 1100 Club website. If you renew your membership via the paper form, please do still tell us your email address if you have one so that we can make renewals simpler for next time. Renewing by 15th January will guarantee that your Jan-Feb 2021 issue of Idle Chatter will be delivered to you in a timely manner. **Please note that if you joined us after 1st February 2020, your membership is NOT due for renewal yet. You will be notified when it is, via email if possible.**



SCAN ME

We mentioned earlier in the year that we would be moving all of our membership administration onto an online system called Crossmember. Sadly this did not quite go to plan when we carried out trials and a pilot study, and as a result we have decided instead to go with a different system for club administration called Membermojo from the beginning of February onwards. It's very similar in that all membership matters will continue to be managed by Koren and NOT by any external staff, but using this system to simplify and automate some of the processes involved - crucial when we have over 600 members to administer. We have updated our privacy notice accordingly, and linked in to Membermojo's excellent privacy notice too - you can read these via our website as usual. All payments will still come directly to the 1100 Club via cheque or Paypal and will not be taken or handled by Membermojo. The 1100 Club website's membership and renewal pages will take you to the Membermojo system from about the beginning of February onwards; please continue to renew using the current system as detailed on the form in the meantime.



Scrapyard Shot

How many 1100s can you spot in this rather sad image on the left? Thanks to Ian Gaffney for sharing it with us.

The 1100 Club at the NEC



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The Classic Motor Show at the NEC had to be cancelled this year for very obvious reasons but, rather like our #national-rallyathome, things still went ahead online on what would have been the Saturday of the event. The 1100 Club presented a video in one of the club showcase segments and you can watch this on our YouTube channel or by scanning this QR code with your smartphone.



SCAN ME

BL Autumn Rally

The show's organiser, Tom Morley, reviews one of the only classic car events to take place during 2020



It certainly has been a challenging year for us all and things have been made very difficult for our hobby. My BL Autumn Rally at the Milton Keynes Museum has traditionally become a nice relaxed way to round off the outdoor event season and I was desperately hoping all year we would still be able to hold the show. For a number of reasons the museum remained closed until September, but upon speaking to them it transpired that they were happy to host the event and be responsible for the show to allow it to go ahead. Despite another couple of COVID restriction changes, the show still had the green light but in order to ensure numbers were controlled it had to be limited to club/marque areas and have no public entry to the show. The show 'ethos' is always very relaxed and informal, and I was hoping that even with the restrictions we could still maintain this feel.



This year all the usual vehicles were catered for, plus the Vanden Plas Owner Club and the Gay Classic Car Group had a stand. Thanks to a willing band of volunteers, each area had someone to look after parking and record everyone's track and trace information - many thanks, as always, to Tony Cole for fulfilling this role for the 1100s.



I was delighted to have approximately 125 cars in attendance and, despite it being rather windy, the sun shone for the majority of the day. The vehicle awards still took place, but for obvious reasons we couldn't all group together for a prizegiving so the prizes were taken round to all the worthy winners.

Idle Chatter



Jack Hays scooped the award for 'Best 1100/1300' with his lovely Mk II Morris and Ed McAllister was a worthy runner up with June, his beautiful Wolseley 1100 automatic.



Mark Ferris from the VP Club won the coveted 'Best in Show' award, with his stunning Rover 216 Vanden Plas. 'Sponsors Choice' went to Alan Webb-Moore's MG Metro. Many thanks to Ian and Dawn Kennedy of Hydragas and Hydrolastic Systems Ltd for sponsoring the awards and to Meguiar's for providing the car care packs for all the class winners.

"None of us know what the next year holds in terms of events, but hopefully it will be more normal"

What was clear from the show was that it wasn't only nice to get out with our cars - it was also lovely to see all our friends. For many it was the first show of 2020 and the first time we had all seen each other this year, and shows the important role that clubs play in maintaining the friendship between all of us. Many thanks to everyone who came along and all the willing helpers who enabled the day to happen. We also raised £320 for the museum from donations on the day, which they were delighted with. None of us know what next year holds in terms of events, but hopefully it will be a little bit more normal!

November-December 2020

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Area Updates



Essex

I've had enough of this now! No shows, no pub meetings, no NEC, no Christmas meal, can't meet up, can't help each other on our cars....what is happening? We have only had a total of two shows all year!

Sorry about that, but I feel better now. Looking on the bright side, we own 1100s, we are in the best car club and we are now reading the best magazine, fantastic!

We did have the last of the two shows quite recently; it was the BMC/BL day at Milton Keynes Museum, and it turned out great. Four cars met at the M25 service area and we travelled up together to meet up with another six cars in our club area. As expected, it was quite different from most years with only club areas and no other cars, and with social distancing etc. We have had five new members join our branch this year, and three were there. Mike and Pam in their 1300, Matt in his fawn 1100 and Ed in his green Wolseley Mk I, which was on the cover of the last magazine. Dave is another new member; he has a VP 1300 auto on which he is having the gearbox overhauled before putting it on the road, and also Jason with an Austin 1300. So on that fine note we are all hoping that by Drive It Day next April we should be having more cars out and about to our shows and on club stands. I can't comment on the four rebuilds; only that work is in progress and they are getting closer to completion.

On a more serious note the Professor (Fernand, our regalia man) has had a heart attack and is in hospital, having had a triple bypass operation. As we all know, the NHS is run off its feet, so do please remember him in your thoughts.

Stay safe, well and keep smiling.

Tony Cole
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Surrey

It's been fairly quiet in Surrey, as you might expect given that the show season (what there was of it) has been winding down anyway despite the restrictions. We met at the Marquis in October and were given a lovely large round table in the dining area which enabled good distancing. We were debating whether we could hold the November meeting there too, as Elmbridge borough (the home of the Marquis) had been placed in Tier Two. However, the full lockdown starting on Thursday 5th November confirmed the decision that we would have to cancel. At the time of writing, Lockdown Mk II (a bit like the ADO16, with some improvements on the Mk I) finishes the day before the scheduled December meeting, but I suspect Elmbridge may remain in Tier Two afterwards and so we cannot convene. If you were thinking of attending, please contact me beforehand to confirm go-ahead or not and so we can keep track of numbers.

I attended a show at Wolverton (in my Morris 1300) for BMC/BL cars at the end of September; this was in the field outside the Milton Keynes Museum and was well attended with good distancing. A nice sunny day, if a bit windy! The Essex mob were there in force, plus some other relatively local members.

The Morris was showing low oil pressure on the warning light after this long run, but a new oil pressure switch sorted this out. Phew, nothing more serious! Work continues on my Wolseley to get the clutch system in a good drivable condition; I have replaced all the actuating levers and pivots and renewed all the hydraulic seals, together with returning the pipework to original configuration. The redundant engine steady mounts have also been removed - the car was originally an automatic, but having been converted to a Mk II style manual does not now need them. However, it is still not good when changing gear, so I fear replacement of the clutch internals will be needed. The hydrolastic has been topped up to give something approaching the correct ride - thanks Dave W.

The main event for some of the Surrey group in October was the 'Riley Rescue'! A G reg 1300 was recently chanced upon rotting away quietly since the 1990s in a cul-de-sac front garden near Byfleet.



The owner was approached as to willingness to sell and eventually said yes; this coincided with Keith from the West Midlands having contacted the 1100 Club looking for a Riley in particular to restore. On a sunny but showery Thursday in October myself, Dave W and Mervyn turned up to assist Keith, who had himself arrived with a hired flatbed car transporter.



We managed to unlock the driver's door with Mervyn's big bunch of keys; no joy on the boot though. Keith had brought some old 13 inch wheels and tyres and we gingerly jacked up the car to fit three of them; the original tyres had perished beyond holding any air. The front brakes were sprayed with penetrating fluid to get things moving. A bit of careful manipulation got the bonnet lock released, and we managed to get some more pressure into the suspension, which amazingly still had some.



Then it was time for the transfer onto the flatbed; a helpful neighbour moved their cars off their front parking area so Keith could re-position the transporter to get a straight pull at the Riley. Due to the amount of structural rot underneath, the strap was attached around the A-posts and windscreen area which didn't seem as badly corroded. Hearts were in mouths as Keith operated the winch and it moved! Three of the wheels even rotated after the first few feet. The car was pulled fully onto the bed and secured with the usual strap arrangement.



A big pile of rust remained where the car had been sitting; the driver's floor area was particularly bad. Keith completed the sale and paperwork, which included original handbook and documentation, and a old Riley key fob. He drove off and made it home successfully the same day, with no dramas! A long rebuild will now be needed, and Keith plans to report on this, plus more about the rescue, in future magazines.

Dave Laing
surrey@the1100club.com

Fenland

Well it's been a pretty quiet period in the Fens with regards to seeing one another! Another lockdown and another period of restrictive social gathering means we've all been in our respective bubbles getting on with things! Gordon has spent a fair bit of time sorting his barn out so that he has space for his newly restored estate and his Magenta. They can now rest safely out of the elements over the winter. Ryan Riley has both Alice, the rare two-door base model, and the Riley in storage pending a house move so very little has happened on either of those projects. I know that feeling Ryan! The Riley is still being examined from a mechanical point of view as apparently, its running problem is still unresolved! Quite what is causing this is something that Ryan says he will update on soon, so we wait with anticipation!

My own fleet of cars hasn't turned a wheel and I'm glad I did a pre-winter service and attended to the underseal and waxoil on Morris my 1100, as he is currently sat under a car cover outside in damp weather while I finish up some very long standing projects inside the warm cosy workshop. Inside I still have Terry Waller's estate await-



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ing my attention. At the moment the Murrays' Austin 1300 is taking up most of my time, but I'm pleased to report that re-assembly isn't far off the horizon on that, with all the bodywork completed and paintwork prep pretty much done. The last jobs that remain are subframe and engine bay related before it gets a fresh coat of paint and goes back together. The GT and VP remain static and under cover awaiting their turn.

Kroc the Mk I is going to be used as an on/off instructional restoration project that I shall be vlogging, Youtubing and writing about as it happens. The idea is to give something back to the 1100 Club on behalf of Kroc's last owner (who donated him to the Fenland branch) by sharing his renovation progress in the hope it will help and inspire others. At the moment it's touch and go from a bodywork perspective; Kroc is going to need massive amounts of welding, but I do feel that he can be saved so keep your eyes out in IC and on Facebook for updates on how to keep up to date on this running resto. I'm also hoping that when social distancing is behind us, Kroc can also be used in our hands-on workshop meetings to help other Fennys. He's too far gone to be a safe running restoration, so it will be a while before he sees the open road again, especially once work starts with the angle grinder!

Hopefully the news that there may be a solution to the pandemic in the form of a vaccine will mean we can see the return of business as usual on the car show circuit at some time in 2021. For now though, it looks unlikely that there will be a Fenland Christmas meet, which is a shame as it would have been our first official one. The best things come to those who wait though, so I'm sure we will all have time in future to get together and have some fun!

Lee Robinson
norfolk-fenland@the1100club.com

Running Reports

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



Having started the engine from time to time during FYF's years off the road and satisfied myself that it was running well enough, apart from an oil and filter change and plugs and points I decided to concentrate the revival work on the many other issues that had resulted from its extended period of storage in the damp lockup. But now, with eighteen months having passed since getting the car back on the road, I felt the time had finally come to give the engine a bit of extra TLC.

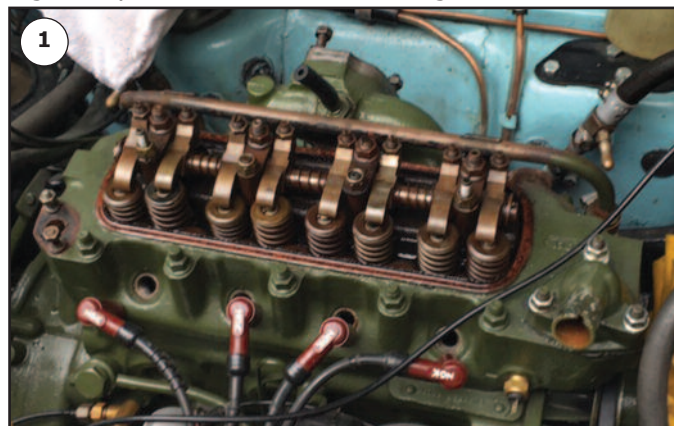
Unfortunately it is not FYF's original engine; to my regret I let that go in exchange for a BL Gold Seal unit in 1982. In the first twelve years of the car's life it covered 128,000 miles with the factory engine, but by then this had of course become a bit of an oil burner - nothing drastic though. It just so happened that this coincided with a run of adverts by BL in Exchange & Mart for Gold Seal engines. Much as I wanted to keep the matching numbers, I allowed myself to be influenced by BL's promises in the ad rather than rebuild FYF's original. More fool me.



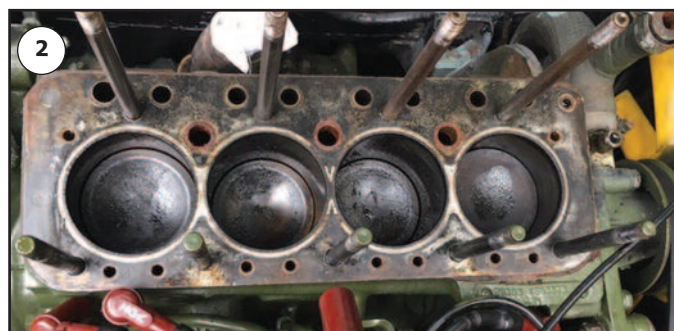
Shortly after fitting the reconditioned engine and gearbox I became aware of being followed by a rather large dense cloud of steam. The dreaded return to the BL dealer that had supplied the units hardly inspired confidence, but eventually they accepted there was a problem and took FYF in, only to find the block was cracked. Being a parts and labour guarantee in place, they fitted the second Gold Seal engine in their workshops. For some obscure reason (I believe there is a saying 'none so deaf as those that don't want to hear') they failed to detect a loud ticking noise in time with the valve gear. Their response to this was that the engine was running OK. On my finding adjusting the rockers made no difference, it was clear something else valve related was amiss. With great reluctance they took FYF in again, only to find that this second engine had left BL with a damaged camshaft. Even when run in, the engine was also only managing 500 miles to a pint of oil (which BL and the dealer claimed was acceptable), not vastly better than the original 128,000 miler I had just let go. With both reconditioned engines having come direct from BL with these problems (and a few others besides, due to poor work by the garage), coupled with oil leaking from both side shafts on the gearbox because the bushes and seals had not been renewed, this was a prime example of the appalling quality control and lethargy in the declining years of BL.

With that background to the present engine's history, the last time the head was taken off was at the BL dealer in 1982. The engine covered about 58,000 miles in the seven years before FYF came off the road, so still only has a relatively low mileage compared to the original.

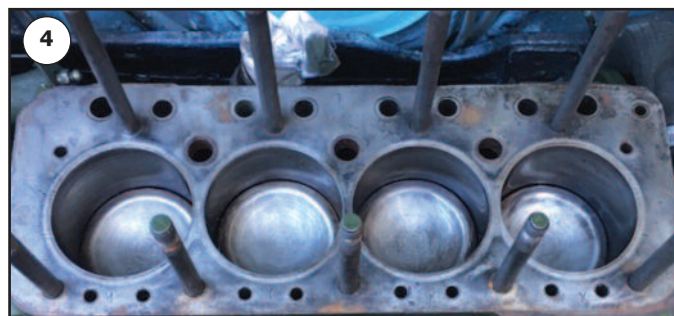
Fortunately, with the much lower annual mileage FYF now covers, the oil consumption is not a problem so hopefully this top end attention will see things taken care of in the engine department for the time being.



So I got to work. After draining the block and releasing the hose clips and heater tap, undoing and tying the carburettor to one side and removing the manifold clamp, the head nuts were slackened a turn at a time in the reverse order to tightening. Then, with the rocker shaft lifted off and the pushrods given a waggle as they were withdrawn, the head was ready to lift off (**Photo 1**). **Photo 2** shows the pistons seeing daylight for the first time in thirty eight years!



Having cleaned the face of the block with an abrasive pad and white spirit, all of the holes were covered with masking tape and balls of rag pushed into the bores, also taping over each one after it had been cleaned. With each piston in turn being at the top, I put a smear of grease around the edge to catch any small particles then, using the curved edge of a blunt scraper to clean away the deposits (**Photo 3**), finishing off the piston crowns with a quick buffing using,



once again, a fine abrasive pad soaked in white spirit. I also cleaned the block facing, the results of which can be seen in **Photo 4**. Fortunately there were no heavy deposits or ridges around the tops of any of the bores.

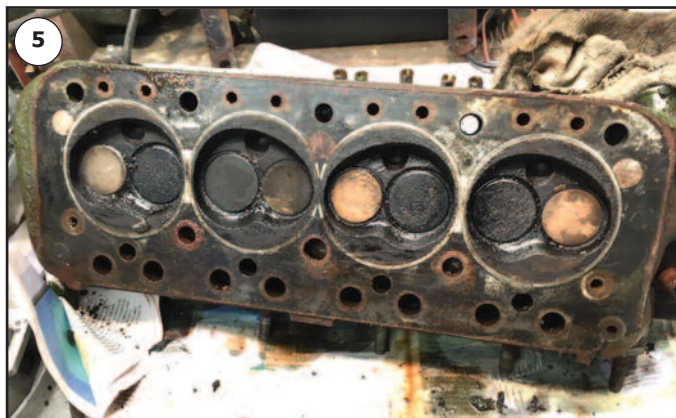
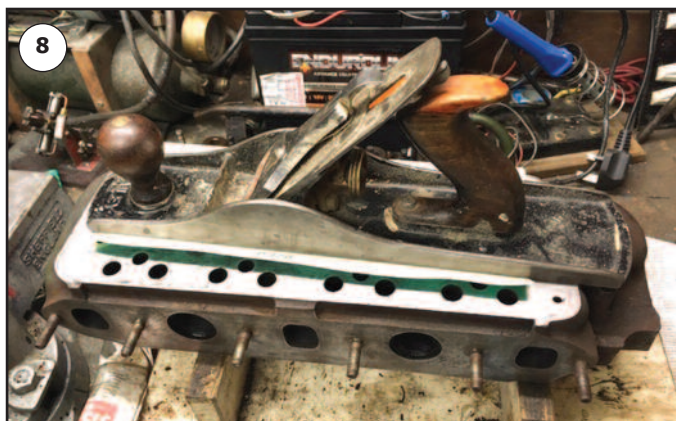


Photo 5 shows the head on the bench ready to be cleaned up. As you can see from **Photo 6**, the bypass hose had clearly not been bypassing for a very long time! **Photo 7** shows the valves removed ready for cleaning.

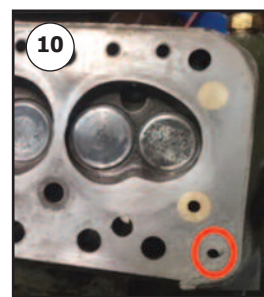


The face of the head was easily cleaned with just a few strokes using 120 grit glass paper and a woodworking plane (**Photo 8**).



The waterways were then flushed out and strips of rag soaked in white spirit drawn up through all of the valve guides, pushrod and stud holes to clean them of any fine gritty dust. I also reached into the ports with a scribe to remove the carbon, cleaning the combustion chambers with a rotary wire brush, then thoroughly cleaning it all afterwards (**Photo 9**) and

flushing through the rocker oil feed shown in **Photo 10**. With the valves removed, taking care to avoid the seating, the sharpened end of an old file was used to remove the hard deposits. A quick spin in the drill using an abrasive pad soaked in white spirit gave them a final polish ready for grinding in (**Photo 11**).



Although I've got a couple of the sucker type tools, I prefer to use the chuck off an electric drill on the valve stems instead, as you can see from **Photo 12**. While pressing on the valve head from the other side, I find this method works well (**Photo 13**). In the event most of the valves only needed the fine grinding paste.

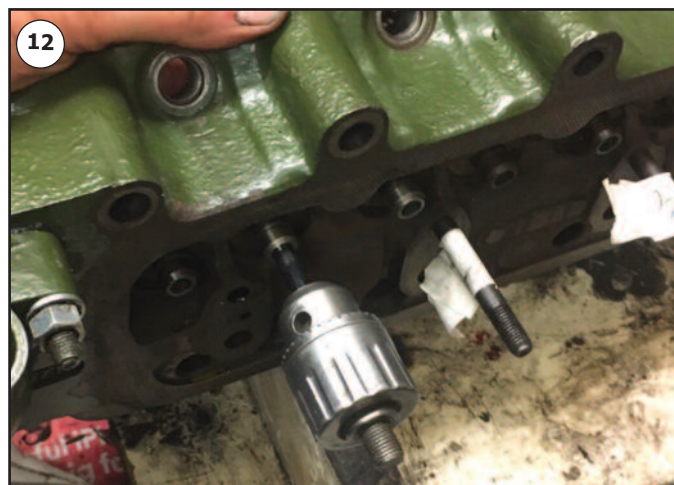


Photo 14 shows one of the old sloppy 38 year old inlet seals. These had no neck springs. With the valves ground in and ready to go back, fitting the valve stem oil seals came next. Although seals were not originally fitted on the exhaust valves, there appears to have been some debate in recent years about whether they should have been. An item I came across recently by an A Series engine tuner said that his approach was to now fit oil seals to the exhaust valves but to remove the springs that come with new seals. With their extra heat, this seemed a reasoned compromise, so that is what I have done.

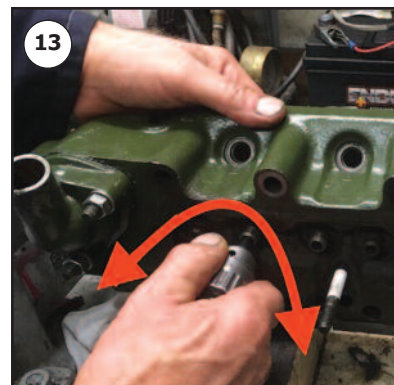


Photo 15 shows a new seal on the same inlet valve stem, and **Photo 16** shows the spring removed on a new exhaust valve seal alongside a new seal on an inlet with spring.

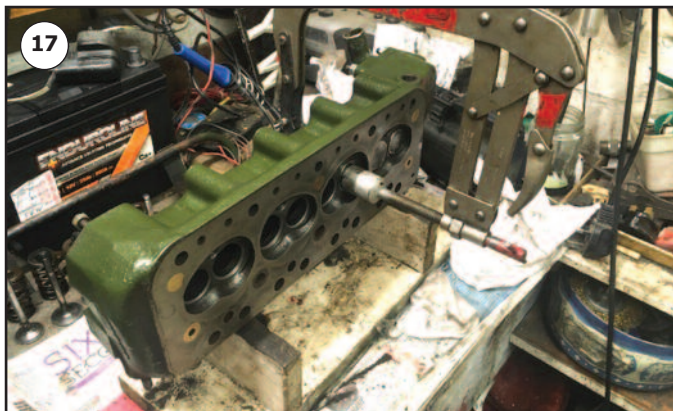
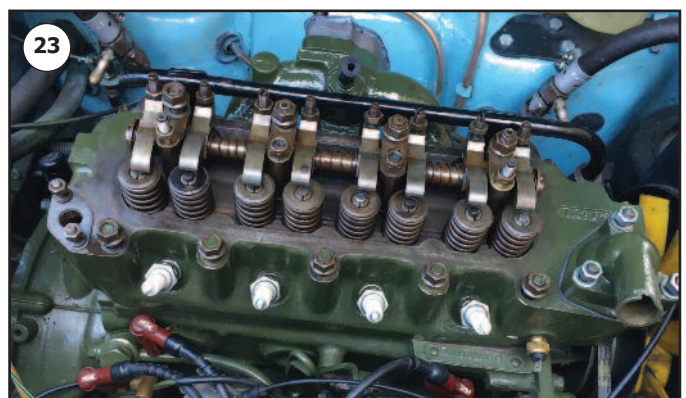
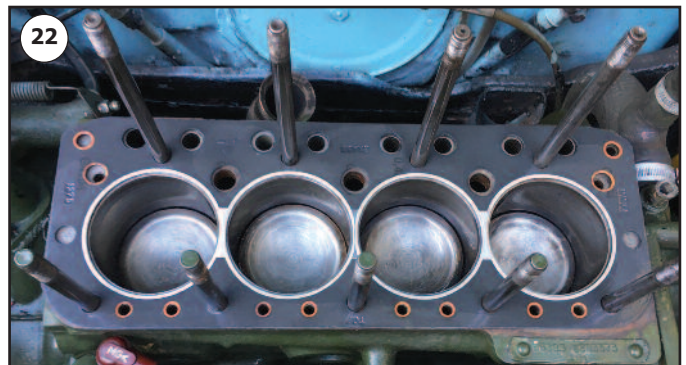


Photo 17 shows the valves going back in, and in **Photo 18** you can see the new bypass hose and clips in place on the head. This is a short piece of Gates R6 oil cooler hose, so should last well!



As you can see from **Photo 19**, I find it much easier refitting the exhaust manifold on the bench, having earlier cleaned up the exhaust manifold studs with a 5/16" UNF die (**Photo 20**).

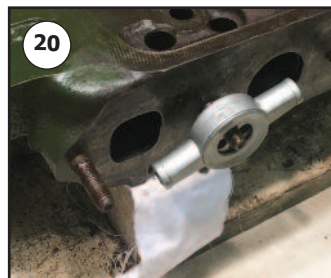


Photo 21 shows everything in order and ready to go back on the car. Next I placed the new head gasket in position (**Photo 22**) and put the head back on.

In **Photo 23**, the rockers are back on and the head is ready for tightening. There also seems to be some debate about whether the head studs and nuts should be lubricated before torquing. I always lightly oil the threads and studs, my feelings being that with them lubricated all will more likely be consistent. When torquing a head down I

go round very gradually in the correct order, 5lbs at a time. The rockers were adjusted using the 'rule of nine', eg adjust No.1 with valve No.8 open, adjust No.2 with No.7 open, and so on. The easiest way to turn the engine for valve setting is to remove the spark plugs, put the car in third gear (also the ideal gear for bump starting), lift one of the front wheels just clear of the ground and turn it as required.

Having had TYW's exhaust manifold break at the neck some years ago while fitted with a forged manifold clamp, I feel the type of pressed steel clamp shown in **Photo 24** is more forgiving of any casting irregularities. Just a few spots of MIG weld to hold it together take away the risk of dropping any of the pieces.



With the carburettor back in place, the exhaust reconnected, all hose clips tightened, and with fresh antifreeze, the engine was run up to temperature and the head re-torqued and the manifold nuts checked and tightened. Then I let the engine cool before going through the rockers again. After a brief run all seems well, but I still wish FYF had its original engine...

Name: Allan Leighton
From: Grange, Banffshire
Car: Authi MG 1300S



The nearside is completed as far as I can go (**Photo 1**); both doors have been repaired, but I can't get the hang of welding repairs without lots of distortion so I have had to use too much filler to get them satisfactory. I do

have the offside doors needing the same lower four inches replaced along with the bottoms, so maybe by the time I've welded them I'll find a better technique!



The offside sill is worse than the nearside, as I suspected, but my main concerns just now can be seen in **Photos 2-3**, namely the lack of metal at the top and bottom of the A post and lack of solid metal under the trumpet, which was three layers thick in places. Has anyone replaced an A post, if I can even get one? It doesn't look an easy fix.



Then I poked the area around the heater mount (**Photo 4**) and now have a lot of daylight showing; to compound my misery, I didn't initially cut out a large enough hole to get at all of the flange of the water shedder (**Photo 5**).



The main cause of all that rot was a great wedge of pine needles resting in the air box, which also caused further rot in the floorpan (**Photo 6**). Poo!



I have now attempted a repair and, apart from some ugly welds where I had blow through (not easy when the metal is so thin and rusty and access is a bit tricky too) I think it's now much stronger than before and also watertight (**Photo 7**). Now I just need to extend the water shedder and close it all up.



I still need an offside rear wing, but I have lots more to do before I get to that part. One bit of good news! The offside quarterlight was stuck shut. As I removed it, the rivets failed and it fell apart. The bottom pivot had broken as well. Careful cleaning, a lot of heat and penetrating oil later, I had the top pivot free, then a spot of weld and new rivets had that working nicely. The rubbers are still in good condition too. Back to work then, even though it's still freezing outside! ➔

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

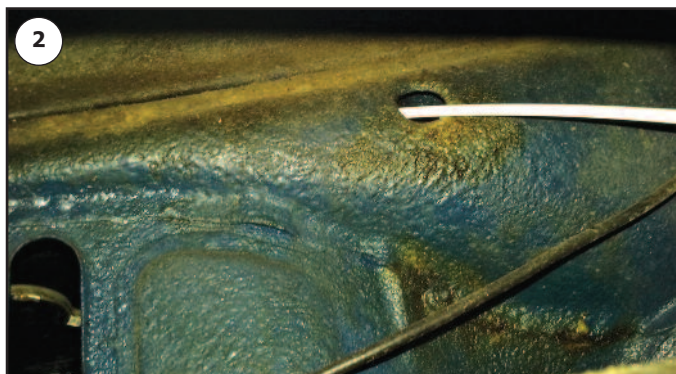


Hello and welcome to my last Running Report of 2020. Since last time, I have continued to 'get down and dirty' with the GT, and my task of applying liberal coats of cavity wax into all the places other protective substances cannot reach! My Sept-Oct report ended with me in a quandary about how to access the interiors of each door for spraying, without damaging the door cards and underlying plastic membranes during their removal. It's clear now that I didn't think of the obvious, and check the undersides of the doors for access, so I must offer grateful thanks to Dave the editor for pointing out the drain holes thereon. Duh! These have been perfect for purpose, allowing the extension tube full penetration to all internal areas. The results were a reassuring dribble of excess fluid from the undersides (see **Photo 1**) and another full can of wax expended.

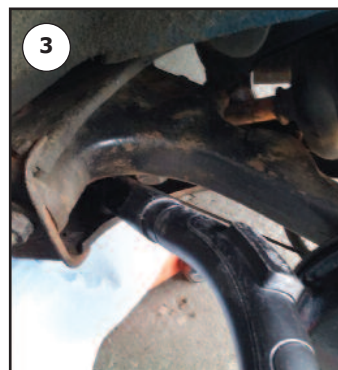


A moment of complacency now followed as I thought, rather smugly, that I had finished this task. Not so! Following a chat with fellow club member and all round ADO16 'guru' Paul Tubby, I realised I still had work to do. He kindly suggested several other areas that would likely benefit from some wax, so an additional purchase of 'TechniQ 900' was duly made. Thanks Paul! Our conversation included the term 'trumpets', a word I had read in the 1100 Club magazine before, but to be honest I had no idea what they were, or where they could be found.

Well, my education has continued and I do now, plus I was pleased to find out how accessible they were. They have both received the treatment (**Photo 2**) and I was pleased to see good penetration and some run off. Another easy to reach area suggested was behind the rear stiffening panel along the rear edge of the bonnet.



The end of the waxing was now in sight as I turned my attention to the rear of the car, specifically the sub-frame. More advice from 'guru Paul' suggested that the area between the frame and the displacers is a potential trap for damp and general road crud. Therefore a clean out of both sides using a paint brush and the vacuum cleaner (**Photo 3**) plus liberal quantities of WD40, preceded wax injection via the extension tube (**Photo 4**).



With both wheels refitted, I carefully reversed the car part way up my ramps, allowing me just enough clearance to crawl underneath. From here I was able to finish off the last area to spray, namely the open box section of the rear cross member (**Photo 5**). The total number of 500ml cans of wax used for the whole car now amounts to nine! Money well spent, methinks, and a real feeling of satisfaction of a vital job completed.



Just as a brief aside, delving deeper into the car recently has confirmed to me that at some point in its past restorative work has probably been carried out. It would appear, even to a techno-numpty like me, that the quality and finish of the work all over has been and is of the highest quality. I'm a very lucky chap!

My best wishes to you for a happy festive season, and thanks as always for reading about the car I always promised myself.....

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



Name: Harvey Foster
From: Royston, Herts
Car: 1967 MG 1300 Estate



Looking back to what appears to have become my one annual running report, I see that in September 2019 I started it with the words "It has been a funny old year so far". In view of what has happened to us all since March this year, perhaps that was something of an overstatement. Who knew what was to hit us in 2020?

Madge, my estate, had been locked away for the winter. As lockdown hit, I recovered it from store and brought it home. This was quickly followed by the realisation that frosts were still about and the car had no antifreeze in it, having dumped the contents of the system all over the club stand as it arrived at Gaydon last July in a haze of steam. I set about fixing this by firstly checking the manual for the quantity I needed, draining out the water to make enough space for the antifreeze and topping the system up.

The next job was to attach the control cable to the new heater tap that I had bought from Robbie at the National to fix the coolant loss issue. Yes, I know, eight months to complete a simple repair is not exactly impressive, particularly as I had done the lion's share of the work at Gaydon in order to be able to drive home. A poor example to others - I must do better!



With these jobs done, the car settled into a life of doing....well, pretty much nothing as lockdown continued. My only trips out were to the supermarket once a fortnight. As the restrictions eased, I began to use Madge more, with trips to my mother as her support bubble and general use of the car for the purpose that she was built for. I was surprised by just how much shopping it is possible to cram into an 1100 estate! A full trolley of supplies for the best part of three weeks was swallowed with ease. Then as July arrived and Year 1 children could return to school, Madge began school run duties, which she coped with very well.

In August we had a one week holiday in Norfolk and Madge took this in her stride, covering 500 miles in eight days, including driving to Cromer on the hottest day of the year (33 degrees) with no problem. The only downside was the amount of time it took me to clean the beach out of the inside of the car once we got home!

Over a six month period I have clocked up 2,000 very enjoyable miles, without a car show attended throughout this period. That is not a huge distance in the scheme of things, but Covid has had the effect of slashing my mileage. If this carries on I am set to record the lowest annual figure in my 36 year driving career and, so far, Madge has done almost all of them. With the arrival of autumn at the time of writing, I am about to give the car a wash and polish before laying her up until next year. I shall be sad to stop driving her for the next few months, but happy that she will be away from the worst of the winter weather.

So, what else have I been up to with 1100s? Not much really. I did manage to pay a couple of visits to my Austin Mk I, but I am not sure that I achieved a great deal. The car has been in the garage since September 2017 when the battery terminal fell apart. It took me so long to get round to fixing this that the fuel pump stuck and no amount of hitting it would induce it to run.

Eventually I found the time to try and fix the problem. I had hoped to be able to gain access to the points with the pump in situ. To that end, I undid the three screws holding the retaining holder the pump sits in. The plan was to remove the holder, take off the cover to the points, give them a quick clean and put everything back together again. Unfortunately the car had other ideas. As I am sure you know, the pump sits in a rubber sleeve inside the housing plate. Over the years this had stuck itself into place. One good tug broke it free, but unfortunately it was still attached to the pump which promptly appeared in the boot minus part of the inlet and outlet elbows that had broken off in their respective pipes. I guess I should have realised that this might happen. Lockdown is clearly making me stupid. Fortunately I was able to remove the broken ends of the elbows without much difficulty, but that was the end of the entertainment for the day. I took the pump home to contemplate what to do next.

At in the order of £90 I did not want to buy a new pump, but there was no point replacing the elbows unless I could get the pump working. Fortunately, the points cleaned up so I invested in a couple of elbows and gaskets from Mini Spares and put everything together. I tested the pump for leaks, but felt it was a good idea to use water rather than petrol. All appeared fine, so I took a trip back to the car and refitted the pump. The positioning of the elbows needed adjusting and I ran out of time playing, so had to leave things for my next visit. Sadly, some months later that has yet to happen, so the car is still immobile.

Now that the schools are back after the summer break, I am hoping to get a little time to visit the car and finish the job. However, as I type these words, the government is hinting that the next full lockdown could be around the corner so who knows when I will get to it. Look out for my next report (probably in autumn next year if I stick to my current form) to find out what happened next.



Name: Erik Schmitz
From: Norfolk
Car: 1972 Vanden Plas



I am the proud owner of a 1972 Vanden Plas Princess 1300. I am used to the usual roadside repairs required to keep the car going, but a couple of recent faults kept me and a couple of mechanics guessing....

The first was that the car would run out of power as soon as I went above 55mph. The mechanics thought it was the distributor or condenser, and certainly something electrical; however, it turned out to be the fuel pump that had been replaced with a German model. I tested it in the kitchen with water and the delivery was pathetic, but when I took it apart I tried increasing the throw by winding down the metal piece at the centre of the diaphragm and it worked perfectly - well above the minimum delivery of half a litre per minute. I am not sure why this was the case, as I thought that a longer throw would result in less frequency and should be the same delivery as a shorter throw at higher frequency, but it worked.

Very pleased with my diagnosis, I went on a road trip test to a pub about eight miles away. I started accelerating on the open road up to 70mph and everything working perfectly - so perfectly that I thought I would go beyond the pub, then about a mile beyond the pub the engine slowed down and stopped. First I checked the spark with a spanner in the spark plug cap - perfect. I checked to see if the dizzy had rotated or was loose - that was fine too. I took off the petrol hose (I must get a clear filter, which would make life easier) and found plenty of fuel. I took off the bellhousing on the carburettor and checked the needle was not stuck - it wasn't. So I called the breakdown - they told me it would take an hour, which unfortunately was

not enough time to walk to the pub. My guess was that it was the float needle which had somehow got stuck.

Anyway, back at home I took the carb to pieces and the float needle was working perfectly. I was baffled. I did a compression test and checked the water for oil - but everything was fine. I checked the timing, which should be 13 btdc at 1000 rpm and no vacuum - fine. By the way, the easiest way I found was to open the timing cover on the clutch housing, put the car in fourth gear and, using a mirror, push it until the timing mark comes into view and then paint the crankshaft pulley and engine block with a reference point in white paint - that way you can actually see what you are doing with a strobe.

I was completely flummoxed. It had to be the carburettor, in this case an HIF38. Eventually I found that the jet which was set in a plastic elbow to the bottom of the float housing had come loose, so every time the vacuum increased it would rise with the needle, so no fuel was getting through. So to anyone who has a similar problem, always check the jet by taking off the vacuum housing and pushing down on the jet to make sure it is firmly seated....



Name: Phil Rixon
From: Sydney, Australia
Car: 1971 Morris 1500



At the end of October, the 1500 finally managed to really stretch her legs for the first time in months. With virtually all this year's car events cancelled due to the pandemic, it was a welcome surprise to discover one event was able to comply with the social distancing rules and that was the annual BMC and Leyland Australia Heritage Group Lunch. The group was initially formed by ex-employees as a way to stay in touch after the demise of Leyland Australia. As the decades passed by, it was opened up to enthusiasts of BMC and Leyland cars as well. Since then, its main social event of the year has been a catered sit-down lunch with guest speakers and a slideshow of fascinating archive photographs, all in the comfort of an indoor venue and lasting well into the afternoon.



To help bring to mind some of the memories of times past, attendees are encouraged to bring along a BMC or Leyland car for display on the rooftop deck of the multi-story carpark. This usually comprises an eclectic mix of about twenty cars sparkling in the sunshine. However, the excitement for the approaching event was tempered by the weather forecast which, incredibly, was for lots of rain! Naturally this doesn't affect the indoor event, and there is a simple contingency plan for the car display which is relocated down one level undercover. But rain does make the forty mile journey less of a joy and more of a challenge. Here in Sydney we can go months without any significant rain and then have a full week of the heavy stuff. It was this level of rain that was forecast for the weekend, so I thought it wise to check the wipers since I couldn't remember when I'd last had to use them! It took a couple of flicks of the switch before they sprang to life - that caused a brief moment of panic - but the rubber blades were still supple due to lack of use, so that was a relief. As a further precaution I dug out the plastic ignition shield and fitted it in the engine bay as well as slinging a can of WD40 into the boot.

After a night of heavy rain and thunder, the morning saw a brief reprieve and the journey there was through scattered showers which the 1500 shrugged off easily. In fact, it ran so well that the trip was actually quite enjoyable and I felt confident we'd be OK. It was the homeward journey where the challenge potentially lay, with the promise of 'rain increasing, heavy at times'. It was 4pm by the time we set off home and it wasn't only the amount of rain that had increased, but also the late afternoon traffic. Free-flowing, but heavy - full concentration would be required.

"Once again the car rose to the task. The wipers were on the entire time"

Once again the car rose to the task. The wipers were on the entire time, so too the heater/demister and the lights. Actually the only electrical accessories not being used were the interior light and the horn! It is a long time since the car has had to operate under these conditions. I remember the day I bought this 1500 nearly twenty years ago; conditions were similar along many of the exact same roads. The car battled its way through torrential rain that afternoon too, although it ended up with soggy carpets... not this time though. My subsequent waterproofing efforts have satisfyingly stood the test of time.



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



Alas, not a lot of progress with Neddy this time around. However, I have acquired a few more parts, including a rear-view mirror (thanks to 1100 Club member Derek Porter who responded to my request in the last magazine).

Just before the first lockdown I had hopes of the Riley being completed and attending the National Rally, and with this in mind I decided to tax Neddy in preparation. Well, it's free!

So, clutching the relevant documents I went to the local Post Office. The conversation went like this:

Post Office Clerk: "Is this an HGV?"

Me: "No, it is private light goods."

PO Clerk: "Oh! Are you changing it to an HGV?"

Me: "No, it's a four-door saloon car!"

PO Clerk: "Well, what do you want then?"

Me: "Twelve months Historic Road Tax please"

PO Clerk: "This is the wrong form! It's for an HGV!"

Me: "It is the right form; I've written PLG in the Class of Vehicle Box!"

PO Clerk: "Oh, is this a Historic Vehicle?"

Me: "Yes."

PO Clerk: "And is this for twelve months or six months?"

Me: (suppressing a silent scream!) "I've ticked the box for twelve months!"

PO Clerk: "Ah yes, I see. Do you have an MoT certificate?"

Me: "No, I've completed an MoT exemption form though"

PO Clerk: "Oh yes, that's all fine then, I'll send this off and you will receive confirmation and a new V5 by post"

Me: "Thank you, goodbye"

1100 Club Offers and Discounts

You can see the full details of these offers and discounts in recent magazines or on the club website - we have condensed the list this time for space reasons!

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. *STOP PRESS - these are temporarily unavailable due to COVID 19 measures. They will be back!*

Ex-Pressed Steel Panels: 10% off. Visit their website at www.steelpanels.co.uk for more details 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, Cranleigh, Surrey, GU6 8ND and can be contacted on 01483 277713.

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

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

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



Riley: The Problem Bird

Ryan Caulfield talks us through his Riley Kestrel saga! In Part One, a lack of gears, a decoke and a tune-up....



Where do I start with this story? The beginning, I suppose! I have always loved cars since being small with matchbox and hot wheels on my parents' carpet, but I really got the car bug when I turned fifteen and when my dad gifted me my first car, a Citroen C15 van in which I'd started to learn to drive at eleven in our once massive one acre garden. Many cars later, even before my licence, I hit eighteen and got my first classic, passing on a Teal Blue Austin GT for £1500. If only I knew at the time! Bought after saving from my first job, a 1988 Mini City entered my small but growing fleet and became the car on which I really cut my teeth; it was pretty much a full rebuild after years of neglect and had a rather large dog calling the back seat home for some years also. To cut the story short, I sold that and as I was already an 1100 Club member I thought it was finally time to get my first ADO16. I had been a member of 1100 Club for some years, but only active in meetings for the last three years or so and getting to know the fantastic Essex Tea-m has made me even keener on cars and the club, which I couldn't ask for better.

The time came, and with cash on my hip from selling the Mini I found the Riley and promptly called up and spoke to Jack Hays, who I hadn't met before, and went to see the car. I instantly loved it, a fair deal was struck and the car was mine, finally an ADO16! It was Cumulus Grey with a blue interior. I christened the car Phoebe after my late great-grandmother, thus making it a welcome addition to the fleet and family. Jack had bought the car from an elderly lady who had owned it for some time and it had spent most of its life in the west country. Before selling to me, Jack had to fully flush and renew all the radiator pipes and coolant as the car was overheating from blocked hoses. The car then lived at my house in the garage; from time to time it needed to be moved to my Dad's as I was doing some home improvements at the time and needed the garage for storage, so the car lived in my Dad's barn only for three weeks or so, then the first problem started - no gears.

I could not select any gears at all to drive the car out of the garage, and with the car having the rare rally inspired close ratio box, I didn't persist as I wanted to prevent any further damage. Instead I began trying to fault-find, starting by checking the movement of the clutch arm, springs and slave, all of which had seen better days. All this happened just before the day where we all met at the steam museum near Kempton Park, so sadly the car didn't go, but by then I had noted that the slave was not getting full movement and looked fairly sorry for itself. Thinking this could have been the fault, and an easy find if so, I pulled it off, finding it did indeed have limited movement. Filled with glee, I decided this was the cause and got another slave from Fernand, our fellow Essex member. After fitting it to the car and checking the movement and the stoppers etc, I tried again but still no gears! After talking to the oracle that is Tony Cole and a little trip for Tony to visit my Dad's, it turned out to be an irregularly worn ball on the end of the clutch arm that pushes and pulls the clutch plate on and off. Great, now I had gears again and the car was driveable, or so I thought. After that day I then had to replace the master cylinder seals, but Gordon (Fenland

and Essex member) lent me an after-market plastic master cylinder; the hydraulic hose also split, drawing air and further preventing gear selection, so basically I was replacing everything bar the contents of the bell housing! Finally, after all that, I had definitely got gears again!



After solving that it went to its first show and with thunderous cheers from Lee and Gordon I made it to the Parsons Drove car show, but on the drive over from Leighton Buzzard I noticed it was running rough and had a very high idle (1500rpm when hot) seemingly out of the blue. Once at the show myself, Lee and Gordon started to tinker with the car and noticed the left-hand carb wouldn't tune up correctly, so we thought we would put a dry compression test on to see the health of the engine, even though it's only a 40,000 mile car. The test proved that all the pots were strong, so we left it with a fast idle even though the car started first time every time. I wanted to take it to the next show, at the famous Capel Manor, but had noticed the coolant and oil needed topping up after every journey, even though they were no further than 80-100 mile round trips each time at the most. Even with the Essex Tea-m having a tinker, we couldn't find anything obvious causing the rough running. I phoned Jack again for advice, and he suggested bringing the car over as I believed it had a failing head gasket and the oil stem seals had started to fail; I had a lot of blue smoke on start up.

The car was at Jack's for a few weeks, during which time he decoked the head and replaced the old copper gasket with a new Metro turbo composite gasket, believing it to be more heavy duty, with the car having the 11 stud engine, and during stripdown Jack found a poorly 'bodged' repair made on the inlet manifold causing the left-hand bank to be drawing air; with bated breath, we believed we'd solved it. Then I gave it the hundred mile 'run in' mileage and took the car to Tony for his magic touch with setting up twin carb cars. After a final check over, Tony and I tinkered and set the car up. Driving home from Essex, the car was perfect! I had a fantastic drive through Epping Forest and the car felt like a million-dollar motor. I then parked the car up in the garage again for winter tinkering jobs ready for the next show year. No more than three days later, the troubles started again...



My 1100 and Me

New member Steve Davies introduces us to Poppy, a rare Austin 1100 super deluxe two door automatic



I own one of the rare variants which was only made from October '67 to March '68; the previous owner is still a club member, owning I think four or five ADO16s. Poppy was registered in London on 20th February 1968, to a female journalist working out of Fleet Street, whose identity has so far eluded me, although her actual camera is still in the car! She used it for around six years, at which point the car fell out of use for whatever reason and was then fortunately dry stored for the next 38 years. It was discovered by two acquaintances of mine in Somerset when the owner's estate was dissolved, and Poppy was acquired for restoration.



Coincidentally these same two acquaintances, Grant and Stephen, had once bought a very nice Daf 33 from me, which is how I first knew them. They, along with knowledgeable friends, set about carrying out a restoration on what was structurally a very sound car, with the intention of selling it on to a deserved owner.



When taking the photos of the completed car at a local park, a couple who were passing by offered to buy it and a deal was struck. Some months later, Grant was tipped off that the car was parked in a nearby side road looking neglected with the tyres flat; it turned out that the owner didn't like it and had scarcely driven it. Grant and Stephen then bought it for a second time!

When Grant and Stephen sold the car for the second time, included with the camera were a strip of black and white photos of the original owner taken with Englebert Humperdinck, plus lots of notes written on paper of photos she had once taken. I bought the car from that owner (also named Steve! Yes, really!) and the photos and papers did not appear to be included; I wouldn't have known about them unless Grant had told me.



Now, for what it's worth, why did we buy an 1100 in the first place? In July 2014 we bought a 1988 classic Mini for my wife, but she required spinal surgery in early 2015 following a fall. The rubber cone suspension and the bouncy ride became increasingly intolerable for her, so the hydrolastic 1100 seemed a good prospect. 'Try before you buy' showed this to be the case; my wife was soon trawling the net and stumbled across Poppy, for sale in Whitchurch, not too far from where we lived.

Now for an amazing occurrence! By now Grant was living in the same road as myself, but it was only when I collected the car from Whitchurch that seller Steve mentioned the previous owners and I realised who it was, but I'd not had a chance to tell Grant that we were buying the car. We live only twenty yards or so into our road just off the A41, and as I parked up outside our house for the very first time, who should walk round the corner? I will NEVER forget the expression on Grant's face; literally drop jawed! When Grant got over the initial shock, his affinity with the car was evident. The very next day he polished it for us and we shared and compared notes. I have collected some lovely display items for the car, and some most appropriate items had been kept from the past due to my mum's hoarding tendencies plus my eye for something too important to throw away.

My wife Tara and I recently enjoyed a country picnic and the car floated over the bumps in our local country lanes and her back was fine. We are thoroughly enjoying owning the car which has a sound future and turns heads wherever it goes.

Although the car requires many relatively small jobs doing, which Grant and myself are working through, essentially it's a case of turn the key and go, which is great of course. I didn't use the car during the winter, but just before lockdown restrictions were lifted enough to justify using a classic car, the right hand side of the car sank down virtually overnight. Oh no! A couple named Dawn and Ian visited and found a pinhole perforation in the right hand hydrolastic pipe; it had failed after 52 years. To their credit, they sourced new piping, bent them to shape and changed them in one long twelve hour day; a testimony to their skills and to the overall soundness of the car, the subframes and underside being rock solid.



For peace of mind I'm having a voluntary MoT put on the car at the moment, along with some other jobs. On the way there, most of the electrics failed, having been fine the previous day. The joys of owning a classic! I'm not concerned; the two men working on the car served their apprenticeships on BMC cars.

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

Tyres

Readers will recall from earlier articles in this journal that, following a strong and high profile campaign arising from a tragic coach accident in September 2012, heightened guidance was provided by government on the age and condition of tyres on large vehicles when they were being tested. The government followed this up with a formal two month consultation process in June last year. This was with the aim of legislating for a ban on the use of tyres ten years or older on 'heavy goods vehicles, heavy trailers, buses, coaches and minibuses' and possibly also a similar maximum age for tyres fitted to taxis and private hire vehicles. The consultation also proposed to ban the use of retreaded tyres on such vehicles, irrespective of the retreaded tyre age. The worst case scenario was that vehicles within the defined class would have to replace all of their tyres on a ten year cycle, a prospect which would have had disastrous consequences for the historic large vehicle community.

To be fair, the consultation document did recognise the plight of historic vehicles and proposed an exemption for vehicles of historic interest (VHIs) provided they were not in commercial use. Whilst the Federation supports safety initiatives that are justified by the evidence (and we as a community will lose public support if we do not), the 2019 consultation conceded there was not universal scientific support or determinative evidence for an age related limit. Condition was far more important. Since commercial operators generally wear out tyres well within ten years and historic vehicle operators do low mileages and are recognised as looking after their vehicles well, it was argued this did not seem to support the impetus for change. In addition, setting a calendar related limit on a roadworthiness item as opposed to 'on condition', would set a worrying precedent.

The Government disagreed and their full response can be read here: <https://www.gov.uk/government/consultations/banning-tyres-aged-10-years-and-older/outcome/government-response-to-the-consultation-to-ban-tyres-aged-10-years-or-older>.

The good news is the worst case scenarios have been avoided; the ten year tyre limit will only apply to the steering axle and retreaded tyres will be treated in the same way as first life tyres. In addition, the government has listened to submissions from the Federation and others and has exempted most large VHIs. The less good news is that by following the existing road testing requirements laid down in the Motor Vehicles (Tests)(Amendment) Regulations 2017, our post-1959 HGV colleagues will feel they have been unfairly penalised again. So all pre-1960 lorries, buses and coaches which are not required to be tested (so long as they are not used commercially or have not been substantially altered) will not be subject to the ten year tyre rule. However, post 1959 HGVs, even if they qualify for VED exemption, will have to comply. We will not detail the legal principles involved, but the Federation concludes that a legal challenge (by an application for judicial review) to the government's response would not succeed. However, the Federation will seek to ensure that

the legislative changes (to secondary legislation such as the Construction and Use Regulations) being drafted do not make matters worse.

Department for Transport Consultations

Consultations currently under scrutiny by the Federation are proposed changes in guidance in the Highway Code principally concerned with pedestrian, cycling and equestrian safety and the use of Automated Lane Keeping System technology (ALKS) on motorways, which will almost certainly involve legislation.

Whilst the Highway Code changes appear on the whole innocuous and coherent with a reprioritisation of safety emphasis, the ALKS proposals are more 'ambitious'. Based on the introduction to the document they are clearly intended to be:

The UK has a unique opportunity to exploit the regulatory flexibilities that come with our position as an independent nation and we will explore how to use these flexibilities to build on our world class research base and open regulatory environment for automated vehicle technology.

There are obvious concerns about how such technology, which is intended to allow extended periods of 'hands off driving', will work and identified concerns that will be applicable to all vehicles. The Committee will be alert and respond to issues which may be of particular significance to those driving historic vehicles on the major highways.

One might immediately think that, as a minimum, automated vehicle sensors need to be able to sense, analyse and take action when faced with historic vehicles whose speed, lighting and even shape may differ from modern vehicles. Again, there are some lessons from the commercial air transport world which may bear rereading on man (or woman) versus computer.

Environmental Initiatives

Space only allows a brief mention of local authority CAZ and ULEZ and devolved government transport initiatives. The heavy lifting on responses to many of these has largely been done and has had results that are largely uniform and positive for the VHI community. However, government climate change goals are ever developing and mutating; you will have seen during the COVID crisis an emphasis by councils on cyclist and pedestrian zones in town centres, and although some zones have been postponed as the crisis and changes in government policy have made them less urgent, they may emerge in enlarged forms requiring Legislation Committee's attention once more.

The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use old vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in UK and (through membership of Fédération Internationale des Véhicules Anciens) in Europe.

2020 National Historic Vehicle Survey

Number of historic vehicles on DVLA database has increased yet again to 1.5 million
The historic movement now worth over £7.2 billion to UK economy
4,000 businesses employing over 34,000 people
700,000 enthusiasts – up from 500,000 in 2016
Historic vehicles account for less than 0.2% of the total miles driven in the UK
35% of owners either already or are willing to contribute to a carbon reduction scheme
56% of historic vehicles are on SORN



The results of the 2020 National Historic Vehicle Survey have been announced by the Federation of British Historic Vehicle Clubs. The summary results were revealed during the Virtual Lancaster Classic Motor Show with Discovery.

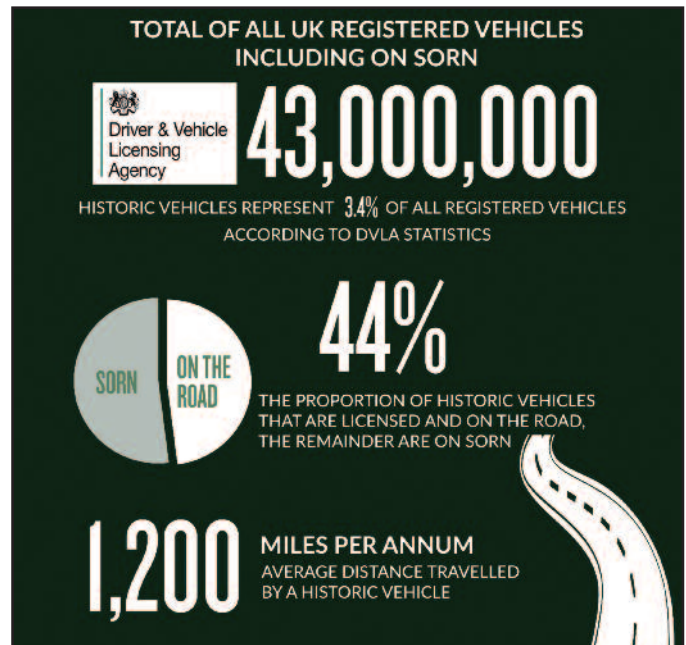
Historically, the Federation has undertaken this major survey every five years, the most recent being 2016. However, in light of the very obvious impact that world-wide pandemic has had on the UK and is likely to have on historic vehicle habits, the survey was conducted earlier to represent a more typical year in 2019. The survey is the largest and most detailed survey of historic vehicle ownership carried out in any country. The results will help shape the future of the industry and will give the Federation of British Historic Vehicle Clubs the vital facts and figures needed to protect future of transport heritage in the United Kingdom at the very highest levels.

Growth in the sector is the result of an increased number of historic vehicles registered with the DVLA, over the 2016 figures, to an incredible 1.5 million vehicles of all types from cars, buses and lorries to motorcycles, agricultural, military and steam vehicles. This represents 3.4% of all registered vehicles in the UK. Naturally, more vehicles mean more owners; 700,000 in fact, up by 200,000 on the previous survey in 2016.



The use of those historic vehicles and their need for services and supplies has kept spending healthy, with the historic vehicle sector now contributing an impressive £7.2 billion to the UK economy - that's more than the equestrian sector and significantly up on the £5.5 billion in 2016. This revenue is generated from the nearly 4,000 businesses that support the movement employing over 34,000

people. These businesses are working on ensuring the future of the movement as well, with over a third either employing, or considering employing, an apprentice.



The value of individual vehicles is widely spread, with 51% having a market value of less than £10,000, demonstrating a community of diversity and inclusiveness driven by enthusiasm. 44% are registered as on the road and ready for use.

The survey revealed that, increasingly, historic vehicles are not used for daily transport. Indeed, the average mileage covered during the course of a year is just 1,200 miles, which equates to all the historic vehicles on the road accounting for less than 0.2% of the total miles driven on UK roads each year. Despite that tiny mileage for recreational and heritage uses, enthusiasts are clearly becoming more aware of the environmental impact of their activities, with 35% of owners saying they already contribute to, or would consider contributing to, a carbon reduction scheme. The Federation is actively researching options to identify tangible solutions for enthusiasts.

So, the headlines are positive and it's good news for the future of the historic vehicle community that, despite concerns and uncertainty around Brexit, the movement has continued to grow, develop and contribute a significant sum annually to the economy of the United Kingdom.

David Whale, Chairman of the FBHVC said, "The significant value to the United Kingdom that the historic vehicle industry generates simply cannot be ignored by those in power. We face the most challenging times ahead over the next few years and these results give us the justification to ensure that our freedoms to enjoy our transport heritage continue unhindered. As a sector we cannot be ignored and will be instrumental in the recovery of our nation's economy post-Brexit and post-COVID. The most heart-warming news was that there are more enthusiasts than ever who are immersing themselves in our community and that is really positive for the future."

The FBHVC will be releasing a more detailed report in mid-December 2020. Statistics are from the 2020 National Historic Vehicle Survey, carried out by the Federation of British Historic Vehicle Clubs during Summer and Autumn 2020. Other figures are from DVLA published statistics. JDA Research has been the FBHVC's research partner for the 2020 Survey.

My Other Car Is....

....a 1996 Austin Maestro. Harvey Foster takes us through some Maestro history and introduces us to Madge the MG's garage mate!



The Austin/Rover Maestro and Montego range are vehicles that, I am sure, are familiar to all of us. You might describe the Maestro as the successor to the 1100's successor. It is a five door small family car that, in Austin form, started production in 1982 as a replacement for the Allegro and the Marina. Produced until 1987 by British Leyland, it then continued to be made by Rover Group until 1994. Although not as popular as the 1100, 605,000 units rolled out of Cowley over its twelve year production run.

But did you know that this was not the end of the story for the Maestro? Rover began looking at the best way forward for building the Maestro abroad. Various options were considered under what became known as 'Project Enterprise'. At the beginning of 1994, a team from Cowley set out to Varna, on the Black Sea in Bulgaria, with the intention of setting up a factory to produce the Maestro from 'Complete Knock Down' kits. Initially the kits were to be built in the UK, but the intention was to develop and expand the use of locally sourced (Bulgarian) components. A company called Roadcar was set up to build the cars, with Rover being the majority shareholder, and a new state of the art factory was built, with car production beginning in autumn 1995. It all had so much promise, but the project failed. The car was almost immediately undercut by the newly produced Skoda Felicia; promises of orders for the new vehicle were not honoured and there were other problems as well, not least of which being the death of a crucial member of the Roadcar team in a motoring accident in November 1995.

The sad result was that production lasted less than a year. In April 1996, kit construction was halted and never restarted. Just 2,200 cars had been built. The factory closed for good and has now been replaced by a shopping complex. It was a massive waste of time, resources and money.

The majority of the cars that were produced were sold abroad to places as far afield as Uruguay, North Macedonia and Argentina. In 1997, the Maestro tooling was sold to China where the car returned to production in 2001 and continued to be built for a number of years.

Not all of the CKD kits made it out to Bulgaria and Rover ended up with 621 units that they did not have a use for. These were advertised for sale, with all of them being bought by Parkway Services based in Ledbury in 1997. Parkway set about converting them to right hand drive and sold them as the cheapest new car in the UK between 1998 and 2001. It is a strange fact that having been built from kits, they had to be sold as kit cars and could not be issued with a Rover VIN plate. There was quite a lot of publicity for the Ledbury cars in the motoring press at the time. Considering the small number of kits, they appear to have survived in reasonable numbers. The actual car tested by motoring journalist (and former Top Gear presenter) Chris Goffey has recently been advertised for sale.

These were not the only 'Roadcar' cars to grace the roads of the UK, however. A company called Apple 2000 Limited, based in Bury St Edmunds, acquired some of the

completed cars from Bulgaria and imported them, converted them to right hand drive and sold them between 1998 and 2000. Because they were built at the Varna factory, rather than aftermarket, these vehicles could be sold with Rover VINs rather than as kits. I have been unable to establish how many Apple 2000 cars were sold, but it was far fewer than the Ledbury vehicles. Both, however, are very rare motoring curiosities worthy of preservation.

So, where has this historical preamble taken us? Well, I have one of the Apple 2000 cars. I was not exactly intending to buy the car; it was more of an accident. Well, that is what I told my wife, anyway! I was having a pleasant day out at the Anglia Car Auctions in Kings Lynn. This was pre-Covid, last year. Ah, it seems such a long time ago now. Fond memories of a time when auctions were not streamed on YouTube because no one was allowed in. Anyway, I saw this Maestro sitting in the queue to go through the auction. This was unusual in itself, as Maestros do not appear to have survived in large numbers. It was in remarkably good unrestored condition with no rot and, at the time, less than 38,000 miles on the clock. I did not realise how rare it was. The sales description gave no clues other than to refer to Apple 2000, which is all very well if you know what that means, but I didn't at the time. All I could think was that a 1996 built car that was first registered in 2000 was a little odd.



A closer inspection revealed that it was a sound and solid proposition as a car, whatever its provenance was. The panels were straight and the bodywork was almost flawless, as opposed to floorless, which you might expect from a Rover vehicle of this vintage. There was some, albeit limited, service history and it had all the MoTs from 2000 (bar one) to confirm that the mileage was genuine, along with all the tax discs to 2014, sales receipts from Apple 2000 and various newspaper adverts confirming the bargain new car price of £3995, which was lower than the cost of the Ledbury cars. As the car rolled across the lot, I developed a strange twitch which meant that my hand would fly up in the air and suddenly I found that I had bought it.

Having got the car home it became clear that the car could do with a little love. The gas struts for the tailgate were tired, the fan belt fell apart and the green slime in the screen wash bottle was pretty rank. Nick Laidlaw, who had been responsible for a large part of the restoration of my MG estate and is a big Montego fan, agreed to give the car the attention it deserved. He waved his magic

wand over some mechanical issues, gave the car a service, fixed the sagging headlining (all Maestros do it, apparently) and addressed the MoT advisories. And then lockdown happened. As a result the car has still not covered more than a few hundred miles in my ownership.

By the time you read this I should have packed my estate away for the winter and be running the Maestro, which I am looking forward to. With no complex electrics, a manual choke and no catalytic converter, there is little to go wrong and anything that does is fixable without the need for a laptop. This makes the Maestro one of the last truly usable classics that you can drive reliably every day and fix yourself if you need to. All that being said, with winter approaching I am not sure that I am being fair to the car to use it every day for the school run, so I am not sure how much use it is going to get. The one thing to come out of Covid for me is the realisation that I have too many toys. Whilst I have enjoyed driving the estate this summer, my Mk I Austin now has not seen tarmac for three years and my Mk I Morris restoration project has been stalled now for fifteen years. I like having different cars to play with, particularly if they are rare or unusual, but perhaps I need to be sensible and thin things down a bit. Accordingly, if you may be interested in taking the Maestro off my hands, please let me know. My number, which is also on the area reps page, is 01763 261250.



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A Test of Reliability

Larry Miceli tells the story of the MG Sports Sedan Freeway Enduro from 1963

I discovered the story of the MG Freeway Enduro while reading at <https://justbritish.com/mg1100> which mentioned the event briefly in a post. It piqued my interest, and after a few hours of research, I had found several newspaper articles on the event. In all the reading I have done on MG over the years, I had never heard of this story. So, here is the story of the 1963 MG Sport Sedan California Freeway Enduro!

The MG 1100, just one of the many badge-engineered variations on the British Motor Corporation's 1100 range of cars, aka ADO16 (Amalgamated Design Office project 16), was introduced in 1963 following the 1962 launch of the Morris 1100. But, in the USA an 1100cc engine wasn't seen as a great selling point when most cars

featured large displacement V8 engines. Rather, BMC introduced the new MG as the 'MG Sports Sedan' and touted its great handling, large interior space, and economical operation as the primary selling points.

Also, Americans were suspicious about the reliability of those European imports. So BMC and the California MG distributors put together a marketing campaign to prove just how reliable the MG Sports Sedan could be! In order to prove the reliability and driveability of the newly introduced MG, BMC came up with the idea of an Enduro. To this end, BMC, along with over fifty MG dealers in the US, promoted an endurance rally whereby new MG 1100s would be driven constantly for seven days and 24 hours per day up and down the California freeway at 'regular freeway speeds'. In 1963, no doubt a lot slower than we drive today!

If the press releases were to be believed, these were cars taken from the showroom floors and not specially prepared cars. Nor were they driven by professional drivers, but rather driven by 299 ordinary people, many of whom were volunteers who signed up in a lottery for a chance to win a driver's position on the team, along with members of the press and the motor industry. Of course, this also put 299 potential new MG owners behind the wheel of the Sports Sedan who then became sales prospects! During the event, drivers drove four MG 1100s a total of 31,646 miles in just seven days! Not surprisingly, the reports did not include any information on the number of mechanical issues that the cars experienced!

The event was promoted to the public by promising a cash prize of \$2,500 (a lot of money in 1963) to the person who came the closest to guessing the actual mileage driven by all four cars during the event. A \$1,000 second prize and \$500 third prize were also offered. Of course, you had to visit the local MG dealer to put your guess in the sweepstakes box! The winner was announced in the California Torrance Herald newspaper on April 4th 1963 to be B.A. Martin of Gardena, California, who had guessed the total mileage of 31,647 miles for all four MGs, missing the actual mileage of 31,646 by only one mile!

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From Ruin to Rebuild

Kevin Webb tells the story of a very unusual way to acquire an Austin 1100 as a family car.....



In 1971, my Dad, Don Webb, was the Assistant Body Shop Manager at Autobody Repairs, part of D Rowe and Company, the Ford main dealer in Chichester, West Sussex. A few years previously, he had spotted a Maroon B Morris Mini-Minor that had been towed into the garage as a total loss. Seeing this as a good replacement for his Austin A40 Farina, he bought the salvage and, with the help of his workmates, repaired the car for use by him and his new bride (and a few years later, my mum) Barbara.

In early 1971, Mum fell pregnant with me and Dad's thoughts turned to finding a bigger car to accommodate the three of us and all the paraphernalia that comes with a baby. Then one day, he got lucky. Autobody recovered a nearly new, December 1st 1970 registered, low mileage two-door Austin 1100 Mk II that the driver had somehow managed to roll over on the A27 at Tangmere. It was a write off, and immediately Dad saw its potential and bought the salvage.



Buying a new shell for an Austin 1100 in 2020 is the stuff of fantasy, but in 1971 it was a straightforward reality and a new shell was duly delivered to Autobody so that dad could start the rebuild.

As was the practice of the British Leyland Motor Corporation in those days, the shell was supplied in primer, without a bonnet, doors or boot. The boot and fittings and door furniture from the nearside door were salvageable from the old

shell, but the police (who had attended the accident) for some reason took the door as evidence. It was only close to the finish of the rebuild that Dad persuaded them to give it to him so he could transfer everything to the new door he had bought! Dad's colleague Bob Powell was an expert painter and he sprayed the car, making use of the (at the time) rare low bake oven to harden the new paint.

Dad then set about the task of transferring all the mechanical and electrical components and interior trim to the new body shell. The whole process took about six weeks, with Dad staying on after work each day and

spending every Sunday on the car until the rebuild was complete. Dad says he was very lucky to have such a benevolent boss, Roger Halsey, who allowed him to carry out the rebuild at Autobody's workshop. However, even Roger wasn't prepared to loan Dad workshop space for ever, so he needed to get it finished as soon as possible!



Dad wanted the car to stand out against all the other 1100s of the time, so he gave it a unique spec. He had the body colour changed from Midnight Blue to Bermuda Blue and fitted a Cobalt Blue vinyl roof, supplied by Lumoco of Luton. This was complemented with a Cobalt Blue coach-line painted along each flank and the 'A' for Austin on the hubcaps painted Cobalt Blue as well. He also designed a unique grille. He used the black mesh from a 1300GT grille, two horizontal bars from the normal Austin grille and a British Leyland commercial truck badge as a finishing touch.



Dad insured FLM847J for the first time with the Co-Op on 15th September 1971 (the day after Mum's birthday and just over a week after I was born) and it became the car of my early childhood. When I go to classic car shows now and stick my head in the cabin of an 1100, the smell of BMC vinyl and the painful reminder of how hot it was on the legs of five year old me in school uniform shorts during the summer of 1976 come flooding back!



Two particular memories of the car stand out. Once when Mum arrived to pick me and my brother Martin up from primary school in the pouring rain, she could hardly see out as a stone had shattered the toughened windscreen on her journey in. She had to drive the whole way home looking through a small hole she had poked through the wrecked screen.

The other time (also on the way back from school) in January 1977, the clutch failed. We were on a quiet, country road to the north of Bosham (I still remember the exact location!) and in those days, Mum had no recourse to pick up her mobile and call the RAC. So she flagged down a passing Post Office van; the postie took pity on us and transported us home, leaving the poor 1100 abandoned at the side off the road. Later, when Dad returned home from work, we set out to rescue the car. I still remember the sight of Dad bunny hopping the car along the road, having put it into third gear and then started the engine with the handbrake off. He drove it the remaining few miles back home in third gear all the way.

On 16th January 1977, with the 1100 showing 43,061 miles on the clock, he borrowed an engine hoist and, in the freezing cold, took the drivetrain out on the driveway at home. According to the handwritten service book Dad still has, it needed a new gearbox and bellhousing as well as a new clutch and other parts, at a cost of £148, or £926 in today's money. Using the Autobody workshop was no longer an option, as Dad was now a Motor Engineer for General Accident. On the plus side, that meant he got a new company car every two years, which allowed Mum and Dad to keep the mileage down on the 1100.

Dad did all his own servicing on the car on the driveway, making sure it was always fit for its MoT. But by 1980, it was starting to show its age; rust kept coming back, so Dad was on the lookout to find a replacement. Being a motor engineer and visiting lots of garages, he had first sight of many write offs and he came across a nearly new V reg Ford Fiesta 1.1L with only 902 miles on the clock that had been shunted badly front and rear. Because the cost of repair was more than 60% of the market value, General Accident gave the policyholder a new car. But as Dad's labour was free, that made it an attractive proposition for him to buy the salvage. This time, a (fully painted) new shell, complete with doors, tailgate and bonnet was delivered to our house and Dad set about transferring everything from the wreck to the new shell. As soon as

the Fiesta was finished, it was time to say goodbye to FLM 847J, after nine years and 60,277 miles of (mostly!) faithful service. Dad sold it to a colleague at General Accident for £425, or £1,836 at current prices. Sadly, it has long since been scrapped.



When I was about 15, Dad showed me his colour slide collection, amongst which were his slides of the Mini and 1100 rebuilds. This sparked an interest in all things BMC and led to me having a Rover Mini 30 as my first car. Then in 2016 I bought a rather tired but almost exact replica of Dad's Maroon B, hydrolastic equipped Mini-Minor. Dad always raved about the hydrolastic suspension on his Mini and the 1100, so when I had it fully restored, I resisted the temptation to have it replaced with rubber cones as many others have done.



In May 2018, it won 'Best in Show' on the London to Brighton Run out of over 2,000 Minis. Then in September 2019 I got to drive Dad, my brother Martin and his partner Helen around the Goodwood circuit as part of the Revival's Mini60 track parade, with Paddy Hopkirk out in front in his 1964 Monte Carlo winning 33 EJB. That is a day that will live long in the memory.

"I still remember the sight of Dad bunny hopping the car along the road..."

Sadly, Mum died of ovarian cancer in 2013. For the 2020 classic car show season, I had the idea to put some magnetic racing roundels of the logo of the medical research charity Ovarian Cancer Action on the Mini, to raise awareness of the disease. Obviously, there has been no chance to do that in person this year, so I've been promoting the logo-ed up car on social media instead. But why haven't I got an 1100 yet? Well, the Mini is a keeper; it cost far more to restore than it is worth and space in my tandem garage is at a premium. But.....I guess I might have the garage extended one day and I could save up my pennies and start looking through the classifieds in Idle Chatter. We shall see!

When Harry Met Peggy

In Part Six of his amusing restoration story, Harry Taylor from Deal in Kent puts Len to work...when he actually arrives!



You will recall that last time I had managed to meet the legendary Len and arranged for him to give Peggy a look over. In the week that followed our first meeting, I had purchased a car cover as Peggy was open to the elements on a friend's driveway. I got away that weekend to have a go at a few jobs I thought I could do myself. I parked up and walked over to Peggy and whipped her 'shroud' away with relish. If you have ever watched the Tony Hancock film 'The Rebel', you will know that he harboured his life's work in his rooms rented from Mrs Cravat. His life's work was covered under a similar shroud. He would pull the shroud down from the hideous sculpture he had made, laughing with mock horror movie laughter and shouting, "There you are, me beauty". Well, unveiling Peggy felt a bit like that. She was a guilty secret and certainly no beauty at that stage. although I did say under my breath in my best Hancock accent, "There you are, me beauty" and burst into Baron Von Frankenstein laughter. I looked quickly round in case anyone at the bowls club next door had heard me.

By using some petrol from a can, I had managed to determine why Peggy would only run for a couple of minutes. I filled the float chamber and Peggy ran until it emptied. I then searched out the electric pump in the boot - took off the hose to the engine, and nothing. I resisted the temptation to either bang the pump around a bit or to try to take it apart, figuring that it was the original pump and that even if it sparked into life it would not be a life everlasting. Fifty years and a damp farmer's field would have taken their toll. So, a pump was purchased, fitted and it duly obliged. Peggy was running. Better than that, Peggy was actually running well. I watched the temperature gauge reach normal and waited for it to go beyond - it stayed just below normal. I revved Peggy and watched for smoke in the interior mirror - there was none. I revved again and again...no smoke. I got out and walked to the rear...still no smoke and the engine sounded good. I got back in and thought, dare I try and select some gears? At that stage Peggy was on axle stands, so there was no danger. Left foot down on the clutch - not one bit of movement. Looking under the bonnet, I could see that the clutch actuating arm was jammed in position. I jarred it about a bit with the trolley jack handle but nothing. Oh well, I thought, at least there has been some progress. I had bargained for a replacement engine and box so this was a real bonus. Incidentally, the engine and box were original and still trundle Peggy around to this day, sometimes at upwards of 65 mph!

The next weekend Len arrived. He didn't arrive at the duly appointed time, but he did arrive. Little did I know but Len was setting a pattern that would become familiar. Len owned a Toyota van which I came to learn was more of a time travelling machine than it was any formal type of four wheeled transport. Len's van had abilities only in certain aspects of time and the really advantageous aspects like arriving at a place either before you have left or at least on time were not factored into its operations. Len would phone me on some days telling me that he had just set off from his home (some ten miles away) and would be on time for our rendezvous. This would mean that his vehicle would cover the ten miles distance across south London in one minute and fifteen seconds. Now that may sound amazing, but



what was more amazing was that it actually took Len three hours to travel the ten mile journey, which meant that somehow he had disappeared into a worm hole and come out of the other side in a galaxy far, far away - three hours away, in fact. Len's journeys to work on Peggy were often punctuated with seemingly impossible time bending, mostly involving expansion of time. I finally worked out that calls starting with, "I'm only ten minutes away" were often received while Len's vehicle must have actually been travelling backwards towards its starting point. We have all experienced the arrival indicator board on train station platforms that shows the train to be two minutes late when only two minutes away. The board then changes its read out two minutes later to say that the train is now ten minutes late. The only possible explanation for this would be that the train at some point started travelling backwards or stopped. The delay in Len's arrival times was made more apparent by the now miserable winter weather. It gave me much time to contemplate that when you engage an unemployed welder/mechanic - no matter how good they are - there is generally a good reason why they are unemployed.

"....there is usually a good reason why they are unemployed"

Len viewed Peggy and seemed undaunted. He should have been daunted - very daunted. We settled on an approach that went a bit like, "Now we have cut that bit out we might as well cut the rest out." So it came to pass that we decided that the front floor on both sides had to come out. I had the number for a supplier (Earlpart, now subsumed by Longbridge Motor Spares). Idle Chatter readers are now aware of the great availability of panels - in 2010, the reality was somewhat different. The catalogue reassuringly showed every panel for every variant of the ADO16. I called and asked for two front floor panels - there was what I can only describe as 'scrabbling' noises on the other end of the phone. A voice came back, "We've got the offside floor front to back". No front nearside floor? "No, I told you - we've got the offside floor - front to back". When will you get the nearside floor in? I chirped this in an expectant Oliver Twist voice. "I told you, we've got the offside floor front to back - do you not know what you want?" This wasn't going well - I needed to think but then it occurred to me that thinking really hadn't done me any good so far in this project. I knew that if I didn't get any panels Len would turn up with nothing to do and would still expect to be paid. This would eat into my budget and also importantly, my auxiliary beer fund. I ordered the panel - offside front to back.

One afternoon, I got off work early and picked the panel up from Croydon Post Office Delivery Centre, which was situated on an industrial estate that must have doubled up at one stage for moon base alpha. I gave my ticket to the guy behind the counter and he shuffled off into a set of doors from which I feared he would never have the energy to return. Return he did, with a huge cardboard shape that looked like it was a wrapped piece of an early satellite. I signed and then began a dance between the two of us trying to get the panel under the counter gap or over the counter screen without taking out the light diffusers. As I

finally managed to wrestle the panel over the screen the guy asked me what it was. I said, "It's a piece of a satellite." He nodded knowingly.

I took the panel to the driveway where Peggy stood and on opening the doors made a quick calculation. Well, actually it didn't need to be all that quick as Len was still on his way. It is at this point that I will ask the forgiveness of many readers. Faced with one panel and two holes, I worked out that we could get enough patterned metal out of the panel we had to fit both front floor panels - just. And so it was that Len welded the chopped-in-half panel into both front footwells. To this day, you have to look closely to see what we did, but it worked. Well done Len - the ultimate reverse time lord!

Next issue - sills, where to make the join? And the government, in league with the local bowls club, threatens the project....



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, a brochure for the very rare 1275 MG, dated April 1967. John says: "These were only sold for a very short period, likely along with the 1967 Austin 1100"



MG SPORTS SEDAN

WITH 1275 C.C. ENGINE

THE ECONOMY SEDAN THAT HANDLES AND GOES LIKE A SPORTS CAR

- LIQUID SUSPENSION MAKES THIS THE MOST COMFORTABLE IMPORTED SEDAN AT ALMOST ANY PRICE
- FRONT WHEEL DRIVE GIVES TRACTION ON ALL SURFACES IN ALL WEATHER
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- CROSSWISE POWER UNIT GIVES ROOM FOR FIVE IN A CAR ONLY 13 FEET LONG — WITH ADEQUATE REAR SEAT ROOM
- A COMBINATION OF FEATURES THAT MATCHES SPORTS CAR SPECIFICATIONS — YET GIVES TRUE SEDAN COMFORT AND ROOM

SPECIFICATIONS: SPORTS SEDAN 1275

ENGINE: Four cylinder O.H.V.: bore 2.78 in., stroke 3.2 in., cubic capacity 1275 cc (77.9 cu. in.). O. H. valves operated by push-rods from 3-bearing crankshaft. Main and connecting rod bearings with renewable liners. Aluminum-alloy pistons. Compression ratio 8.8:1. Maximum BHP 60 at 5250 RPM.

COOLING SYSTEM: Pressurized sealed system with separate expansion chamber. Pump, fan, and thermostat.

IGNITION: Battery and coil. Automatic advance and retard with centrifugal and vacuum control.

CARBURETION: S.U.-H.S.4 semi-down draught carburetor. S.U. electric fuel pump (rear mounted). Paper element air cleaner with silencer. Filters in fuel tank and pump.

LUBRICATION: Sump forms oil bath for gearbox and final drive. External full-flow oil filter with renewable element. Warning light indicates change of oil filter needed.

TRANSMISSION: Single-plate dry clutch, 7¼ in. diameter, with hydraulic operation. Four speed gearbox with synchromesh on second, third, and top gears, giving overall ratios of — first 13.17, second 8.32, third 4.9, top 3.44, and reverse 13.17:1. Remote-control central floor gear change level. Combined transmission casing and oil sump below engine crankcase. Transversely mounted power unit with mainshaft in constant mesh with differential assembly mounted on side of transmission casing. Drive transmitted by universal-jointed shafts to the front road wheels.

BRAKES: Lockheed hydraulic fully compensated brakes; steel pendant-type pedal; 8 in. diameter self-adjusting disc brakes in front and 8 in. diameter drum brakes at rear, with leading and trailing shoes. Simple shoe adjustment on rear brakes which simultaneously adjusts the handbrake. Central pull-up lever operates the hand brake on rear drums. A pressure-limiting valve is located between master cylinder and rear drum brakes.

WHEELS & TIRES: Ventilated disc type wheels with 4-stud fixing. Dunlop 5.50 x 12 tubeless tires. Spare wheel housed in trunk.

SUSPENSION: All-around independent fluid suspension unit affording limousine comfort and exceptional road-holding and cornering characteristics. Wishbone suspension with sealed cylinder displacers at front (interconnected front to rear). Independent rear suspension with trailing arms. Auxiliary pitch springs and anti-roll bars incorporating sealed cylinder displacers. This fluid suspension obviates the need for conventional shock-absorbers and is designed to minimize pitch, "bounce" and roll.

STEERING: Rack and pinion, with direct linkage to steering arms on swivel pins. 14½ in. diameter steering wheel — 3½ turns lock to lock. Turning circle 34 ft. 9 in.

ELECTRICAL: High-output generator with compensated voltage control. 12 volt, 43 amp. hour battery (at 20 hr. rate); sealed beam headlights; foot dipper switch; parking lights; twin stop and tail lights; rear reflectors; rear number plate light; self-cancelling directionals, instrument and parcel shelf lighting; twin windshield wipers; twin horns; interior roof light with courtesy switch; warning lights for ignition; headlight main beam, oil pressure and oil filter renewal; turn signal warning light; fresh-air unit with heater.

BODYWORK: Two or four-door sedan of all-steel unitized construction, rubber-mounted to front and rear sub-frame assemblies. Bumpers with over-riders front and rear. Ratchet-type locks with children's safety catches on doors. Large pockets in each door; and at each side of rear seat on 2-door. Roll-down windows and hinged vent windows on doors. Hinged rear windows on 2-door, all roll-down on 4-door. Curved laminated safety glass windshield. Front seats adjustable back and fore, upholstered in leather cloth. Fully carpeted floors — locking trunk with counter-balanced lid and rubber-matted floor. Capacity 9½ cu. ft. Dual ashtrays in dash, additional ashtray in rear. Anti-glare rear view mirror — two sun visors.



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A Tale of Ups and Downs



John Norris, our area contact for Hampshire, tells the rather dramatic story of THO 803H from back in the 1990s

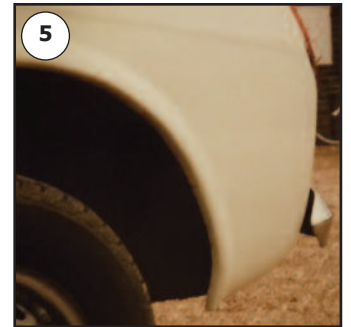
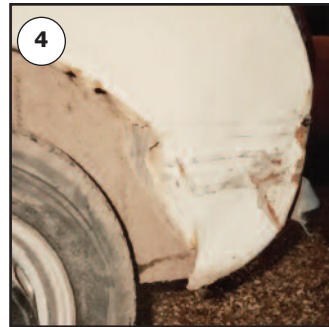
Following on from my introduction to ADO16s as the new Hampshire area contact in the September-October edition of Idle Chatter, I would like to tell a bit more of the eventful story of THO 803H. Shortly after purchasing the car in 1991, my Dad and I decided the engine needed an overhaul and on Boxing Day that year we removed the engine, fitted a new crankshaft and bearings, oil pump, clutch and timing chain, replaced all gaskets and added a fresh coat of BMC Engine Green - see **Photos 1 and 2**.



This took a total of two days and on 29th December the engine was back in the car and running (**Photo 3**)!



A few weeks later on the way to work, somebody pulled out of a side road and hit the nearside rear wing (**Photo 4**). I was devastated. This was all sorted by the insurance company and nicely repaired by a local accident repair centre in Gosport (**Photo 5**).



Shortly after joining the Hampshire area 1100 Club, THO 803H was chosen to attend the 30th anniversary commemorative run from Longbridge. I was so excited that my car was picked! I wanted it to look its very best and I decided two new wings and four new doors would finish the car off. These were obtained and fitted and resprayed by the same repair centre in Gosport as they did such a good job last time (**Photo 6 and 7**).



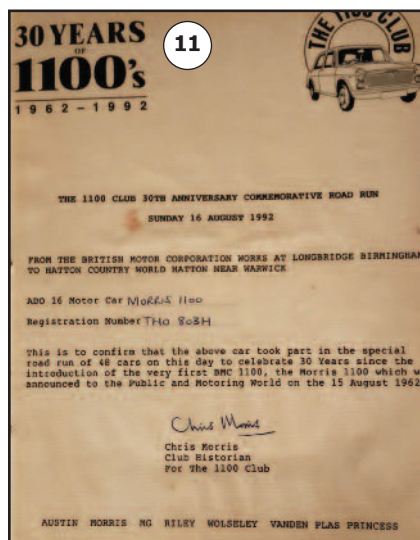
We had a great weekend at Hatton Country World and I believe there were 48 cars attending the run from Longbridge back to Hatton (**Photo 8-11**).





You would never believe it, but five weeks later I was waiting at a junction behind a Ford Escort XR3i, thinking to myself that the car wasn't that old and was really quite rusty for the year, and the next thing I knew, the driver pulled out onto the junction and hit a minibus, spun round and collided with me, before bursting into flames. Now the offside front wing I just had fitted was badly dented and the top suspension arm bent (**Photo 12**). I started to think this car was cursed!

"I started to think this car was cursed!"



This time the insurance company were undecided about whether or not to write the car off, and took eight months to sort it all out, so I purchased a Vauxhall Astra Mk I as a daily driver (**Photo 13**).

Eventually we convinced the insurance company that the car was worth saving and the car was back into the accident repair centre in Gosport for the third time in its life.

In 1996, THO 803H was sold for £1000. Unfortunately I believe the car ended up being scrapped some years later, although the reg number still exists on the DVLA, last showing tax in April 2001. If anyone knows the whereabouts, I would love to know if the car still exists. The 1300 estate and 1300GT survived without any issues; more about them on the Hampshire area 1100 Club Facebook page. Stay safe and see you all soon.



When did you last visit the members' area of the 1100 Club website? You can download every issue of Idle Chatter ever produced and search our database of technical features too. Scan the QR code to go straight there right now!



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Technical Tips and Advice



A couple of technical snippets from Ian Gaffney and Harvey Foster, plus some questions Spannerman has answered

Throttling Back

With the high mileage most of our cars have now covered, many will have a worn throttle linkage. This is FYF's original, taken off years ago, that I intend putting back. There was a deep groove on the lever and a pronounced hollow worn on the thin edge of the fulcrum. To put the metal back, and even up the width of the bearing surfaces at the same time, it was really simple to fill the groove worn in the lever with the MIG welder and, after cutting the edge back to follow the original profile, weld this strip of metal in place on the fulcrum. It really is worth having a MIG welder, even if only for simple stuff like this.



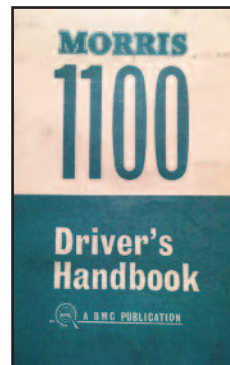
Ian Gaffney

Dashpot Levels

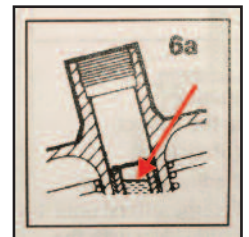
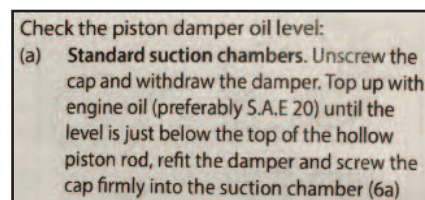
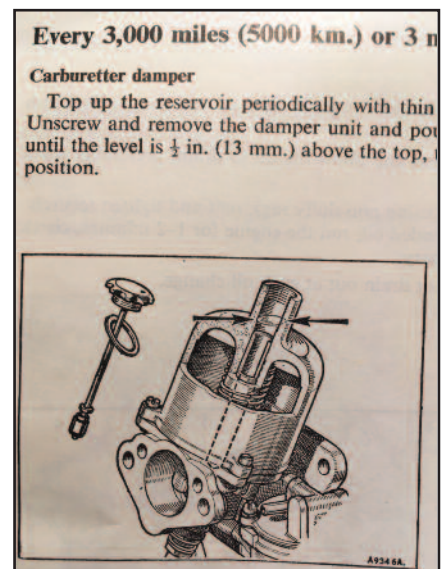
While refitting FYF's original throttle plate, damper and linkage I decided to fit a new jet. Even though the car is back in use, it can still be several weeks between start-ups and I'd found the dashpot oil level was dropping in the time the car was standing. Having looked online to see what others might have to say about it, I was surprised that at least two people had found the oil was somehow draining down the centre tube and out past the needle. Fearful that this might be my problem, while the carb was apart I connected the centre tube to a small compressor and put the piston in water.



Relieved to find there were no bubbles from around the needle, the only other route the oil could be taking was down between the outside of the centre tube and the dashpot bearing. With FYF's high mileage this is bound to be worn but is not noticeably so.



Although all the old books say half an inch above, my thoughts were to in future not top it up above the centre tube, the logic being that it couldn't drain away if it wasn't there to start with.



It was then that I saw the latest instruction that came in the leaflet with the new jet. I have to be honest and say that FYF had been giving out a puff or two after standing, which has now stopped since I only fill the dashpot to the top of the centre tube, so far finding the level drops no further. I would be interested to know what led to the latest instruction by the SU manufacturer after all these years. I wonder if it has anything to do with the emissions issue, much in the same vein as now fitting seals to the exhaust valves. Even in normal everyday use any oil lost from the dashpot can only end up being burnt, something nobody worried about back in the day.

Ian Gaffney

Old Tyres

The article by Phil Rixon on tyres made interesting reading with the magazine arriving on my doorstep just as I was struggling with my own tyre issues on my Maestro. I suspect many of us do not know as much as perhaps we should about tyres. Certainly I have learnt quite a bit over the last few weeks.

There has been quite a lot in the press in recent years over tyre age and whether it is safe to drive on a tyre that was manufactured years ago. This has come to a head as far as HGVs are concerned very recently, following on from two fatal accidents where older tyres (in one case nineteen years old) have blown out while in use. See *FBHVC piece on p26. Ed.* This has now resulted in the government announcing on 15th July that it will change the law to make it illegal to have tyres over ten years old on lorries, buses and coaches. There are no plans currently to introduce corresponding legislation for cars, but the

principle that rubber ages and can fail when it gets older still applies. There are a variety of views about how long you should keep your tyres. I have read advice suggesting changing your tyres at anywhere between seven and ten years old, irrespective of condition or tread depth.

The first question for us, the motorist, is how do we know the age of the tyres on our cars? Fortunately it is not too difficult. For many years it has been a requirement for manufacturers to put a Department of Transport (or DOT) code on the sidewall of the tyre indicating the tyre's age. Prior to 2000 this was in the form of a three digit code. The first two digits stand for the production week and the last one indicates the year of manufacture. So a 247 code for example means Week 24 of either 1997 or possibly even 1987. To indicate that the tyre was manufactured in the 90s and to distinguish it from products from the previous decade, a triangle symbol is also shown. If you have a three digit code tyre on your car, it should be in a museum and not on the road. From 2000, a four digit system was introduced, with the first two numbers indicating the week and the last two the year. So 2417 would be manufactured in Week 24 of 2017.

My Maestro came to me with front tyres that were made in 2007 and rears that were made in 2004. I tiptoed around on them for a few hundred miles until the mechanical side of the car was sorted by Nick Laidlaw and then decided it was time to fit new boots rather than trust my life to sixteen year old rubber. I went online to find the cheapest option, ordering and paying for a set that were delivered and fitted locally. It was only when I got home from the fitters that I looked at the new tyres and realised that, whilst one was manufactured in 2020, two were dated from 2018 and one from 2017.



That is all very well if you are Mr Average Motorist, driving your average 10,000 miles per year, but less helpful for a classic doing a much lower mileage. The same point applies for the older motorist, such as my mother, who now only covers hundreds of miles between MoTs rather than thousands.

Having expected new to mean new, I was not happy to receive tyres that were up to almost three years old, so I complained. The online suppliers blamed the manufacturer for supplying tyres of this age, said that they saw no problem with fitting such tyres and refused to do anything about it.

I took this up with the manufacturer. Now this was interesting. Having given the expected advice on changing worn or damaged tyres, they went on to say "Our tyres are warranted for six years from date of manufacture for material and workmanship defects, and we recommend that tyres are changed once they have reached ten years of age, even if the tyres appear to be undamaged and have not reached their tread wear limits". On this basis I had been supplied with one tyre that was almost 50% warranty expired and 30% time life expired. In fairness to

the supplier, once faced with this information they had a change of view and agreed to supply me with tyres with a 2020 date code, which has now been done, but it was still a fight that I could have done without.

In researching for this article I have discovered something even more worrying. I have found a number UK tyre websites quoting guidelines that they say have been taken from the BRV, Bundesverband Reifenhandel und Vulkaniseur-Handwerk e.V. (German Tyre Retail and Vulcanisation Trade Association) to the effect that tyres are considered to be 'new' and fit for retail up to five years from the date of production. I find this quite staggering. On this basis you would need to be thinking of changing your tyres for age/safety reasons within two to five years of fitting them to your car.

All this goes to show that you need to take great care. In future I will not be buying in advance online but will ensure that I see the tyres that are to be fitted to my car before I pay for them so that I can reject them if the date code tells me that they are years rather than months old. Caveat emptor - let the buyer beware.

Harvey Foster

Dashboard Restoration

QUESTION: I am looking for advice on how to restore the dashboard of my Austin 1100 Mk I. The matt silver coating is scratched in places and rusty. Any suggestions on how to get this to close to original appearance? I think the panel is steel not aluminium, so I am not sure whether anodizing works. I guess wrapping may be possible, and could even be better than the original?



SPANNERMAN'S ANSWER: This is not something I've ever done, but I'm pretty sure it could be rubbed down, de-rusted and sprayed. Better still, it probably could be powder coated, which would be more durable. In this case they would 'grit' blast it to get back to clean metal. If you can find the right company who are competent, they can usually match the colour and original finish. I can't see a problem with wrapping it either.

Does anyone else have direct experience that would help here? Drop me a line on the usual editorial contacts and I will pass on to the member in the Netherlands who asked the question if so. Ed

It's all in the Timing

QUESTION: When doing an oil change on my 1972 1300GT and attempted to tune up - shock, horror, no timing marks visible ie simply not there! We have tuned her by virtue of Mk I ear; any thoughts?



SPANNERMAN'S ANSWER: The timing marks should be on the flywheel. On top of the clutch housing cover there is a plate held on with two bolts which a 7/16 AF spanner fits. The timing marks are on the flywheel and consist of 1/4 (for TDC cylinder 1 & 4), also 5 and 10 deg. BTDC (you will need a mirror for this). If they cannot be found, remove the plugs and turn the engine to get Pistons 1 and 4 at their highest point, and then look into the hole. It is possible that the flywheel is dirty, or the marks have been removed. If nothing can be seen you could make your own marks on the bottom pulley and timing chain cover once you have established TDC as accurately as possible.

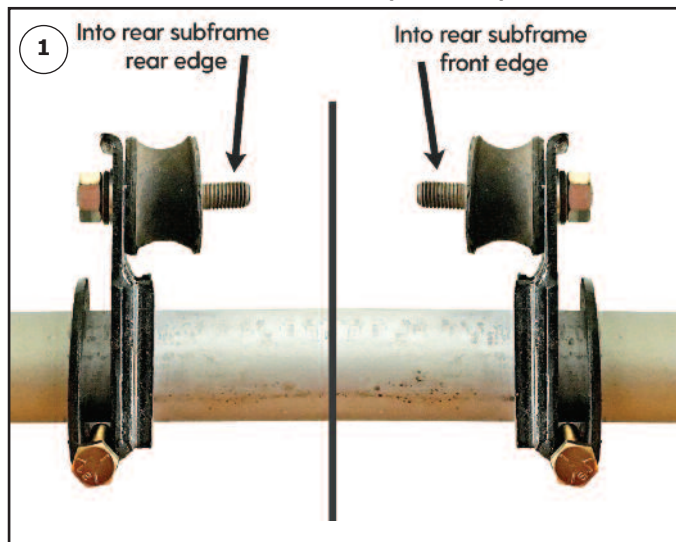
Tips From Down Under



Continuing his popular series of tips, this time Phil Rixon looks at the original exhaust mountings on the Australian cars, which can be unfortunately binned....



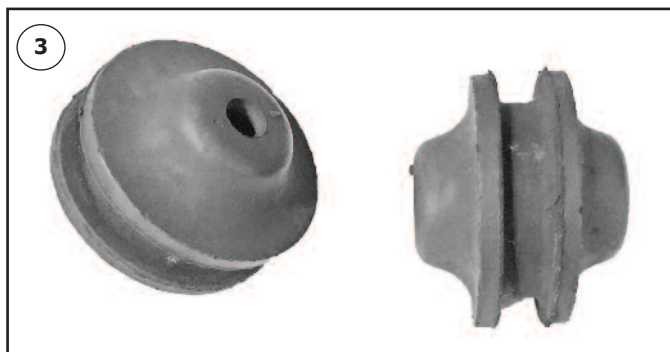
In 1967, the Consumers' Association in the UK conducted a long term test on an 1100 and subsequently published a report in the car supplement of its quarterly magazine. In assessing its reliability, they said, "The only black spot was the persistent tendency for the exhaust mountings to work loose or break". They went on to complain further: "We have grumbled about it on nearly every 1100 we have tested". It will come as no surprise then that, when seven Morris 1100s were imported into Australia in 1963 and despatched into the outback for durability testing, the exhaust mountings were one area identified for modifications before local production began. The solution involved a pair of identical metal brackets, one on the forward edge of the rear subframe and the other on the rear edge of it - both attached by a familiar rubber bobbin mounted with the metal studs horizontal (**Photo 1**)



This was reasonably successful, although brackets sold as replacement parts gained a pair of welded-on reinforcing pieces, suggesting there had been some metal fatigue failures in service. These brackets have to be slipped over the end of pipework and shuffled all the way along to the mounting point, which is a bit of a faff. I'm showing **Photo 2** here simply because they can get lost at exhaust replacement time when exhaust shops opt for a quicker (lazier) alternative.



Once again, 1969 brought changes and the whole system of mountings was completely redesigned for the Morris 1500/Nomad and then also used on the 1300 automatic. The OHC-engined cars, with their larger bore pipework, gained a flex joint at the beginning of the horizontal, and at the rear, there was a new mounting bracket which allowed a circular rubber disc to pivot within it while supporting the tailpipe, allowing a degree of longitudinal movement and eliminating the 'vertical shear' weakness of the rubber bobbins (**Photo 3**)



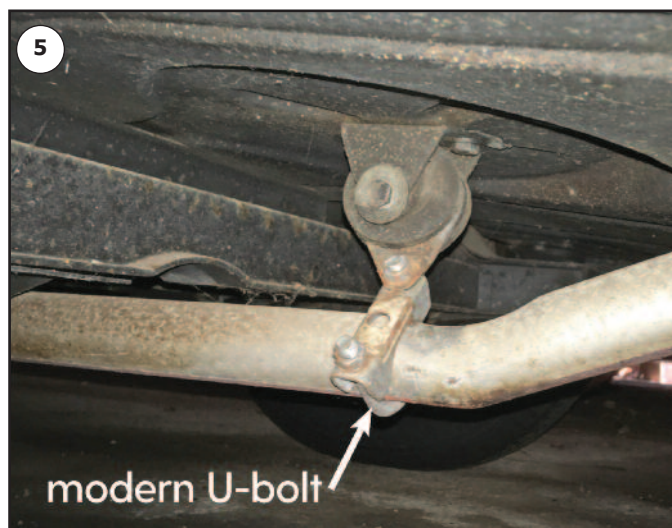
The middle mounting was still located on the forward edge of the rear subframe, but this time two of the of the same rubber discs fit snugly into circular loops welded to the vertical edge of the subframe and a 'Y' shaped metal bracket is slung between them reaching down to clamp around the pipe just behind the silencer box (**Photo 4**). This arrangement is much more durable than previously - in fact, it is claimed to be failsafe. Should the rubber discs wear out and collapse, the central bolts will prevent the pipework from sagging any further than a couple of centimetres lower than normal.



While these mounts do seem to be quite effective and durable, one compromise that had to be made at the rear of the sedans was to attach the bracket directly to the bodywork right in the centre of the spare wheel well. This was because space was too tight to locate it on the subframe. Unfortunately the metal is quite thin in this area and early cars can suffer as the forces on the exhaust system cause considerable flexing of the boot floor - and

eventual metal-fatigue damage. Later cars have strengthened floor metal and welded on captive nuts for attaching the bracket. Factory original tailpipes had a metal tab welded to the point where the mounting attached. These can be a weak point and can eventually snap off. Indeed, replacement tailpipes typically didn't have the tab. In both cases a modern U-bolt clamp can be used instead (**Photo 5**). This also gives some degree of adjustment should the pipe and mounting be out of alignment.

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. You must ensure that, before following any technical advice, you ensure your own safety at all times.



INSIDER

 MY OTHER CAR IS...

...an Austin 1300 Panda Car

Once they were a common sight, but these days only a few survive – including this one, now in the custody of IAM RoadSmart member **David Walker**, who talks us through his pride and joy.

PHOTOGRAPHS JESSE WILD

There's something about cars from the '60s and '70s – I've always fancied having one. In those days they had character. I wanted something different – I used to watch *Heartbeat* on TV, so my first thoughts were to get a Ford Anglia and make that into a replica panda car. But then this one came up. The chap wanted over £6,000 for it but I badgered him down – I don't think he was too pleased but he let it go in the end. Although it's a replica it's exactly the same as a police car would have been. Everything works – the lights, the two-tone siren.

I wish I had a pound for everybody who takes a photograph of it. I haven't yet been able to fill up with petrol without someone coming over for a chat. They say "I used to drive one of those" or "my dad had one". In the day, it was a very popular car.

Most police forces had them. I actually remember the day when they were driving about in West Bromwich – I was at my nan's when one came screaming up the road after a car. That was an Austin 1300, and it stuck in my mind forever.

There's no power steering, no servo brakes. That's one thing I really love about it, it's so basic. I use my IAM RoadSmart training a lot, on my motorbike too. It's definitely useful in the police car – it can't accelerate like a modern car, so you have to look for your gaps and plan quite a way ahead.

It's amazing how small they look now. In its day it would have been a medium-sized family car. To be a police officer – in the early days – you had to be six foot and pretty well-built. Four coppers in one of these, it's a wonder it went! Especially if they had a prisoner in the back, too. In fact, a few people have told me they remember having a ride in one... **IAM**



Above left The roof light was red on the rear, with an illuminated request for miscreants to 'stop'.

Left David's Panda is a replica, but an incredibly faithful one, prompting reminiscences from plenty of people.

AUSTIN 1300 IN NUMBERS

1275cc

The size of the Austin's 'A Series' engine, a design that endured from 1951 to 2000.

1975

The year in which Basil Fawlty gave one a damn good thrashing with a tree branch.

60bhp

The power output of the Austin 1300 saloon, when it was first launched in 1963.

Thanks to Derek Porter and Rod Duggua, who both spotted this article in the journal of the Institute of Advanced Motorists and sent me a copy. Thanks also to Simon Bull at IAM for permission to reproduce in *Idle Chatter*.

Credit: IAM RoadSmart
Photos: Jesse Wild
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From the IAM:

IAM RoadSmart is the UK's leading road safety charity helping to reduce the number of deaths and injuries on UK roads each year. We offer driving and rider training and help drive policy via our campaigns and communications. To find out more and to see how you can join our 85,000 members please visit www.iamroadsmart.com

Membership News

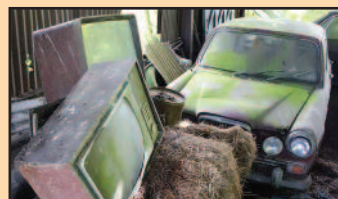
Welcome to the following new members who have joined the 1100 Club....

W. Rushton	Chertsey, Surrey	Morris 1100 Mk I
D. Sear	Eastbourne, East Sussex	Morris 1300GT Mk II
C. Lewis	Bovington, Vale of Glamorgan	
D. Riseley	Hartlepool, Co. Durham	
G. Martin	Peterborough, Cambridgeshire	Riley Kestrel Mk I
T. Moss	Christchurch, Dorset	Morris 1300 Mk II
P. Burns	Burnley, Lancashire	Morris Mk II
C. Van Langelaar	Bodegraven, The Netherlands	Vanden Plas 1300 Mk II
D. Dawe	Bristol	MG 1300
G. Shimmin	Douglas, Isle of Man	Morris Mk II
S. Kunkle	Latrobe, Pennsylvania, USA	Austin America
R. Fredericks	Auckland, New Zealand	Riley Kestrel 1100 Mk I
K. Hogan	North Rockhampton, Queensland, Australia	Morris 1300 GT Mk II
L. Bryant	Alameda, California, USA	MG 1100 Mk I
D. Salter	Gravesend, Kent	Morris 1100 Mk I
M. Savage	Ramsgate, Kent	

.....and welcome back to the following member who has rejoined us after a gap!

D. Fisher	Winchester, Hampshire	Morris 1100 Mk II
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BARN FIND: Joseph Steel contacted us via the Facebook page to share some photos of a discovery he made in an old barn near Droitwich about six years ago, which included two or three ADO16s. He reports that whole area has now been cleared, so it would appear they are very sadly long gone.



BMC 1100/1300 – Reliable Parts – Reliable Service

Rear Subframe	£ POA	Rear wheel cylinders Mk I	£12.00	Oil pressure switch	£6.00
Under rear seat repair panel	£20.00	Rear wheel cylinders Mk II/III	£10.00	Differential oil seal	£3.50
Crankshaft oil seal (flywheel)	£3.50	Oil filter (cartridge type)	£3.50	Mechanical fuel pump	£20.00
Track rod ends (all)	£7.50	Oil filter (spin on type)	£3.50	Water pump (best hi-flo with gasket)	£25.00
CV Gaitor Kit (Best Quality)	£7.50	Oil filter (automatic cartridge type)	£6.00	Subframe mounts	from £8.00
Steering Rack Gaitor (pair)	£7.50	Air filter (1100 conical type)	£6.00	Full front subframe mount set	£65.00
Front/Rear wheel bearing kits	£19.50	Air filter (1300 circular type)	£6.00	Full rear subframe mount set	£60.00
4 part clutch	£35.00	Thermostat	£3.00	Engine mounts	from £7.00
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		

LOTS MORE ITEMS IN STOCK
Please call for availability

Please phone Robbie Claydon on 0208 575 5479 or 07952 167173 (mobile) or email robbiewc@hotmail.co.uk
I accept PayPal and post worldwide, usually within 24 hours of receiving payment. Postage charged at cost.



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

1973 Austin 1300 Mk III, 30,000 miles from new, mountain of paperwork/MoT/tax discs/ex owners paperwork etc dating back its whole life. Rebuilt engine and gearbox five years ago plus new clutch, all done by a classic Mercedes trained mechanic. Boot floor welded as required to a very high standard and then painted with matching orange paint - car can be put on a local inspection ramp for inspection at the garage who does all work for me. Two front tyres, new battery and clutch slave cylinder fitted this year. Colour believed to be Sunset Orange; if that is correct then it's one of only a couple left in this rare colour. Blue interior with nearly new carpets. Bottom of the driver's door has minor rust patches, rubbed down and painted as required; dash-board has small tear. Genuine sale due to starting a family. £5000 ono. Contact Tom on 07563 920526 (Peterborough)



1972 Vanden Plas 1300, car now for sale after spending considerable money due to a change in outlook and impending retirement of mechanic. Major restoration some years ago but was in a terrible state when purchased. Since then, car has had bare metal respray with new front wings, trumpet and new half front panel. Sills and doors were also sprayed with wax inside. Engine was fully serviced and new clutch. Fuel tank recently removed for replacement of rear suspension pipe and brake pipe. Interior still needs sorting but a brand new set of carpets will be included, also spare dash and any other spares I have. £4950ono. Contact Donald on donstewart53@yahoo.co.uk (Northern Ireland, but I will assist with ferry travel if needed)



1971 Austin 1100 Mk II, 74,000 miles from new, comes with paperwork/MoT/tax discs/ex owner's paperwork etc dating back a while. Great running order and an absolute joy to drive, all mechanics and electrics in good working order with the exception of the dynamo, which I believe just needs some replacement bushes and a clean for anyone who has the time. Also has a recent new battery. Rare green, interior black and in good condition. Comes with a spare (original) steering wheel. £5995 ono. Contact Tony on 07506 555741 (Oxford)



1968 Austin 1100, engine runs great, good gearbox but body is pretty poor, has spare doors that need work, plus new bumpers and tyres to go with it. £800. Contact Fred on 020 8469 0603 (Deptford, London)



Parts for Sale

Four 1100 doors. Dry stored for 40 years. Open to offers. Contact Dave on 07958 718859 or onlinechemistrylessons@gmail.com (Keysoe, North Beds)



Austin 1100 front grille. Measurements are length 105cm, width 27cm. £45 or near offer. Collection preferred. Contact Tom on 07788 814276 (Odiham, Hants)

GT steering wheel, in nice condition, no centre boss. £60 including postage to mainland UK. Contact Gary on 07931 331193 (West Midlands)



Various parts. Steering rack (fully refurbished) and two track-rod ends, two front displacers and two rear displacers rehosed (the Derek way), fully pressure tested on a rig; one Liquid Levers hydrostatic pump dual function with pressurise/depressurise and vacuum; one Mk III dashboard with two clocks included. Any fair and reasonable offer will be considered, postage and packaging to be included. Please contact Ian on 07901 902111.

Various parts. New Mintex front brake pads MLB 37 (Mk II or Mk III 1100/1300), new Mintex rear brake shoes MLR 5 (Mk II or Mk III 1100/1300), new Mintex front brake discs MDC 75 (Mk II or Mk III 1100/1300), new sealed beam headlights PEAB7014, decoke gasket set BLMC MCF 473, new Unipart interior bonnet release kit, new rear number plate lamp (chrome) for Vanden Plas, new grille bars for Riley Kestrel. Sensible prices and all proceeds will be donated to 1100 Club funds. Contact Steve on steve.temespirit@gmail.com (Bromsgrove)

Wanted

For '64 Morris 1100. Air filter box, lower dash and original correct roof lining. Contact David on 07711 254418 (Kent)

Three branch exhaust manifold for twin carb Wolseley 1300. **Wolseley hubcaps** in good condition. Contact Steve on 07900 976535 (County Durham)

Austin Morris 1300 GT. Contact Paul on 07905 905486 or moggy1000@hotmail.co.uk

