Celebrating 60 years of the BMC 1100
www.the1100club.com
1962-2022

In this issue:

Hampshire area summer picnic: an invite
Buying and selling 1100s: some tips
My other car: 1968 Ford Anglia

Idle Chatter



NATIONAL RALLY 2022 Details Inside

CLASSIC & SPORTS CAR CLUB AWARDS 2018 LANCASTER INSURANCE
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May-June 2022
The magazine for members of the 1100 Club
www.the1100club.com

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Copy Deadline for July-Aug Issue

EARLIER THAN USUAL: 5th July 2022

Ed Lines



Welcome to the third edition of Idle Chatter of 2022 - as always, time seems to be flying by!

It was an absolute pleasure to chat with so many of you at the Cowley gathering on Drive It Day - you can find a full report on that event in this magazine. And on the subject of events, this edition of Idle Chatter also contains an invite to a lovely summer picnic planned by our Hampshire group at Nuffield Place, the home of William Morris, and of course the initial details of our National Rally. We have landed a superb venue for this year's special anniversary event, so it would be great to see as many of you as possible there.

It's another packed magazine this time, with an excellent blend of event reports, technical support, period literature and useful information, notably this time including another brilliant montage of paint colours and codes from Phil Rixon (covering the green shades) and some interesting thoughts on buying and selling 1100s from Irish member Brian Loftus.

The next magazine needs to come out a little bit earlier so that there is enough time for you to book up your places for the National Rally evening meal, and also for you to act on any other additional National Rally information, so please note the earlier than usual copy deadline of **5th July** - and do support me by ensuring that any contributions are sent across by that date. This year I plan to bring forward the remaining editions of 2022 similarly so we don't have that long gap without a magazine in our key summer months - hopefully that will work better. As always, contributions to the magazine, large or small, are extremely welcome!

Dave Wilkins
magazine-editor@the1100club.com

National Rally 2022

Cogges Manor Farm, Witney, Oxfordshire
13th and 14th August

More details on page 21.....

FRONT COVER

CARS ON DISPLAY AT THE SPRING SHOW AT THE COWLEY FACTORY ON DRIVE IT DAY FULL REPORT ON PAGES 16-17

REAR COVER

GEOFF EASTWOOD'S MORRIS NOMAD PICTURED AT HOLGATE, NEW SOUTH WALES

Need the Rules?

You can view the 1100 Club's constitution on the website

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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 or you can check out the wide range of Spannerman's past questions and answers at www.the1100club.com

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

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

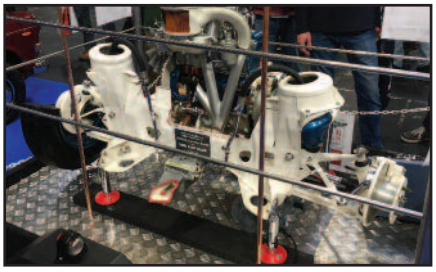
Brand new front wings are available from Lee Robinson on events@the1100club.com or 07943 842166

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

1100 Club Heritage Preservation

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





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

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All advertisement enquiries to: advertising@the1100club.com

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Adverts are accepted at the discretion of the 1100 Club team and longer adverts may be edited for space reasons. We usually limit the number of photos displayed on the website to six per advert, and in the magazine to whatever space allows.
'For Sale' adverts are also free to non-members - 'Wanted' adverts are accepted from members only.
Adverts will appear on the club website to members only for the first two weeks and then to the general public thereafter, and also in the following Idle Chatter unless the Magazine Editor is advised that the item is sold. 1100 Club members can log in to the members' area of the website at any time to see the latest adverts before they become public.
Please state your area - adverts with no area may not appear.
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The 1100 Club cannot and does not accept responsibility for the accuracy of any advertisement submitted, nor for the credentials of vendors or buyers. As with the purchase of any second hand car, you are strongly advised to inspect a car and its documentation prior to completing the transaction, in order to satisfy yourself that everything is in order and that it is worth the asking price. You are also reminded to extend the same caution to parts. Any purchase or sale made by yourself through 1100 Club advertising is a personal transaction between you and the other party. In the event of a dispute between buyer and seller the 1100 Club cannot get involved under any circumstances.

'The 1100 Club' @The1100Club THE1100CLUB

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

Area and Overseas Contacts

Area	Contact	Contact Details	Meeting?
Essex	Tony Cole	020 8500 7059 or 07979 998627 essex@the1100club.com	Last Wednesday, *The King and Tinker*, Enfield (EN2 9HJ)
Hampshire	John Norris	07896 639640 (text preferred) hampshire@the1100club.com	Contact John for more details
Hertfordshire	Harvey Foster	01763 261250 hertfordshire@the1100club.com	First Wednesday, 8pm, by arrangement
Manchester	Paul Tubby	07905 905486 manchester@the1100club.com	Contact Paul for more details
Midlands	Chris Johns	07899 923149 midlands@the1100club.com	Contact Chris for more details
Norfolk/Fenland	Lee Robinson	07943 842166 norfolk-fenland@the1100club.com	Contact Lee for more details
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USA (West Coast)	Kelly Wood	Portland, Oregon	1-503-679-2766 usa-westcoast@the1100club.com

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

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

If there is no area contact for your area, could this be you? Contact the General Secretary for more details. It's a pretty non-onerous role for which a basic job description is available, and no particular technical expertise or other experience is required.

Help your club!

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

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

Chair Chat



Hello everyone, I hope you're all continuing to be well. A big welcome to you if you have only just joined the 1100 Club and this is your first copy of Idle Chatter. Our membership continues to grow year on year, so thank you for joining us and a big thank you to those who have been with us longer and continue to support us as well.

I've had the privilege to speak to numerous new members these last few weeks and it's great to hear about some of the cars they have and what they're doing. Putting the pandemic to one side of course, it means I'm doubly excited for this year's show season. It was great to see so many members at the Drive It Day meeting at Cowley. My thanks again to the lovely Tanya Field who made us so welcome following her kind invite to the 1100 Club a few months previously. Thank you also to Koren for organising the 1100 Club's stand and for the superb cake that was just perfect for our cars' 60th anniversary. It certainly went down well in more ways than one!

Sadly our fantastic and steadfast Treasuer, Rob Manton, has decided he'd like to stand down from the role at the next AGM. Rob has been expertly performing this role for a few years now and I know I speak on behalf of all the committee and members when I say thank you Rob for your service to the club. You'll be a tough act to follow, but thanks to you for keeping your expert eye on our finances over the years. It should certainly make the job of the new person in the role that much easier. On that note, if any of you are interested in taking over the role of Treasurer, please do get in touch. We'd be more than happy to speak to you about what's needed and required.

As I write this, the Enfield Pageant is close upon us. I've been attending this show for years now and it will be great to finally go back after missing a couple of years due to the pandemic. Thanks to Tony Cole for organising the 1100 Club stand as usual for Tea-m Essex. Other good news is that we now have details about our National Rally. Sadly our planned venue let us down but thanks to our ever hardworking Koren, we now have what looks like a fantastic venue and dates in the diary. Please see elsewhere in this issue for details.

Lastly, some of you have been awaiting news on exhausts for a while now. I'm pleased to say we should have some available again, hopefully by the time you are reading this. So if you need an exhaust, do get in touch. More details will follow regarding how to order and the latest price, but I can certainly assure you that they will be vastly cheaper than the overpriced ones on eBay.

Robbie Claydon
chairman@the1100club.com

Looking Back

Memory Man is in Shropshire, at the gateway to the Welsh Marches

This view is of Broad Street, Ludlow, in the county of Shropshire. The town is located near to the southern border with Herefordshire and is described as one of the gateways to the Welsh Marches. Sir John Betjeman even referred to it as "probably the loveliest town in England". The picture appears on the Facebook page of 'The British Roadscene Facebook Group', and we apologise if any copyright has been infringed by reproducing it here. The Buttercross can be seen at the top of the street, with St Laurence's Church tower appearing behind the buildings on the right - it is the largest parish church in Shropshire. The picture would appear to have been taken in the early 1970s as the ADO16 in the centre is showing a J registration.

Starting in the right foreground there is a Wolseley 1500 Mk II (clue - concealed bonnet hinges but white indicators!), then a Triumph Herald convertible, followed by a Rover P4 bearing a late 1959 Wolverhampton registration and possibly one of the early 100 models, but sadly not found on the DVLA database (the Editor's 'other car' is one of these). Then follows a Ford Anglia 105E almost completely obscuring the next car, then an ADO16 (a Mk II two-door). Beyond that, things become rather indistinct, but an MGB, another Rover P4 and a Ford 100E can possibly be seen.

On the other side of the road, a sports car, somewhat reminiscent of a Triumph GT6 or a Sunbeam Alpine hardtop (ideas please!), then another ADO16 Mk II or III two-door with strangely raised rear suspension, a Hillman Minx (Arrow), almost totally obscuring the next car whose roof rack is visible (possibly a Morris Minor 1000), then a Ford Cortina Mk I deluxe estate, and a Hillman Minx (Audax). Beyond that there is an unidentifiable car followed by another ADO16, this time a four-door model.

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



1100 CLUB REGALIA for 2022



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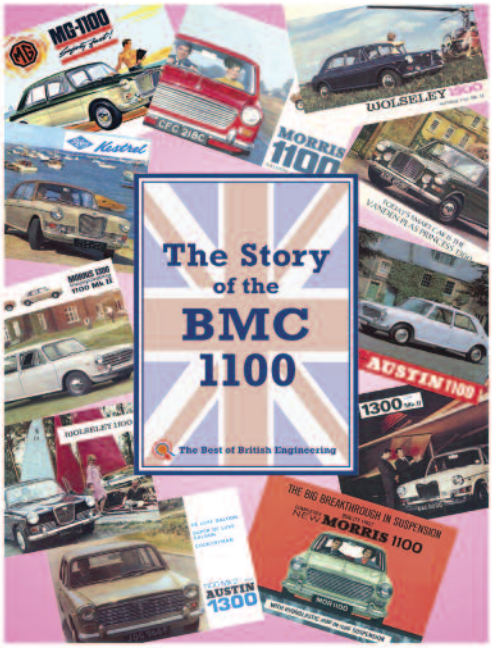
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Fernand Pinckney – *Regalia Secretary* **Tel: 020 8805 2239**
33 Nightingale Road, Edmonton, London N9 8AJ

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1100 CLUB REGALIA for 2022



A must have for the 1100 enthusiast

The Story of the BMC 1100

ISBN 978-1-84549-539-8

(Reprinted in February 2022 for its 8th print run)

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

Since its launch in April 2012, in excess of **1,150** copies have now been sold in **25 countries** worldwide.

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

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

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(These images are for reference only)



In Brief



News, views and stories from the world of ADO16s

Regalia Deliveries to Northern Ireland

In recent months it has become increasingly difficult to get car mats delivered to Northern Ireland. Some courier companies simply will not deliver, and those that will have increased their delivery charges considerably. If you still require car mats, please be prepared to accept the additional costs involved which will be payable in advance on the website - contact me regarding this additional charge before placing your order. The cost quoted in Idle Chatter is for mainland UK only.

Fernand Pinckney

Not a Fan



Seeing the photograph of the 'Aerofan' in the January-February edition of Idle Chatter brought back long forgotten memories. In 1968 I wanted to replace my Morris Mini-Minor with an MG Midget. There were just none around, so after searching high and low in Cardiff, Bristol and the area around I compromised and bought a year old 1275cc Austin Healey Sprite. Like the 1100 the Sprite only had a four speed box, so at motorway speeds (no 70mph limit, remember) the engine was turning at high revolutions and was very, very noisy. Aerofans were regularly advertised in the motoring magazines (along with a multitude of other irresistible accessories - a Mendac Car Coat anyone?) and offered a possible solution, so I decided to buy one.

It wasn't easy to fit as I had to drain and remove the radiator to gain access to the old fan, but after a few hours the car was all back together. The idea was that as the revs rose the spring-loaded fan blades would gradually turn into the vertical position giving less resistance than a normal fan so that the engine would rev more easily and the noise would be reduced. Well, that was the theory! In practice there was a noticeable improvement at first, but only at very high revs. After a while there seemed to be no benefit at all and I suspected that the blades had seized, due to rust probably.

So an interesting idea, but perhaps not one to be pursued.

Peter Cope

Portuguese Barn Find

There is a video on YouTube in which the title begins 'Barn Find 50 Classic Minis'. It is well worth a look as there are a few ADO16 cars amongst all the Minis. They are visible close-up at 54 seconds onwards. Do we have any members in Portugal who could try to rescue them?

Derek Porter

We have added the video to the 1100 Club's YouTube channel, in the 'Other ADO16 Videos' folder, if you would like to take a look! There are lots of other interesting clips and films linked to the channel too, with new content added all the time, so it's worth a look. Ed

Happy Birthday!

A very happy birthday to Andy Walters' stunning 1300GT, which turned fifty years old on 21st April. We have all enjoyed reading about Andy's journey with the car via his regular running reports in this publication, so it's great to be able to celebrate the occasion. Here's to at least fifty more years of classic GT motoring, Andy!





David Shadbolt's MG 'Monty' also celebrated a birthday a few weeks later, at an age that makes Andy's GT look like a young 'un!



A New Member Writes

My 1970 Austin America was delivered to me in April 2022 and is the first one I have ever owned. I am very excited to learn all about it and be a member of the 1100 Club. I believe there were only three owners prior to me, the last of which being a dealer of classic cars, and the owner prior to the dealer had it painted. Prior to two months ago

I had never seen or even knew of the Austin America. I was always a fan of the older Mini body styles, but never felt driven to own one. I saw this AA listed for sale and just had to have it. The body design and styling, condition, uniqueness, and that it was a two door manual transmission made the decision for me. I am excited to learn all about it and the ADO16s, and slowly repair or restore worn out parts and finishes. The members area of the 1100 Club has proven to be an amazing resource for learning, information, and parts suppliers.



Chad Higman, Washington, USA

Taking the Biscuit



Fernand Pinckney recently came across this biscuit cutter online, following a tip-off from a friend.

Obviously it had to be tried - Fernand reports that the first attempt was not hugely successful, but that they tasted better than they looked!



A New Purchase

Surrey based member Peter Tustin has become the proud owner of a lovely Mk II, following a long search for a suitable vehicle. Peter bought the car at auction; there are a few little jobs to do, but he is delighted with it. We look forward to seeing Peter and the car at club events.



Archie is Famous



Kyle and Aaron Clark's 1100 fleet have featured in a recent edition of Practical Classics - they really are restoration heroes!

Vantastic

Thanks to Andy Dunne for sharing this picture with us of an 1100 van in competition livery, spotted in Cooper World, the magazine of the Mini Cooper Register.



Mysterious Abingdon service vehicle

Shine a Light



Sometimes when Ian Gaffney rehoses a displacer for a member and then tests it on his test rig, he unfortunately discovers that the unit has an internal problem that prevents it from holding pressure, usually due to corrosion of the metal parts or the rubber falling apart. At the moment it's not possible to do anything with displacers that are in this state….or is it? Ian has been coming up with a few ideas, including this rather innovative one for his workbench!

1100 Club on Facebook

'The 1100 Club' @The1100Club

Don't forget that you can keep up with everything happening on our Facebook page via the front page of the 1100 Club website, even if you don't have a Facebook account yourself. There's always plenty of action, both in terms of what we post and what our visitors post on there too, so it's well worth keeping an eye on.

Our Twitter feed is also embedded into the website front page; our Instagram is not, as it doesn't seem to offer this function, but you can still click on the link to view the page, as you can with the YouTube channel too – all the links are in the top right hand corner of the 1100 Club website homepage.

THE1100CLUB

Lovely MG



Perhaps the attached picture will be of interest for inclusion in the magazine. I purchased CSK 333F last summer, several years after it had been fully restored and exhibited at the NEC Restoration Show. The picture was taken recently at Moorgates, beside the North Yorkshire Moors railway, close to where I live near Whitby. I have owned and worked on a dozen classic cars over the past twenty years, but none, including Jaguars, Daimlers and Rovers, has attracted as much interest and conversations as this car has.

David Pomroy

Prize Winner



Congratulations to Zac Lawrence from Gwynedd, who managed to win a trophy for his stunning MG at the North Wales Classic Car and Motorcycle Show on 15th May. It came second in the 1970s class.

Anniversary Mug

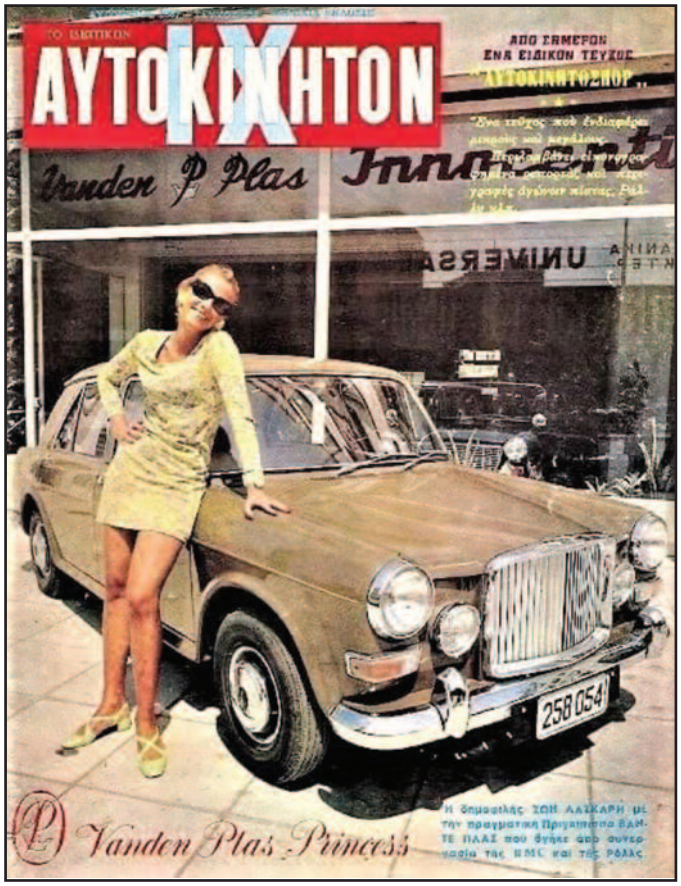


News just in - our 1100 Club 60th anniversary commemorative mug is now available, as always designed and commissioned by our regalia guru Fernand. You can buy one from the regalia shop on the 1100 Club website; they will also be on sale at the National Rally.

Vanden Plas Princess 1100 in Greece

The British Leyland Chronicles Facebook page is going through a bit of a 'Greek' phase currently, with Greece being an intriguing (if small) market where many unusual things happened concerning the sale of cars from BMC, British Leyland and their European partners/subsidiaries. One (almost) unique feature of Greece was that - as well as UK sourced cars such as the Vanden Plas Princess 1100 pictured - Greece at various times imported BMC/BL derived cars from both Spain (Authi) and Italy (Innocenti).

A lot of countries imported from one, but few from both - another example is Switzerland. That was certainly the





case in Greece in the '70s, but as seen in the background of this photo (see sign in window), Innocenti models were being marketed even in the 1960s. Although Innocenti exported little before 1972 (when it became Leyland Innocenti) it did have some export customers, and it seems Greece was one. France was another.

In Greece, cars were heavily taxed based on engine capacity, which favoured small engines. So the Vanden Plas Princess 1100, which matched a small engine to Rolls-Royce style luxury, would have been well received among (one imagines) the Athens elite.

If the rather posh Innocenti IM3 was imported, then the Princess would have faced 'internal competition' in Greece from another flavour of upmarket ADO16 1100.

Thanks to Philip Daskas; image via hellenicmotorhistory blogspot

Shopping on Amazon?

If you shop on Amazon, please consider going to the Amazon website via the banner at the bottom of the 1100 Club homepage.

Any purchases you make that way generate referral income for the 1100 Club.

Events Information

You can find lots of classic car shows and events, including a search function for your local area, at www.classiccarshowsuk.co.uk or by scanning the QR code here. Our events guru Lee Robinson has also collated lots of shows and events into a grid format for easy reading - drop him an email on events@the1100club.com if you would like a copy.

SCAN ME

Caption Competition

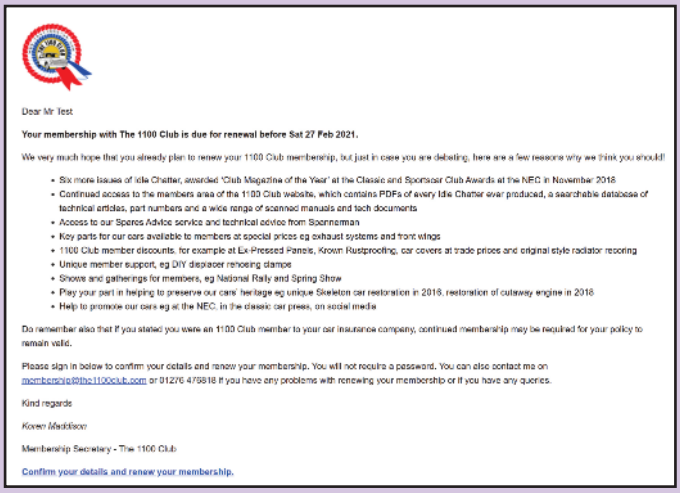
"Right, I've flicked the points, try it again!"
Thanks to Mark Jones for sharing this one with us! Can you think of any other captions for the picture? If so, please send them to the Editor and we will publish the best ones in the next edition of Idle Chatter.



Your 1100 Club Membership

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

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



Dear Mr Test

Your membership with The 1100 Club is due for renewal before Sat 27 Feb 2021.

We very much hope that you already plan to renew your 1100 Club membership, but just in case you are debating, here are a few reasons why we think you should!

- Six more issues of Idle Chatter, awarded 'Club Magazine of the Year' at the Classic and Sportscar Club Awards at the NEC in November 2018
- Continued access to the members area of the 1100 Club website, which contains PDFs of every Idle Chatter ever produced, a searchable database of technical articles, part numbers and a wide range of scanned manuals and tech documents
- Access to our Spares Advice service and technical advice from Spannerman
- Key parts for our cars available to members at special prices eg exhaust systems and front wings
- 1100 Club member discounts, for example at Ex-Pressed Panels, Krown Rustproofing, car covers at trade prices and original style radiator recoring
- Unique member support, eg DIY displacer rehoming clamps
- Shows and gatherings for members, eg National Rally and Spring Show
- Play your part in helping to preserve our cars' heritage eg unique Skeleton car restoration in 2018, restoration of cutaway engine in 2018
- Help to promote our cars eg at the NEC, in the classic car press, on social media

Do remember also that if you stated you were an 1100 Club member to your car insurance company, continued membership may be required for your policy to remain valid.

Please sign in below to confirm your details and renew your membership. You will not receive a password. You can also contact me on membership@the1100club.com or 01276 479818 if you have any problems with renewing your membership or if you have any queries.

Kind regards

Koren Maddison

Membership Secretary - The 1100 Club

Confirm your details and renew your membership.

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

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

Area Updates



Hampshire

During April and May we have enjoyed attending the monthly afternoon meeting at the Departure Lounge Cafe 'Classic Car Sundays' meet in Alton, catering for all types of classic cars up to 1995. This event runs from April to October on the first Sunday of the month, 1.30pm to 4pm - please pop along if you can.



April also saw the return of our monthly area meeting on the second Thursday of the month from 7pm at the Strawberry Field Tavern, Locks Heath. It was nice to see a new face in the form of 1100 Club member Joee Rudd - please join us anytime throughout the year Joee, you're always welcome. The Manhood Classics meet at Selsey on the third Sunday of the month was very busy in April and we met with the West Sussex area rep Tony O'Kavanagh. Great to see you Tony, hope we can meet up again throughout the year, possibly at the Goodwood Breakfast meet on 24th July.





Drive It Day on 24th April was a huge success, meeting at the Cowley factory with a great turnout of 1100 and 1300s. Thanks Tanya for a great day.

The month of May has also proved busy, starting with the Basingstoke Festival of Transport show. This was the first time we have attended this event, which had over 750 cars, trade stalls and autojumble. The weather was great and we will definitely be returning next year. We also attended the Enfield Pageant of Motoring show, meeting up with the Essex group - thanks Tony for a great day.







Over the next few months we plan to join the Surrey group at a location somewhere near Alton or Farnham; hopefully this will be one of many events at which we can combine areas. Keep an eye out for further details.



Lastly I would like to invite all members to join our very first Hampshire area 60th anniversary Summer Time Picnic event. It's happening at Nuffield Place (RG9 5RY) on 31st July. Please bring your own provisions and join us for a picnic within the grounds of Lord Nuffield's home. Further details can be found on the events page on Facebook and elsewhere in this Idle Chatter. See you all soon for a busy 60th anniversary year ahead.

John Norris
hampshire@the1100club.com

Essex

Hello again from the Essex mob. Most of us here have been frantically filling in entry forms or tapping away on the interweb to book up for our club stands and shows; hope you are all doing the same and looking forward to a hot dry summer. We have got most shows booked until July; Terry 'The Dust' has done a fantastic job with our

show list and has covered almost all Sundays and quite a few Saturdays.

To kick the year off, some of us went up to Cowley on Drive It Day and had a great day seeing 1100s from the other areas, plus free tea and a slice of cake! The Chiltern Hills show was next; we had a club stand booked as it's a very big show with commercials, tractors, a fairground, autojumble, food, an arena and over a thousand cars. It was a bit of a trot for most of us though, and with the price of fuel making it a £30 to £40 trip and bad weather forecast, a few couldn't make it and in the end only four of us turned up out of twelve. It started out OK with the gazebo up, tea and a walk about the show, but then it turned dark and into a proper wet day, so we decided to join in with what most were doing and pack up and head home - a shame, as it's normally one of our favourite and biggest shows.

The team have been very busy finishing off the trailer for the suspension display, and all is now finished (*see article further on in this edition. Ed*). As last time, the cars being rebuilt are coming along, some fast, some slow and some finished, but all will get there.

Our monthly meetings are still being well attended, with lots of food and drink being consumed and a lot of noise created, but most things still seem to get done or discussed above all the bantering. 'Cash or Car' continues to be very busy too, with lots for sale or wanting to buy; GTs, MGs and estates proving the most popular to buy (I have a GT and estate at the moment). A quick request - if your car is with me or in the Idle Chatter adverts and it's sold, please could you let me know, as both go in my book.

Well, that's about all for now except to say get out there and enjoy your 1100s on the road and at the shows.

'Turbo' Tony Cole
essex@the1100club.com

Surrey

Hello all from Surrey. At last we seem to be going back to near normal - we can meet again and the shows are now coming thick and fast.

The April meeting was only attended by two of us due to work commitments and holidays. We discussed progress on Koren's car and which events we will attend. The 60th anniversary gathering at Cowley was on the cards, together with Enfield and Bromley. I brought my newly acquired Mk III Austin Countryman in Teal Blue; it needs a bit of work on the driver's floor due to a previous leak from the brake master cylinder, which is evidenced by an aftermarket master cylinder now being in place. Otherwise it just needs a bit of fettling after a period of not being driven much. It even has a factory fitted Triplex Hotline heated rear window, although I have not had a chance to use this in anger yet; this was only an option on the Mk III estates. Therefore my Morris 1300 Mk II saloon is for sale as I haven't got the storage space, much as I would like to keep them both!

May's meeting was better attended, and as the weather was nice we started off out in the 'garden' at the Marquis - more a patio really. As it got a bit colder we moved inside though. Koren's imminent birthday was celebrated with cakes, and cars in various states of repair were discussed.

The proposed trip to meet with Hampshire members was intended to be in early June, but we realised it was one of the Jubilee bank holidays so we will postpone that to July. This will likely be on our usual Thursday night July meeting in the Alton/Farnham area, so as to be about halfway for both local groups, but final time and venue details to be confirmed. Please drop me a line if you would be keen to come along and would like more information.

Dave Laing
surrey@the1100club.com

1100 Club Parts, Offers and Discounts

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

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

Exhaust systems: New batch on order at the time of going to press. Contact Robbie Claydon using the contact details on page 3 in the first instance if you wish to place an order.

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

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

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



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

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

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



From Our Social Media

There is lots of action on our social media pages these days from members and non-members worldwide. Here is a recent flavour of some visitor posts....

Larry Miceli in Florida writes: "Here are some pictures of a stunning '63 US spec MG 1100 at an MG regional event. Owners are Fred and Cindy Zesewitz of Eustis, Florida. It is fitted with air conditioning!"





Hilary Stratton in Devon posted this picture of our old friend Dippy looking like he has just been doing what Dippy does best, getting out and about on rallies! Time for a wash now, perhaps?



Aaron Clark in Aberdeenshire writes: "Hurray, that's Archie finally coming home from storage. A wee bit of tinkering, and hopefully he will be ready for a few tours this year."



Brian Hall posted some pictures of a special memorial event at Washington in County Durham for local friend **Kevin Gardner**, who has sadly passed away and loved his Damask Red Vanden Plas Princess 1300.



Colin Richardson added to the post: "Brian beat me to the photos. It was thanks to Kevin Gardner that I was talked into joining the Restoration Club in September 2018. I was admiring his Vanden Plas at a show; Kevin asked if I had an old car and we got around to talking about OJB. He told me I was in the best place to get the car restored by joining the club and how helpful people at the club were - he wasn't wrong! I joined that day, put my name down for a bay and after 38 years of waiting the car was finally restored with a lot of help. It was driven home on 19th September 2019. Kevin was a really nice guy and a genuine car enthusiast, so massive thanks for the push Kevin, I will never forget you."

Russell Sherry in East Sussex posted this picture (right) of his lovely early Mk II two tone MG 1300.

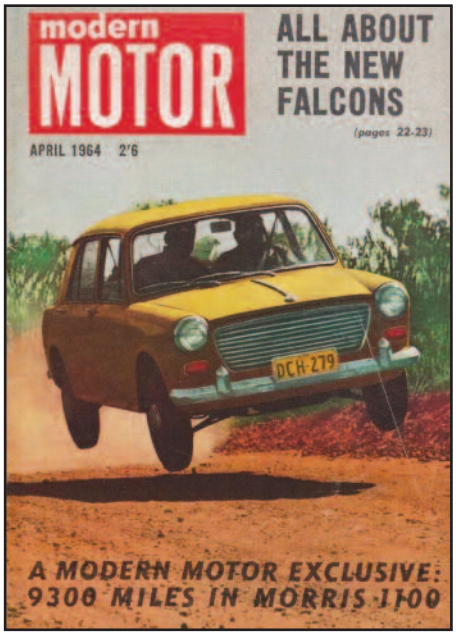


Blake Reimer in Minnesota wrote: "Spring has been very slow to arrive in my part of the world, so this (below) was the first time out of the garage this year!"





Norman Harrop writes: "My 1100 out on Sunday for a run about to keep the tyres round (above). Photo of Birkenhead ferry terminal with the WW2 German U Boat on show. Then a tour around the Wirral taking in Port Sunlight, Raby Mere, Neston and Parkgate via West Kirby on the way home."



Mark Jones sent us this one of an 1100 that seems to be doing more than just floating on fluid! It's a cover shot from the Australian 'Modern Motor' magazine going back to April 1964.

And finally, thanks once again to **Aaron Clark** for posting this inspirational shot of Archie, both in terms of picture and quote!



Don't forget that as an 1100 Club member you are always welcome to post to our Facebook page - just look for the 'Visitor Post' box (sometimes under the 'Posts' tab on some devices) and share a picture, a viewpoint or a question!



From the Events Diary

A report on the 1100 Club's Spring Show for Drive It Day, some other events attended by members and an invite to a celebration of post-Abingdon MGs at 40

1100 Club Spring Show - 24th April 2022



On Drive It Day (24th April) the 1100 Club held its first show of the 2022 season! The BMC legend that is Tanya Field got in touch with us a few months beforehand to ask whether the 1100 Club might be able to put on a display at her show at the Cowley factory on the day to mark the 60th anniversary of the ADO16, following several other anniversary displays that have taken place at the event in previous years. Having been looking for a venue for this year's Spring Show, we were delighted to combine the two in a very special location for our cars.

The day started a little chilly and grey, but things soon cheered up a bit as the 1100 Club gazebo was erected (and prevented from blowing away) and the cars started to roll in. Unfortunately BMW Mini had decided that due to their continued Covid measures the small museum on site would remain closed, but Tanya set up a tea station in the entrance, providing very welcome hot drinks in return for a donation to BMW Mini's chosen charity, CALM - the Campaign Against Living Miserably - for which over £130 was raised.



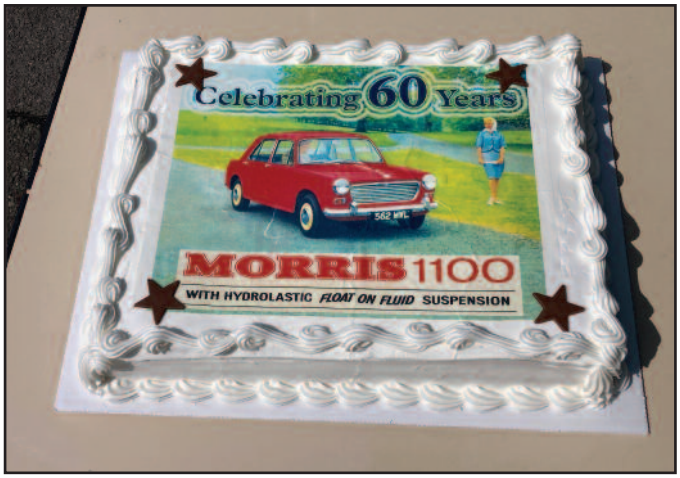






Around twenty 1100s attended in the end, which was a superb turnout, and it was great to catch up with friends old and new and exchange stories of project work carried out over the winter etc etc. 1100 Club regalia was on sale, and the best moment of the day had to be when we all raised three cheers for the ADO16 and celebrated the anniversary with a superb commemorative cake, organised and cut by Koren. It was a good opportunity too to thank Tanya for organising the event and for inviting us all along.

Thanks to **David Shadbolt** for taking the individual photos that make up the montage shown here and the picture of some of the other cars below.







Alongside the ADO16s at the show were a range of other interesting classics, some of which stayed for the whole thing and others just dropped in for a little while as part of wider Drive It Day runs, so there was lots to see on the entrance and exit road throughout the day.

Elsewhere on Drive It Day....

Colin Richardson in Sunderland took OJB out and reports that he didn't see another classic! He did manage to stop at Stevenix Food and Coffee for refreshments, however.



Janet and Gary Houseman from Goole also had a lovely day out on Drive It Day, thanks to the invite from the Cambridge and Oxford Owners Club sent to us by our area contact Howard Ellis. Janet writes: "We met some lovely people and of course cars. We started at McArthur Glen in York and then onto Squires at Sherburn in Elmet, which is a familiar stop for us as bikers. Then we headed along to the Yorkshire Mining Museum for a bite to eat. We came home from there as we had to get back for the dog. It was our first car ride out with the MG and we really enjoyed it."





David Chard in South Wales writes: "I took Walter to a meet at Trig Mills local to me in Merthyr for Drive It Day. I wasn't expecting to see any other ADO16s there, but it turned out there was another three, including my mate Joel with Gwennie!"



Pride of Longbridge

The day before Drive It Day saw the revival of the annual Pride of Longbridge event at Cofton Park, near the old factory site. **Chris Johns**, our Midlands area contact, was present with his 1100 Club flag flying high, as this picture taken by Chris shows.



Quite a few other ADO16s were in attendance too - the following pictures were taken by **David Lees** and **Tom Morley**.







Museum of Power

Tom Morley also sent these pictures from a very good day at the Museum of Power in Langford, Essex, on 17th April.






North of the Border

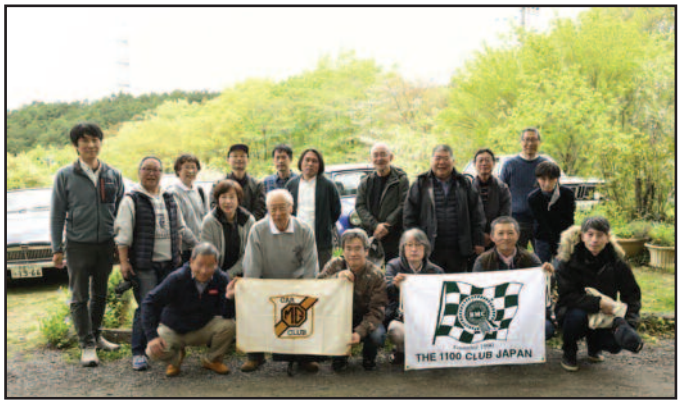
Stephen Harris from Elgin in Scotland has attended his first car show of the season on 8th May, and it was 'How Many Left?' at the Grampian Transport Museum in Alford. Stephen says: "It was a great show and plenty of interesting cars. The weather was mostly warm and sunny and the event easy going and friendly. It seemed well attended too. Best of all, it was a lovely journey for me through some lovely Aberdeenshire countryside and a smashing way to start the car show season."



From Japan

The 1100 Club Japan held their traditional spring meet, having lunch and touring, and this year it was held jointly with MGCC Japan Centre. On April 17th (Sun), a variety of cars went down the Tohoku Road and headed to Sakitama Old Town Park in Saitama, the meeting venue. As usual, after the banquet tour, there was a small tour to Hilltop Farm (lunch venue), lunch, and commemorative photoshoot.





INVITE: An MG Celebration

Rob Johns from MG40 writes: "I am writing on behalf of the joint registers of the MG Car Club to extend an invite to our MG40 celebrations. The show has been organised to celebrate forty years of the post-Abingdon MGs; we have also extended an invitation to other Austin Rover vehicles and as our front wheel drive register will be in attendance, yourselves at the 1100 Club. There is no set ticket price, with donations to be made on a per car, per day basis and all entry fees going to charity."

SCAN ME

The link below is for the Eventbrite ticket page; the event takes place on the weekend of 16th and 17th July from 10am at Toddington Railway Station, Toddington, GL54 5DT. You can also scan the above QR code with your smartphone to access the ticket booking link.

https://www.eventbrite.co.uk/e/mg-40-celebrating-40-years-of-the-post-abingdon-production-of-mg-cars-tickets-272083859147?aff=eand



A 60th Anniversary Picnic



An invite from our Hampshire area group to join them for a summer picnic at Nuffield Place, once home to none other than Lord Nuffield

To celebrate sixty years of the BMC 1100/1300, the Hampshire region has organised a summer picnic celebration at Nuffield Place on Sunday 31st July.



You'd be forgiven for not knowing that Nuffield Place was once home to one of the richest men of the 20th century. But, nestled in the Oxfordshire countryside, this comfortable, early 20th century house was where Lord Nuffield, William Morris, lived with his wife Lady Nuffield for thirty years. William was the founder of Morris Motor Cars and one of the greatest British philanthropists and influencers of the 20th century.



Members and all variants of the 1100/1300 are welcome to join us on Sunday 31st July at Nuffield Place. The theme will be a 1960s summer picnic in the beautiful gardens. In celebration of our wonderful cars, we are creating a 1960s picnic theme, so a great opportunity to break out those period hampers! Dress up in period 1960s costume on the day - extra points for including luncheon meat in your picnic! There will be a bottle of champagne for the best presented car and occupants. What better way to celebrate our cars and using them for what they were intended? Family outings!

To help manage numbers and make a memorable day, we ask you arrive as close to 10am as possible. Everyone needs to book, including National Trust members. Booking is essential via the National Trust website at the following link https://www.nationaltrust-tickets.org.uk, and booking opens two weeks in advance of the event, so to avoid disappointment be sure to book online from Sunday 17th July. National Trust members enter free, of course, but still must book a time slot to visit the house. We will be parking our cars in front of the house to re-create a 1960s period theme.

We very much hope you are able to join us and look forward to welcoming you in celebrating sixty years of the 1100/1300 at Nuffield Place. If you have any questions, please do not hesitate to contact either Dean Oakey by phone on 07715 062099 or John Norris via email at hampshire@the1100club.com. It promises to be a memorable event. Please note there are no refreshment facilities on site, so it is essential to bring your summer picnic! We look forward to seeing you there.

How to get there: Nuffield Place is just off the A4130 between Henley and Wallingford, down Bradley Road. There is a brown sign directly opposite. If you are using a sat nav, you can either use postcode RG9 5RY or RG9 5RX.





National Rally 2022

A first look at our flagship summer event to continue our anniversary celebrations - why not come along and join us on the weekend of 13th and 14th August?

When? 13th and 14th August
Where? Cogges Manor Farm, Witney, Oxfordshire

Cogges Manor Farm is situated 12 miles west of Oxford, just off the A40, with easy access from the M40 and M4/A34. It is a unique historic farm with a beautiful Manor House, enchanting walled garden, orchard, adventure play and friendly animal residents, plus 17 acres of open space to enjoy - more details in the picture below. For Downton Abbey fans, Cogges was the filming location of Yew Tree Farm, which featured regularly in the series. You can find out about Cogges at www.cogges.org.uk



Camping will be available (with basic facilities) for the nights of Friday (12th) and Saturday (13th) August. No BBQs are allowed on the farm at any time, and gas cookers must be kept off the ground. Campers are requested to bring a fire extinguisher if you have one.

There are also plenty of **hotels** in and around Witney to suit all budgets.

Pubs and restaurants in Witney town centre are about ten minutes away on foot, and a local '8 till late' **Tesco** is about two minutes walk away.

An **evening meal** is to be held in the Cogges Manor restaurant on the Saturday of the weekend; details to follow in the next edition of Idle Chatter. Tickets for this will need to be booked in advance and places will be limited due to the size of the restaurant. Look out for booking information in the July-August magazine.

Dogs on leads are allowed on the site, but not in the manor house.

Children must be accompanied at all time inside the farm site.

Membership cards will be needed to gain discounted entry to the farm. Cards that were sent in the post or those printed from your Membermojo account are both acceptable.

You can expect all of the usual 1100 Club National Rally attractions, including spares sales, regalia, the AGM on the Saturday, concours judging on the Sunday and a rally pack with a special free gift for members attending! We would love to see you there!

More details in the next edition of Idle Chatter, which will be out a little earlier than usual to allow time to book!

Welcome to Cogges

Located in the heart of Witney, Cogges Manor Farm is a hidden gem with over 1000 years of history, giving visitors a unique glimpse into past rural life in the Cotswolds. Set against the stunning backdrop of a 13th century Manor House and Grade II listed 18th century farm buildings, today Cogges is an award-winning visitor attraction for people of all ages to relax, learn and have fun.

Cogges Heritage Trust is the charity which cares for and runs Cogges Manor Farm. With support from the National Lottery Heritage Fund, we've recently made significant improvements to ensure Cogges can be enjoyed for generations to come:

- New research and storytelling of the 1,000 years of history and a new guide book
- New introductory film in the stables
- New history trail around the site
- New visual displays and audio in the Manor House
- Extensive renovations and improved access
- Saxon house being built in 2022 - see website for details and get involved

HERITAGE FUND







Plan your visit

House & gardens

Step back in time with a visit to the 13th century Manor House, kitchen and dairy. Explore the ancient farm buildings, including Downton Abbey's Yew Tree Farm. Wander through the enchanting Walled Garden and talk to volunteers who tend to it.





Farmyard

Have fun saying hello and getting to know the animals.

Grounds

Follow the discovery trail to learn more about Cogges' history and farming heritage. Meander through the ancient meadows and along the river Windrush.



Eat & shop

Refuel in the beautiful Cogges Kitchen cafe or designated picnic areas. Browse for gifts, homewares and souvenirs in our shop and pick up some local produce.



Cogges community

As it has done for many centuries, Cogges continues to play a vital role in supporting the local community with a much-loved oasis that helps to connect people with nature and each other.

Learning

School trips
The Cogges education programme delivers a unique, hands-on learning experience from Early Years Foundation Stage to KS2.



Adult learning workshops
Try something new from the choice of workshops hosted at Cogges, supported by the National Heritage Lottery Fund.

Volunteering - why not get involved?
Over 160 volunteers support the running of Cogges and it's their enthusiasm and knowledge that helps to make it such a wonderful place to visit.

Events

Cogges' ever-changing events programme has something for everyone, from craft fairs and festivals to outdoor theatre, and not forgetting Halloween and Christmas. Season ticket holders enjoy discounts and free entry to selected events.



Weddings & other hire

Our two stunning 18th century Cotswold stone barns are the perfect blank canvas for weddings and other celebrations. Available for corporate hire too.



Running Reports

Name: Phil Rixon
From: Central Coast, NSW
Car: 1964 Morris 1100





During April I spent some time replacing the head gasket on my Tartan Red Mk I. There was no actual urgency, but there were delays and disappointments involved in the online purchasing of the parts required. One part that held up proceedings was a new lower radiator hose. The one already on the car was a modern one from about seven years ago, which was still nice and supple but it was never a very good fit. It was a little too tall and had an awkward kink in it to make it line up, plus the heater take-off involved a less than optimal steel fitting. Anyhow, with the radiator out for flushing, I ordered a replacement hose via eBay.



Given the fuel hose woes were still front of mind, and the unfortunate existing hose, I was careful to choose a reputable brand since online shopping can be a bit hit and miss. I'm happy to report that this time it was a hit. The hose (Mackay's CH817) claims to be equivalent to BMC's AYG2172 and is not only good quality and an accurate fit, but the heater take-off is bonded like BMC's version. It doesn't get better than that, except it turns out it was made locally! Yes, somewhere in Australia someone currently manufactures quality replacement radiator hoses for the 1100! I'm a little bit tempted to order a couple of spares...

Name: Terry Waller
From: Aveley, Essex
Car: 1973 Morris Traveller





Progress has been continuing on Tango the estate car, always with the help of Tango Man of course! Since my last running report I have fitted the heater unit and pedal box back into the car (**Photo 1**), cleaned and painted the master cylinders (**Photo 2**), fitted new seals to both of them (**Photo 3**) and installed them in the car, although there is no fluid in them yet. *Is it me or are the Tango Men breeding? Ed.*



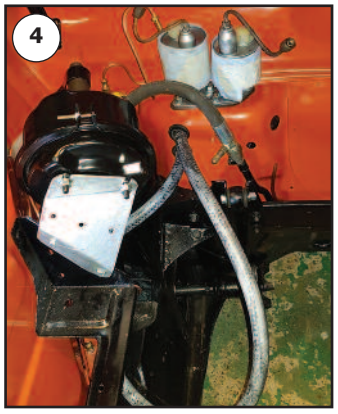


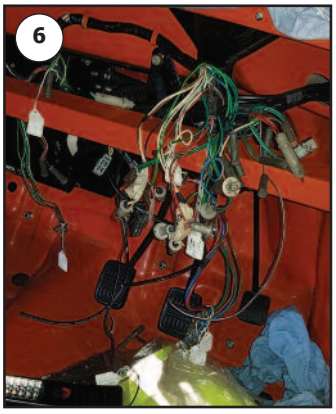


The servo was positioned next and two holes drilled for the support bracket (**Photo 4**).

After that I continued to focus on some of the little things that all need to come together to make the car complete. The dash grille vents were removed, cleaned and painted (**Photo 5**), and attention turned to the fuse box and solenoid, both often responsible for failures to proceed if not sorted properly! The wiring harness was also all sorted and refitted into place (**Photos 6 and 7**).









Finally for this time is the dashboard - this is now all back together and ready to be installed into place (**Photo 8**).

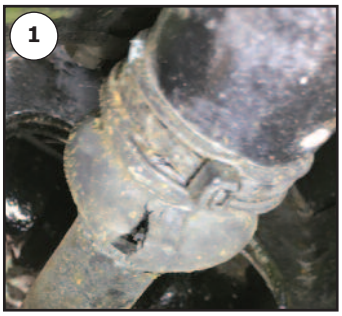


Name: Ian Gaffney
From: Blackheath, London
Car: 1970 Morris 1300





I noticed at the end of last summer that the sliding joint boots on FYF were starting to fall apart (**Photo 1**), and on further investigation it transpired that they literally came to pieces on removal (**Photo 2**).





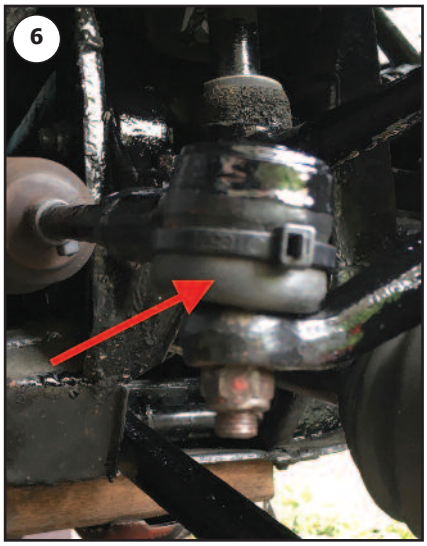
The trackrod ends have fared little better (**Photos 3 and 4**), yet incredibly this boot (**Photo 5**) that I have taken out of retirement and reused - showing no signs of deterioration - is one of the old ones I took off FYF during its revival. It could easily be thirty or forty years old.





Trackrod ends have also been a recurring issue for some time on TYW, so I'd been keeping a few spares, but found this time that I had exhausted my stock. For anyone else who finds themselves stuck, a quick search through my old junk turned up an old rear brake cylinder, so I was able to use the dust covers off that - they fit OK when held in place with a cable tie (**Photo 6**). I have no idea how long they will last, but they can't be any worse than the rubbish being sold by many classic car parts places at the moment.





Clearly there is something badly wrong for this stuff, sourced at the time from a major Mini parts supplier, to fall apart after such a short time and so little use, sharing much with the previously described fiasco of supposedly unleaded friendly fuel hose. Has anyone else had a similar experience or any recommendations to offer?

"Clearly there is something badly wrong for this stuff to fall apart after such a short time..."

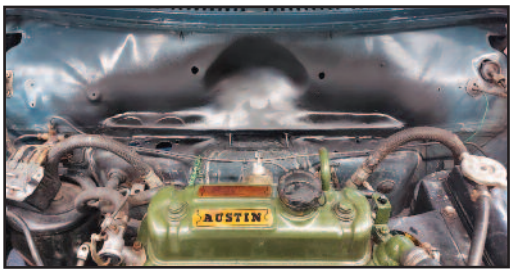
Could you write a short running report for Idle Chatter? Please drop the editor a line to discuss further if so.

Restoration Snippets

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

Mark Jones in Wiltshire has been busy on his Mk I project over the last few weeks. He has firstly sorted out the bulkhead area. He says: "It's not perfect but it's a lot better than it was!"









Other things have been completed and fitted too. Mark lists: "Refurbished steering rack, new track rod ends, new clutch bearing, new gearchange sandwich plate, all new engine mount rubbers, repainted engine block, starter, dynamo, distributor, repainted brackets, air filter housing, clutch slave cylinder and

repainted the master cylinders as well, having overhauled them first." He has also fitted upgraded halogen headlights, and reports that the carb is to be stripped and refurbished next.





Paul Leach in Devon has been making great progress too with his MG restoration. Paul writes: "Nice to get the old girl outside for the final stages of paint prep today and the laborious task of masking up. It's amazing how many flaws daylight can reveal. Putting her back in the garage was interesting too, although the driver's door aperture is not yet masked!"



The following week he was epoxy priming in his temporary spray booth! He is planning the Smoke Grey part of the top coat soon if the weather allows.



Stephen Sutton in Cambridgeshire spent a few days filling and flatting back his MG. He reported that the roof, sills, rear wheelarches and rear light areas are starting to look finished and ready for primer.





He later added: "Tried out my new paint gun today. I was very pleased with it - I should have thrown the old one out long ago!"





May 16th saw another huge update! Steve wrote: "After 14 months of cutting, welding, filling and priming, the good bit started today."









And then the following day: "After putting on the top coat, I couldn't resist seeing how the grille and bumper looked." *It looks great, Steve! Ed*



From the FBHVC

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

Zero Emissions in Oxford

Hopefully you will have seen the update on the Federation website that the Oxford Zero Emission Zone (ZEZ) went live on 28th February. The Council boasts that Britain's first ZEZ will operate from 7am to 7pm, all year round. All petrol and diesel vehicles, including hybrids, will incur a daily charge unless subject to an exemption. Zero emission vehicles, such as electric cars, can enter the pilot area free of charge. Quite small in area for now, the ZEZ pilot will allow Oxfordshire County Council and Oxford City Council to gain insights before introducing a larger ZEZ covering most of Oxford city centre next year (2023), subject to further public consultation. The good news is that all vehicles in the 'historic' VED class are exempt from charges and do not need to register or take any other action. For further details visit the website at https://www.oxford.gov.uk/zez

London ULEZ

Also in the news is the London Mayor's stated intention to expand the London ULEZ to encompass the whole Greater London area (basically the current LEZ) by the end of 2023. The Mayor has asked Transport for London to consult on extending the scheme's boundary from the North and South Circular roads to the whole of Greater London in a bid to reduce pollution and congestion. The current ULEZ was only expanded from the Congestion Charge Zone to the North and South Circular roads last October. If the area is further expanded, drivers of the most polluting vehicles which don't comply with minimum emissions standards will have to pay £12.50 a day to drive anywhere in the capital. Obviously we will monitor the situation, but we do not anticipate that any changes will affect the current exempt status afforded to historic vehicles.

Road Pricing

It's a couple of months now since the Transport Select Committee under the chairmanship of Huw Merriman presented its report into the knotty issue of road pricing. That report reflects the unhappy history of various governments toying with the concept over more than fifty years. Although toll roads have been around as long as roads have been built, the 'price per mile' concept arose in the UK in the 1960s when the technological possibilities were emerging although the political will was not and public reaction has generally been hostile since. Understandably, as the number of EVs rise which are Zero VED rated and obviously are not subject to fossil fuel tax, alternative revenue sources are being looked at, in this case by this parliamentary committee.

There is no reason why historic or legacy vehicles would be in that committee's mind, but road pricing is an issue the Federation will have to address its attention to if it gains political traction. So this is a 'trailer' for the next edition of this column when we will set out a bit more about the history of the subject and its pros and cons, together with a few thoughts on how it might sit with our movement.

Tree-V Update

It's been a busy couple of months since the last FBHVC update about our carbon capture scheme, and we're incredibly pleased to say that it is going from strength to strength. The year kicked off with meeting many club representatives at the FBHVC Club Expo in January; it was great to talk through the scheme and spend time understanding how we can best help the movement. We also announced at Club Expo that in support of the FBHVC Drive It Day and Ride It Day we would be making a donation to Childline for every purchase of carbon capture made during April. Childline is another wonderful example of how the historic movement is one that cares and we're proud to play our part.

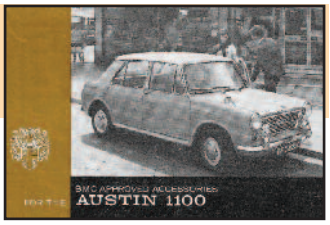


Behind the scenes, those trees have continued to be planted and carbon dioxide captured. Since launching in December, we've been pleased to help individuals, numerous clubs and events, museums and businesses. The historic vehicle movement has successfully carbon balanced 668,830 miles through individual contributions alone, which is an amazing statement from our community. The scheme will also be carbon capturing the Brighton Speed Trials, commonly held to be the oldest running speed event in the world, as well as the MG Car Club Midland Centre's Welsh Touring Rally and Club Triumph's Coast to Coast rally. Static events are also getting in on the act with the Guernsey Classic Vehicle Club carbon capturing all the exhibiting vehicles at their Annual Show. The North Norfolk Classic Vehicle Club, who have committed to capturing all of their events, have even appointed a Carbon Balancing Officer to work with the scheme throughout the year. The scheme has also extended its reach to Transport Museums as well, with Dundee Museum of Transport and Dover Transport Museum both capturing the miles their collections cover whenever they travel to displays; it's proved to be an engaging way for museums to demonstrate their green credentials to visitors. The whole community really is getting involved and we hope that this helps keep our historic vehicles on the roads long into the 21st century. All that remains is to say a huge thank you from Tree-V and the FBHVC for the support and positive reception you have given this scheme. You can sign up to the FBHVC's carbon capture scheme here: www.trees.fbhvc.co.uk

As I mentioned in a previous edition of Idle Chatter, I have signed up both my classics, which helps me to ensure that the carbon emissions from my hobby are at least mitigated and offset in a way they would not be otherwise. Ed

Need an Accessory?

Take a trip down memory lane with this brochure of period accessories for the Austin 1100 Mk I, recently sent to Koren



BMC APPROVED ACCESSORIES FOR THE AUSTIN 1100

No doubt you are very proud of your Austin 1100, as indeed you have every right to be, so why not add to the comfort and safety of your car by fitting BMC Approved Accessories? The engineers who designed your car also tested and approved the range of accessories listed and illustrated in this folder. All accessories approved by BMC are supported by factory Warranty.

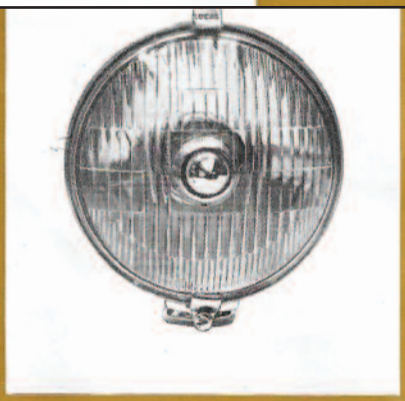
REAR SEAT BELTS
Two-point anchorage
Part No. ADA 4144
†£3 11s. 0d.



FRONT SEAT BELTS
Three-point anchorage
Part No. ADA 4241
Static †£3 5s. 0d.

AUTOMATIC SEAT BEL
Part No. ADA 4192
†£6 0s. 0d.





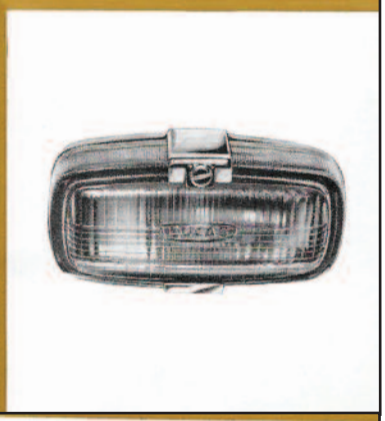
FOG LAMP
(SFT576)
Part No. 57H 5314
†£3 19s. 6d.

DRIVING LAMP
(SLR576)
Part No. 57H 5313
†£3 19s. 6d.

REVERSING LAMP
(Flush-fitting)
Part No. AKF 1049
†£2 17s. 6d.



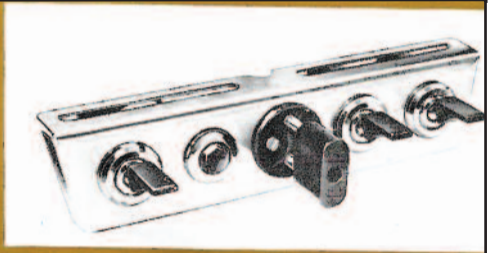




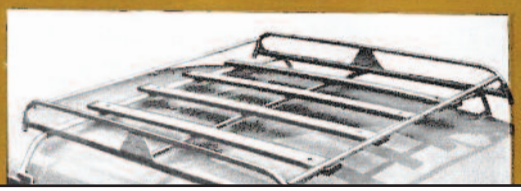


CONTINENTAL
BOOMERANG WING
MIRROR
Part No. AKF 1050
†£1 7s. 6d.

BADGE BAR
Length 27"
Part No. 37H 9858
†£2 5s. 0d.

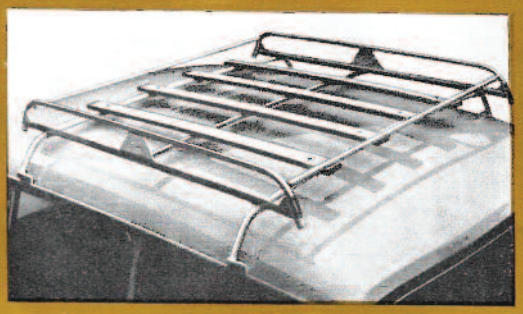




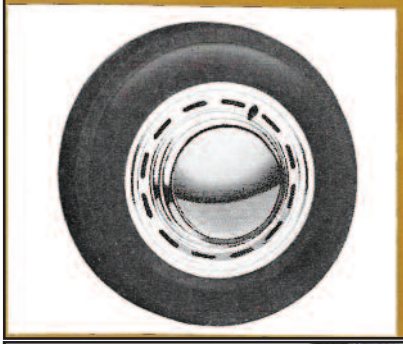


SWITCH PANE
Part No. AKF 1
†£1 5s. 0d.





DE-LUXE ALUMINIUM COLLAPSIBLE ROOF RACK
Part No. AKF 1472
†**£8 8s. 0d.**



WHEEL DISCS
Part No. 31G 134
†**£2 8s. 0d.**
(Set of 4)



ELECTRICALLY HEATED REAR WINDOW
Part No. AVA 293
†**£17 5s. 0d.**



SEAT COVERS
According to material
From †**£9 0s. 6d.** to
†**£19 16s. 0d.**



TRAVEL RUG
Part No. according to tartan. Twelve tartans available
†**£2 19s. 6d.**

ADDITIONAL ACCESSORIES



Description	*Part No.*	†*Price* £ s. d.
Anti-mist panel (23″×10″)	AKF 1270	11 0
Anti-mist panel (20″×12″)	AKF 1271	13 0
Badge bar (17″)	37H 9859	2 0 0
Lamp and badge bar	AKF 1539	3 5 0
Bonnet lock	17H 8768	19 9
Badge bar clips (each)	97H 2678	3 0
Driving lamp (LR6) sealed beam	27H 4341	4 9 6
Driving lamp (WLR576)	57H 5322	3 15 0
Driving lamp (Slimline)	AKF 1563	3 10 0
Feeler gauge	97H 2724	3 9
Felt 'Comfykit'	AKF 1195	5 5 0
Fire extinguisher (5½″×1½″)	97H 752	2 5 0
Fog lamp (FT6) sealed beam	27H 4340	4 9 6
Fog lamp (WFT576)	57H 5593	3 15 0
Fog lamp (Slimline)	AKF 1562	3 10 0
Grease gun (side lever compressor)	97H 749	2 9 6
Individual hand tools	According to item	from 3 3
Inspection lamp (magnetic)	AKF 1493	1 5 0
Lamp bracket (pedestal 4″)	AKF 1063	1 10 0
Lamp bracket (over-rider bolt fitting)	AKF 1300	11 0
Mud flaps	8G 8928	19 6
Parking lamp (all-rubber)	97H 2516	12 6
Petrol locking cap	13H 2021	1 2 6
Pressure gauge	3H 1875	8 6
Reversing lamp (clip-on)	AKF 1441	1 11 6
Reversing lamp (small, round)	97H 2150	1 10 0
Illuminating switch for above	97H 2792	10 0
Automatic gearbox switch for reversing lamp	13H 1803	10 9
Roof rack (all-steel collapsible, lowline)	AKF 1474	4 19 6
Roof rack (Continental, collapsible with wooden slats)	AKF 1476	5 19 6
Roof rack—Dinghy (all-steel)	AKF 1505	5 7 6
Rubber mats	According to colour	10 3*
Tyre pump	97H 2726	1 10 0
Wing mirrors (knock-back Desmo Continental)	According to type	19 6
Wing mirrors (knock-back Viewmaster Continental)		1 5 0
Wing mirrors (Wingard Reflex)		1 2 6
Escutcheon plate for Desmo mirror	27H 9882	3 6
Escutcheon plate for Viewmaster mirror	17H 9639	8 6

Sixty Shades of 1100

Phil Rixon looks at the range of colours used by BMC and BL for the 1100 range of cars - the second in the series looks at green!



"Ahh, British Racing Green, eh?" How many times have I been stood admiring a dark green car at a car show only for someone to strike up a conversation with those words! It could be a Jaguar, a Rover, a Triumph, an MG, Austin, Morris, Mini or an 1100. If it is any sort of dark green, then it must be British Racing Green - or must it? What is the actual definitive and correct shade of green that is British Racing Green?

Well, nothing is ever that simple, and it seems that BRG has its origins back in the early 1900s when organised international motor racing was in its infancy. A convention was established whereby each of the four competing countries was allocated a distinctive colour for its race cars. France was blue; Belgium yellow; the USA red and Germany was white. When a British car was entered the following year, it just happened to be green, which was fortunate. Allegedly an olive green, but obviously any shade of green would have done the trick. Over the subsequent decades a range of dark greens became synonymous with British motor racing and so there is no single definitive shade of British Racing Green in that context. That didn't stop BMC assigning the evocative name specifically to GN-29 nor BL naming BLVC-25 as Racing Green.

However, the first dark green used on the 1100 was **Connaught Green** with the Mk I MG, Morris and Austin all being available in it, and it was also the shade of dark green that featured in MG's popular Duotone combination with **Old English White**.

On the other hand, Vanden Plas, Riley and Wolseley all started out with their own traditional greens. **Deep Green** and **Sherwood Green** for the Vanden Plas, **Cumberland Green** for the Riley Kestrel, and **Glen Green** on the Wolseley. With the Wolseley, **Island Green** and **Spruce Green** were also used to create Duotone treatments over **Toga White** and **Glen Green** respectively.

Connaught Green remained a popular choice for Austin, Morris and MG through the Mk II period when it was extended to the Wolseley 1300 as well. Likewise, **Sherwood Green** remained a Vanden Plas favourite until **Racing Green**, **Wild Moss** and **Green Mallard** took the Princess into the 70s, sharing those BL colours with various other Mk II and Mk III models across the range.

Another 'made-for-the-70s' green hue is **Limeflower**, and this now has a bit of a cult following, in the 1100 Club at least. Popular on the Austin-Morris Mk II and Austin Mk III, it has been seen on the Wolseley 1300, 1300GT, the estates and even the Vanden Plas Princess 1300!

By this point you may be wondering about **British Racing Green** GN-29. Now, it was offered on the 1969-70 Austin America, and while it seems to have been widely available on MG Midgets and the MGB - the sportscars - it was rare on the MG 1100/1300. Oh, and one final green I must mention is **Florida Green**, which was available only on the 1968 Austin America. It is perhaps best described as a more vibrant version of Wolseley's **Island Green**.



Research for this article cross referenced information from various BMC and BL paint finish publications and also the 1100 Club's own book 'The Story of the BMC 1100', which is still available to purchase. See page 7 for details and some sample pages below.



Cash or Car?

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

The 1100 Club does not get involved in recommending any car or passing opinions on cars or prices, but is simply helping to pair up members who want cars with members selling cars so they can sort out a deal, or not, as the case may be! I am willing to take as much information as required from any member selling or looking, with the hope of pairing up and a good outcome for both. You can contact me on 020 8500 7059, 07979 998627 or via email on cashorcar@the1100club.com

Turbo Tony (Cole)

Placing an advert for a car can still be done through the advertising@the1100club.com email address as usual; adverts are placed on the website in the members-only area for the first two weeks (longer if preferred) and then to the general public after that. Tony will have access to any adverts that are placed, but it still may be worth dropping him a line as well if you think he would benefit from any further information. Alternatively, if you would prefer to try and sell your car without an advert to avoid getting lots of speculative calls, just going through Tony's listings could work out better for you. Ed


DJK 985F
CONNAUGHT GREEN — GN.18
CONNAUGHT GREEN — GN.18
DEEP GREEN — GN.41
JPA 826C
SHERWOOD GREEN — GN.24
PPM 651G
GLEN GREEN — GN.40
XAN 580G
SPRUCE GREEN — GN.13
GMR 470D
ISLAND GREEN — GN.6
NTU 339D
CUMBERLAND GREEN - GN.35
BRITISH RACING GREEN — GN.29
FLORIDA GREEN — GN.1
WILD MOSS — BLVC.24
RACING GREEN — BLVC.25
GREEN MALLARD — BLVC.22
KHU 649L
LIMEFLOWER — BLVC.20
LIMEFLOWER — BLVC.20
LIMEFLOWER — BLVC.20
LIMEFLOWER — BLVC.20
LIMEFLOWER — BLVC.20

Suspension on Display - Part 2

Tony Cole reports back on progress with the trailer that is going to transport and show off the suspension display piece that is now owned by the 1100 Club



I hope some of you read the suspension display article on pages 30 and 31 of the January-February edition of Idle Chatter, and also that we picked up a trailer from Wales on which to place it, mentioned in the Essex area update on page 14 of IC March-April. I can now tell you that work on that has been going well, with all hands to the pumps! First, the trailer was completely stripped down (**Photo 1**) including hubs off, and new parts were fitted (**Photo 2**) with Terry 'The Bus' keeping a watchful eye on us.







Then two coats of undercoat were added (**Photo 3**) followed by two coats of topcoat, four new bearings and three new tyres (**Photo 4**).



The floor was cut and covered with shiny chequer plate, then drilled so that the suspension setup could be bolted through, balancing the weight, then the four sides were fitted (**Photo 5**).

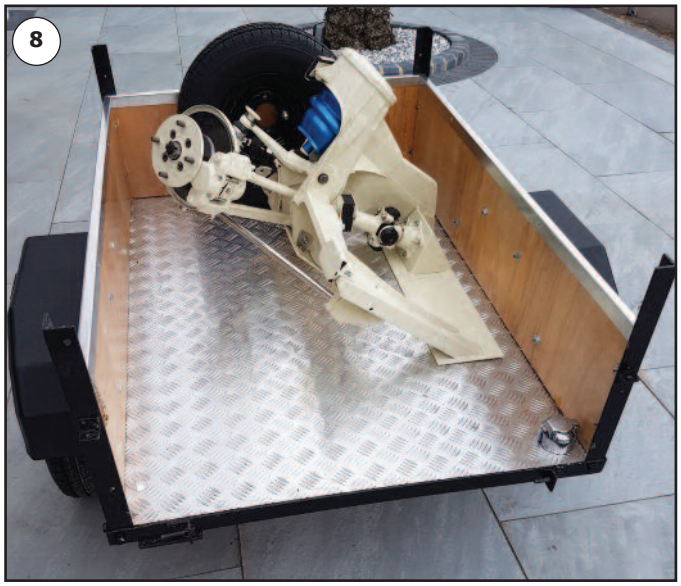
We continued with the mudguards, jockey wheel, spare wheel and lighting board, then finished off the wood top with shiny stainless steel (**Photo 6**).





We were not happy with the way the lighting board was sticking out for the display - they now have to be that wide for the road, but off the road it looked awkward and the ends got in the way (**Photo 7**). So I converted the hinges, allowing the back to drop down and then slide off to be stored underneath. This worked well, but it also meant cutting the seven core wire and fitting a plug and socket in the corner so the wire could be disconnected (**Photo 8**).





The trailer was then road tested and taken over to Fernand 'The Professor', where he proceeded to make a detachable frame and waterproof top for it (**Photo 9**).



"This project has taken me over four years to source, get, overhaul, make the trailer and complete"

This project has taken me over four years to source, get, overhaul, make the trailer and complete; my thanks go to Steve 'The Sprayer', Danny 'Union Jack' for the trip to Wales, Terry 'The Bus' for getting all the trim and paint, Terry 'The Dust' for getting and fitting the tyres, and of course Fernand 'The Professor' for the floor and top.

The unit has now been donated to the 1100 Club from the Essex team to join the Skeleton and cutaway engine display piece already owned.

You will be able to see this fantastic piece on display on the 1100 Club stand at the NEC Classic Car Show in November. Ed.

My Other Car Is....



....a 1968 Ford Anglia Super. Roy Robinson in Chichester introduces us to his stunning machine in the rare shade of Blue Mink



Long before my parents bought an Austin 1300, we had a couple of Anglias. The first, a 100E, was hated by my mother - I can imagine it was too slow for her. My only memory of this car - as I was very, very young - was of a few of us pushing it because it didn't like starting! Then I remember my parents taking me to a showroom in Headington, Oxford, to see a two-tone blue Anglia 105E for sale. To my mind it looked futuristic and gleamed. We bought the car and kept it until 1974, when we had our first 1300 - I won't repeat my love affair with 1300s as it's all in previous Idle Chatters.

Our Anglia - even though I was still very young, I learnt to drive in it as an eight or nine year old on my mother's knee at a disused airfield somewhere in Buckinghamshire! However, after 1974 (we're now in our 1300 years) there was still an Anglia in the family - a green F reg 105E owned by an aunt and uncle. In the 80s - by now I was aged seventeen and had a driving license - my aunt would give me the keys whenever we visited, along with a few pounds for petrol, so I could take it for a spin. Sadly, when she decided to give it up (for an Austin 1300!), the brakes weren't safe enough for the journey to Oxford for me to become its new owner. It has taken me since then to finally own an Anglia!

TRK 728F is the last of the line - and mine must be one of the very last registered - July 1968, almost a G reg. It's also one of the rare Blue Mink models, produced alongside the Venetian Gold, to mark the end of Anglia production. I bought it just over a year ago, with much of that time turning out to be a baptism of fire! Knowing absolutely nothing about mechanics, through links in the 1100 Club I was able to engage someone more local to the vendor than me to check it over. The feedback was overwhelmingly in favour of its concours condition. Once local restrictions on travel were lifted (due to the pandemic at the tail end of 2020), we were able to make the weekend journey to Cornwall to try the car out. As soon as I saw it, I knew I wanted it! Deal done.



The journey to our B&B was only about an hour or so in our homeward direction, and that was OK, although I expected the 1200cc unit to feel a bit peppier. The car had travelled only about 2000 miles since 1979 and it must have hated the driving rain, full lights on etc. The fun really started the next morning; turn the key, nothing! One superb AA man later, a quick fix battery replacement and adjustment to the terminals allowed me to continue the journey home, with my partner behind ready for any eventuality. The car made slow progress on every long incline on the A303, but we finally made it home.



Then followed months and months of new gaskets here, adjustments there etc etc, as the running was frequently uneven, hills a struggle and starting always difficult. My spirits were lowering with every pound spent. The jury was well and truly out as to whether I would keep this car for much longer. However, I then stumbled across a classic car mechanic, hidden away in an industrial unit in a local village. He is an absolute magician, and the car will now start first time, even in cold weather, and runs beautifully. I love it! The Anglia has reportedly spent many years as an exhibit in a museum in Scotland, and has been owned by some very fastidious previous owners; the condition is quite remarkable. I use it as much as I can and hope to attend more shows and runs in it this year. I still have my 1972 Morris Suntor A60 Half Ton Van Torcars conversion, which I wrote about in the first of our series of 'My Other Car Is...' and of course that is also now looked after by the new (to me) mechanic.

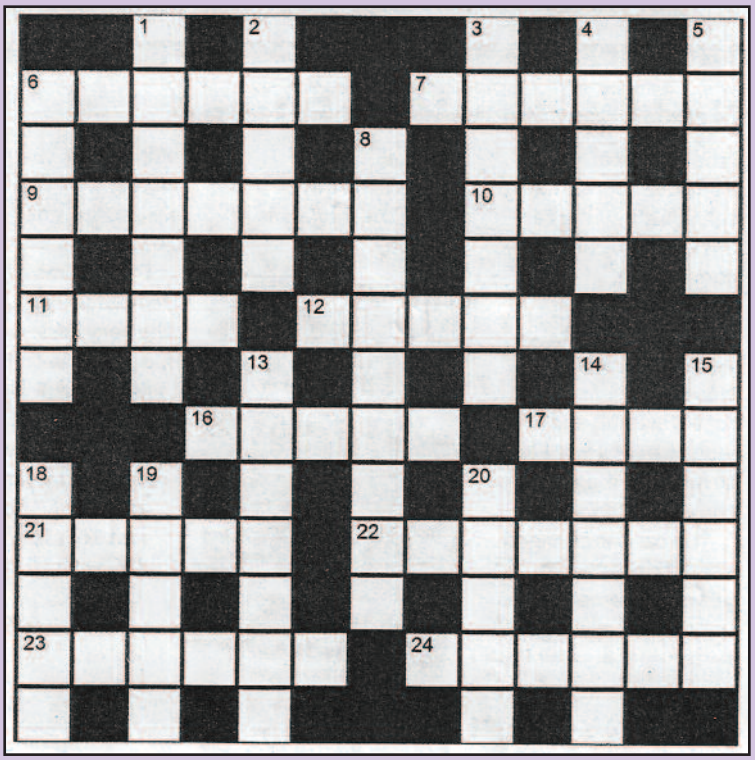


The Morris is usually kept at my in-laws some twenty miles away - oh for enough local garaging! The photo shows its first meeting with the Anglia over in Worthing! I am still without a replacement for the MG 1300 which I sold a few years ago, and might start looking for a GT or estate as soon as later this year... *Update - I can confirm that Roy is now the new custodian of a very well known and loved Morris 1300 Traveller from the Surrey area group, so the Anglia is in even better company! Ed*

The 1100 Club Prize Crossword No. 16

Clues Across:
6. Harmony in the Honda factory? (6)
7. Sunny-sounding Talbot model (6)
9. Ford 1972-94 from the Alhambra? (7)
10. Henry VIII in a small thirties' Ford? (5)
11. Hotel chain for the bird (4)
12. Dark wood used for some dashboards (5)
16. Palindromic Honda since 1972 (5)
17. Successor to AX produced by 13 Down (4)
21. Meaning of 'p' in bhp (5)
22. Welsh car manufacturer 1959-73 (7)
23. Designer of V8 engines for Daimler (6)
24. Nippy version of Triumph Dolomite (6)

Clues Down:
1. Sister of Emperor Augustus in a Skoda? (7)
2. Tyre pattern to grip the road (5)
3. Ford named after Italian ski resort (7)
4. VW van for carrying golf clubs? (5)
5. Toyota model since 1982 (5)
6. British Ford, not just English (6)
8. Austin model name used since the thirties (9)
13. The 'double chevron' company (7)
14. Athletics field event from Bradford? (7)
15. 1930s and 1960s models from Wolseley (6)
18. Wheel-arch covers, as on the Jaguar Mk 1 (5)
19. Material, often metal, created by grinding/cutting (5)
20. Mud ----- are fitted behind wheels to reduce dirt on the vehicle (5)

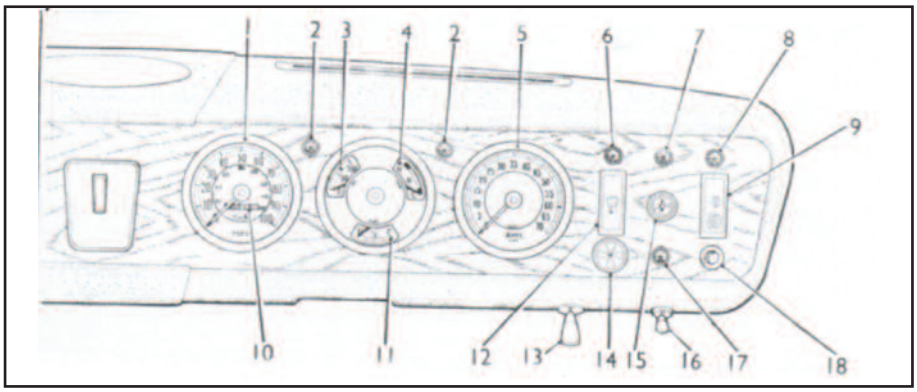


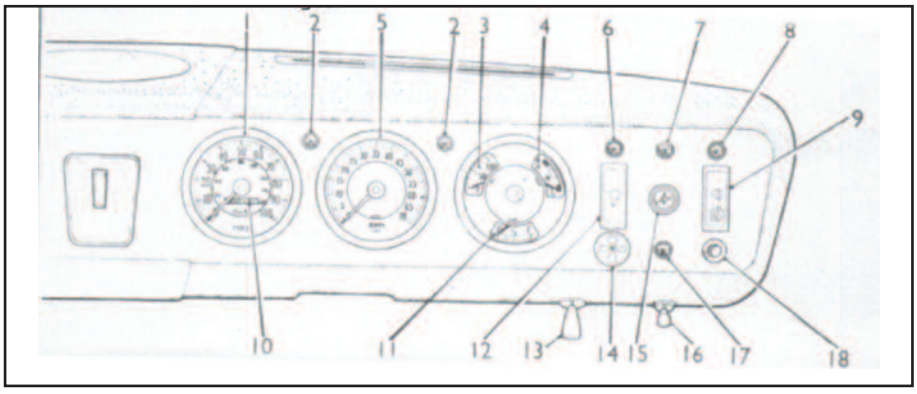
*Please send your completed crossword before **5th July** by post to Chris Hayward, 30 Highfield Road, Berkhamsted, Herts, HP4 2DD, or a scan or photo by email to cjhayward@talktalk.net including your name and full postal address. The winner will be chosen at random from the correct entries received and will win a car safety escape tool to keep in your glovebox. Good luck!*



Dashboard of the Month

This time it's the MG 1300 Mk II, from 1968 to 1971 - earlier and later version





Key to Dashboard Controls
1 Speedometer
2 Direction indicator warning (green)
3 Oil pressure gauge
4 Temperature gauge
5 Tachometer
6 Oil filter warning (amber)
7 Heated rear window warning (green)
8 Main beam warning (blue)
9 Lighting switch
10 Odometer
11 Fuel gauge
12 Windscreen wiper switch
13 Heated rear window switch
14 Choke
15 Ignition and starter switch
16 Panel light switch
17 Ignition warning (red)
18 Windscreen washer switch

The change from earlier to later versions of this dashboard seems to simply be the ordering of two of the main gauges, unless anyone knows otherwise! The earlier version is at the top; the later version beneath. Ed

The ADO16 Family: Part Four



B.M.C. ROSETTE Page 13

1100 FILM RATED AS THE BEST TV SHORT

The Morris 1100 film won an official award for the best Australian television commercial in 1964.

The Television Society of Australia presented a special trophy to Artransa Park Television Pty. Ltd., of Sydney, which produced the film for B.M.C.

The film had an important place in the B.M.C. publicity programme for the 1100 after its release on the Australian market.

The spectacular film showed a cutaway 1100 in motion with two people in the front seat and three in the back.

The cutaway treatment achievement achieved the purposes of showing:

● The smoothness of operation.

● The great comfort of the seating.

● The generous space for the driver and the passengers.

● The brilliant design, ● The basic structural features.

● The compact arrangement of the transverse engine.

● The working of the Hydrolastic suspension system.

Many of the host of televiewers who watched the film with interest told Artransa, and B.M.C. how much it impressed them.

● The picture at the top left shows the striking trophy, the inscription on the base reading: "Television Society of Australia 1964 award for a television commercial to Artransa Park Television Pty. Ltd., for B.M.C. Morris 1100."

● The photograph above shows the cutaway 1100 moving into position for the Artransa cameraman.

A cutting from the special edition of *BMC Rosette*, showing the filming of the promotional film by Artransa Park Television Studios, which won the award for the best Australian TV commercial for 1964 from The Television Society of Australia.

In January of that year, *Wheels* announced the Morris 1100 as the 1964 Car Of The Year. In its appraisal, *Wheels* said; "Few cars apart from its baby brother, the 850, have made such an impact on the Australian motoring public. The 1100 has been bought by people aged from 17 to 70; it has been bought for fun, for work, for its interior room, its functional nature, its looks, its ride and its handling."

1965 proved to be the 1100's biggest year, with 20,378 sales, just beating the VW Beetle for the top spot in its class. The following year saw the 1100 retain the number-one spot, again beating VW, Cortina and the Mini. However, an industry-wide downturn, which saw a reduction in all sectors of the market, meant sales of the 1100 had fallen to 14,746.

The success of the 1100, and the almost equal number of sales for the Mini, helped BMCA to achieve 13% of the total car market – the company's best ever result.

This was helped along by the likes of Avis Rent-A-Car, which ordered 666 BMC cars – shared equally between the Morris 850 and Morris 1100 – believed to be the



For 2/- (20c) you could watch the movie on one of these video juke boxes.

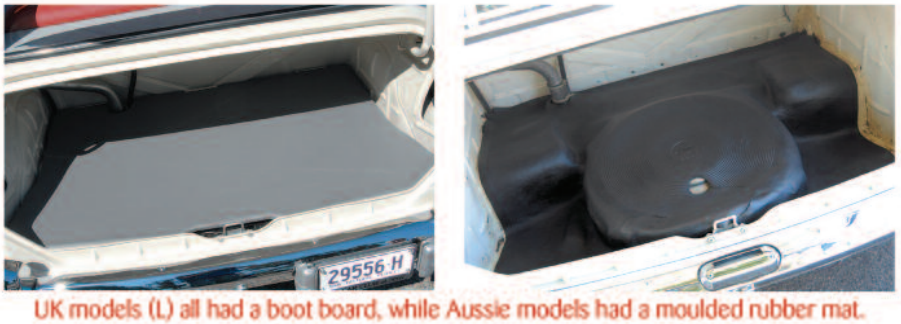
largest single order from any Australian car distributor to that time. The first delivery of 66 cars took place in December 1964 to January 1965, with 222 being delivered each year for three years.

Morris 1100S

Sales also got a slight boost in 1967, with the release of the 1100S (YMGS2) – powered by the 1275cc engine from the UK's Morris /Austin 1300 range. 15,803 were sold for the year, but the Mk2 Cortina had pushed past it, by a mere 700 cars.

While the UK cars optioned with the 1275 motor were identified by a "1275" badge on the bootlid, the Australian cars remained Morris 1100, but received a prominent "S" badge above the "1100". The Morris 1100S still causes confusion for many people.

To launch the Morris 1100S, BMC publicity manager Evan Green set out on a marathon run, with good friend and long-time rally driver "Gelignite" Jack Murray – racing a light aircraft right around Australia.



UK models (L) all had a boot board, while Aussie models had a moulded rubber mat.



Aussie-assembled engines were painted gold, to identify them from imported units.



This photo, probably done for a brochure or advertisement, is curious because you can see a sheet of something behind the grille blocking any view of the engine.

The promotional run (Green never liked to call them publicity stunts) got an enormous amount of attention in the press, and on radio. It became known as *The Tortoise and The Hare* race – the car being the tortoise – and a film of the event, titled *It's A Long Way To Go To Catch A Plane* was commissioned by BMC. After being stuck on flooded roads in Western Australia for 10 hours, the car was beaten by the plane – by nine hours.

On a more practical note, Green and Murray were using the event to see how they would cope together, confined for an extended period in a small car and under a fair amount of pressure – in readiness for the 1968 London-Sydney Marathon.

The 1100 continued in production alongside the 1100S and maintained sales of around 15,000 p.a. for the next couple of years, outselling the Mini through its lifetime, and accounting for between 49% and 60% of total annual Morris sales for the period.

The 1100S retained all the features of the 1100, except for the engine, and it speaks well for the original design that no engineering changes were needed to the chassis for the more powerful engine. The 1100S also sold reasonably well – 15,361 in the 22 months it was made.

November 1967 saw the 1100 automatic released in Australia, which was replaced by the 1100S automatic in January 1969.

The End

In June 1969, as part of British Leyland's "rationalisation" plan, the 1100 and 1100S were replaced with the Morris 1500, 1300 automatic and Nomad.

We will have more on these cars in a future issue of the magazine, but suffice to say now poor sales of the models saw the beginning of the end for Leyland Australia.

UK Production figures.

Austin 1100/1300 saloon	1,052,000
Austin 1100/1300 Countryman	56,800
Austin 1300 GT	52,107
Austin America (1300) *	59,000
Morris 1100/1300 saloon	703,000
Morris 1100/1300 Traveller *	41,000
Morris 1300 GT	19,304
MG 1100 saloon (2- & 4-door)	124,860
MG 1300 saloon (2- & 4-door)	32,549
Riley Kestrel	21,529
Vanden Plas 1100	16,007
Vanden Plas 1300	27,734
Wolseley 1100	17,397
Wolseley 1300	27,470
Total UK production (approx):	**2,250,757**



Australian Production figures.

YMGS1 (Deluxe) - Feb '64 - June '69:	68,862
YMGS2 (1100S) - Aug '67 - May '69:	15,361
YMGS3 (Auto) - Nov '67 - Dec '68:	4,032
YMGS4 (1100 Std) - Oct '67 - June '68:	125
YMGS5 (S Auto) - Jan '69 - May '69:	768
Total production - Feb '64 - May '69:	**89,148**

Pininfarina



Battista Farina was born in November 1893, the tenth of eleven children, and given the nickname "Pinin" – roughly meaning "baby of the family".

In 1930, after working a few years with his brothers' coachbuilding firm, Farina opened his own business, in partnership with Vincenzo Lancia, called Carrozzeria Pinin Farina. Specialising in designing and building prototype and short run coachbuilt cars

In the 1950s Pinin Farina moved into volume production, building 27,000 Alfa Romeo Giulietta Spiders, and began an association with Ferrari that continues to this day. Other companies that sought Farina's input included Peugeot, Fiat, Lancia, Nash, and BMC.

Farina penned the replacement for the ageing Austin A40, the A40 Farina of 1958. There are many design clues in the A40 Farina that can be seen in the Morris 1100, particularly the stubby tail fins and square lines.

In 1961, the family surname was changed by deed poll to Pininfarina, and the company name changed to the same. Battista died in 1966, and control of the company went to his son Sergio and his son-in-law Renzo Carli.

Today Pininfarina remains one of the most influential design and low-volume production companies in the motor industry, serving many makes, from Hafei (China) to Ferrari.

This article was originally published in Australia's 'The BMC Experience' magazine, which ran from 2012 until 2017. Permission to reproduce it here has been kindly granted by the editor, Craig Watson, and is much appreciated. Craig can now be found at 'The Mini Experience', which is a fifteen-part digital magazine style publication on the complete history of the Mini and Moke in Australia and the companies that built them.

Buying and Selling 1100s

Brian Loftus from Galway in Ireland shares some of his experience and expertise to help us with the classic car (and specifically ADO16) buying and selling process



Thinking of buying or selling an 1100? Here are some tips and guidelines which will hopefully help to make the experience a good one for both buyer and seller alike.

1) Buyers, **never let your heart rule your head**. This applies particularly when purchasing at auction. £13,495 was recently achieved at Mathewsons Auctions (of Bangers and Cash fame) for a restored 1300 Vanden Plas; whilst many may consider the Vanden Plas the flagship of the ADO16 range, be aware of media hype and promotion which tends to overvalue a vehicle. Plan your budget and stick to it; be prepared to pay an additional amount above your preferred purchase price if you really like the vehicle and are interested in purchasing it, but be wary of paying 'over the odds'. Just because you like the vehicle doesn't mean you should pay more than the market value for the car based on its condition etc. If you pay too much and lose the run of yourself, don't necessarily expect to get back the purchase price you paid for the car if you sell it in the future.

2) **Do some research to assess the car's real value**, looking at sources such as classic car auction results, (deduct commission, taxes etc to determine the sales value) prices achieved on eBay through private sales and prices advertised on classic car internet sites.

3) Seller and buyer, **treat each other with respect** but as a potential buyer don't be hesitant to ask questions. Have a list of questions prepared; any genuine seller will be prepared to answer them. Be specific and engage in timely communication if you are genuinely interested in the vehicle for sale.

"If a buyer and seller are not prepared to negotiate, it is best to walk away"

4) Seller and buyer, **be prepared to negotiate**. It's a two-way thing. If a buyer and seller aren't prepared to negotiate, it is best to walk away. In any purchase or sale it has to be a 'win win' situation, where you win as a buyer and the seller wins too - the seller feels he has got a good price and you feel that as a buyer you have also purchased a car at a good price for you.

5) When selling your car, **take good clear pictures** - front, rear, left and right sides and interior. Fill the entire frame of your photograph as much as possible. In addition to an accurate description, good clear images help any potential buyer make a determination on the car's condition without having to view it in person.

6) **Be honest** in describing the car's condition; be as accurate as possible. Avoid using terms such as 'a lovely runner', 'in great condition for its age'. *This one really irks me too, I must admit - it's just not relevant when the car is the best part of fifty or sixty years old! Ed.* The seller should list as much as possible all work carried out on the vehicle.

7) In any potential purchase, always **look for history**, number of owners and receipts for repairs effected over the lifetime of the vehicle.

When purchasing an 1100, the workhorse BMC A-Series engine will be the least of your concerns; like in the Mini, they are tough and can be repaired. The bodywork is an entirely different issue. As we all know, 1100s tend to rot underneath. The bad news is that in fact virtually any part of the bodywork can rot, and the 1100 has numerous bodywork trouble spots which can be very challenging to repair. However, all are repairable one way or another, and with more bodywork panels becoming available, plus the knowledge and experience of fellow 1100 Club members and body repair shops experienced in 1100 repairs, a daunting task may not seem as hopeless as initially thought.



Particular trouble spots on an 1100 are the rear subframe mounting points and the area where the rear subframe attaches to the body (**Photo 1**). Water, salt and mud get trapped between the subframe and the body and over time this area can rot severely. It is a repair which ideally requires the use of a lift and new steel to be let in and welded, so not for the faint hearted.



Other trouble spots include the front wings (**Photo 2**), including behind the headlamp area (**Photo 3**); however,

new wings are now available from the 1100 Club, the sills, rear wheelarches (**Photo 4**) and the top of the arch where it is hidden by the rear door, the under lip of the bonnet and above the front valance below the grille where it meets the bumper overriders; water tends to gather here and not drain adequately (**Photo 5**).







The sills are a challenging area to repair correctly, requiring good skills and again the use of a car lift. Lee Robinson has an excellent and comprehensive series of articles in the November-December 2021 and January-February 2022 issues of Idle Chatter (*all available to download from the members area of the 1100 Club website if you were not a member then and missed them. Ed*). Of course, the list of problem areas identified here is not intended to be exhaustive; they are just the most common ones, and ones I have seen myself on many occasions.

What if you wish to purchase an 1100 but don't have any knowledge of 1100 bodywork, are entirely non-technical and daunted by such issues? Don't despair; for the non-technically minded here, there are a number of very practical and really simple things you can do which will minimise your risk of purchasing a poor vehicle.

1) Look for **ownership records**. The car's ownership record is important. How many persons have owned the vehicle previously? Multiple owners, particularly with short ownership periods, may indicate a problem vehicle and the owner just wishes to be rid of it because it may need substantial repairs. Similarly, a vehicle which has had two or three owners for lengthy periods can sometimes be a good sign that the vehicle is sound.

2) See if there is a **documented service, repair and MoT history**. A vehicle which has already had structural repairs carried out to a good standard will mean any potential buyer will avoid the cost of expensive bodywork repairs, for example sills, front wings, rear seating floor area etc.

3) Examine the **vehicle bodywork** closely to look for evidence of poor bodywork repairs, the excessive use of bodywork filler and paint blistering. A poor paint job can be remedied; however, it will be costly. Blistering paintwork is usually (but not always) a sign of rust. Bodywork filler such as P40 polyester filler is a great product, but its use must be limited to fine surface levelling, ideally between 0 and 2mm deep. It is designed for this purpose and it should never be used in preference to letting in steel for rotted areas, nor should it be used for deep depressions caused by accident damage. A deep repair using polyester filler will be evident; a skilful eye will identify such a repair and the overuse of polyester filler will not have the structural integrity of a repair using steel. A deep repair will not last; it will crack, and will require remedying in the long run. On the 1100 I have seen the excessive use of filler in the sill area, as this is a difficult area to repair. Polyester filler is not the correct method of effecting a repair in this area; steel must be used as it is an important structural area of the vehicle. If you are concerned a vehicle's bodywork may be hiding substantial filler repairs, then do the finger test. Tap the area of concern using the nail of your index finger, and again the area adjacent. A deep polyester filler repair will have a dull sound as opposed to a firm 'ping' like the sound of steel. Furthermore, a deep repair may have a somewhat dull or matt finish presented in the paintwork, usually without the same gloss or shine to the paintwork that is achieved when painting over sound steel.



4) Use your eyes to examine the **'shut lines' and panel fit**. What, may you ask, are the shut lines? The shut lines are the areas where the doors, bonnet and bootlid (**Photo 6**) close. The gap between the doors and front and rear wings should be examined for consistency (**Photo 7**), the doors should close correctly with a solid clunk and not be proud of the car body/adjacent panels.

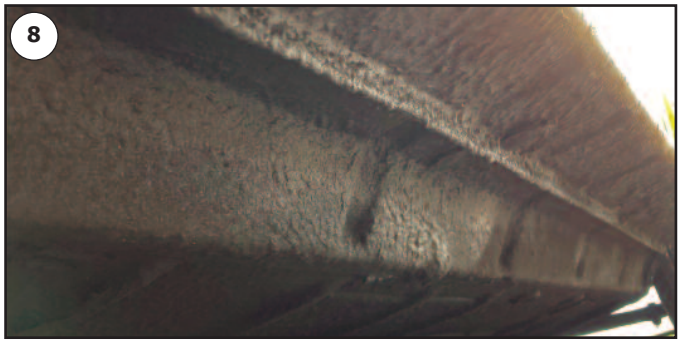


Furthermore, the door bottom should have a consistent line along the top of the sills. The same applies to the boot and bonnet; do they close correctly? Are they flat or level to the body of the car when fully closed? The majority of running 1100s in existence today will likely have had work carried out to the car's body. It must be said that poor panel fit is not necessarily an indication of the vehicle's state; achieving factory panel fit is very difficult indeed and restorations where the panel fit is to a high standard are usually a reflection of the commendable skills of the individual or bodyshop that effected the repair. Indeed, it could also be said that the panel fit achieved during a restoration by a skilled owner or bodyshop may be better than what originated from the factory!

5) Finally, and very importantly, **reach out to other club members**. I cannot emphasise enough the importance of social networking within a club to enhance your knowledge of the 1100 and picking up tips with regard to vehicle maintenance, whether it be bodywork, engine or suspension. Imparting knowledge should be one of the core values of any good car club, classic or otherwise.

There are very few 1100s left on our roads today - it's sometimes hard to believe this was Britain's best-selling car for a period in both the 60s and the 70s. Poor industrial relations in the early to mid 70s, the transition from BMC to British Leyland and production facilities which could not cope with the demand unfortunately resulted in many 1100s being built to a less than desirable standard. The 1100 was the best-selling car because it was very affordable; you got a big car for a very reasonable price, one which would accommodate a family easily and one which had new technology such as hydrolastic suspension and disc brakes up front. These innovations made the car an attractive proposition to many and BMC/British Leyland were probably underpricing the car for many years. As club members, I believe we have a responsibility to keep as many cars on the road as possible, for social history, for classic car history and for the benefit of future generations. One way we can do that is by sharing our knowledge and our experiences, teaching others and learning from others. Reach out to other members in your area to gather their experiences of the work done on their cars, the garage or repair shop they used, the parts they used, where they were purchased, whether they would recommend them etc. Contact one of the 1100 Club's officers listed in the magazine and ask if there is a member near you or one that you could chat to on the phone or via email. We all have the same objective - to keep the 1100 on the road - and we should be generous with our knowledge and experiences in the support of others who are trying to achieve the same.

Some great advice from Brian here, both in general for buying and selling classics and for the 1100 range specifically too. It's not intended to be an exhaustive list of things to check for when you buy, of course, and other seasoned members may well have other points to include (I always start by checking whether cover sills are fitted, for example) but it's a great starting point and definitely gets us thinking about what makes a good transaction for both buyer and seller alike. It's also fortunate that I own an 1100 that illustrates some of the points that Brian is making, hence the Limeflower photographs I have added to the piece - I knew the Shed would come in handy for something! At least it doesn't have cover sills - as shown by ***Photo 8****, you need to be able to see the horizontal seam between the closing panel and the base of the sill - it should NOT be covered over by a sloping surface. Ed*





Wonderful Wolseley!

Tony Darmody in County Kerry, Ireland, shows off his lovely Wolseley, which has been brought up to a high standard....

My 1100 and Me

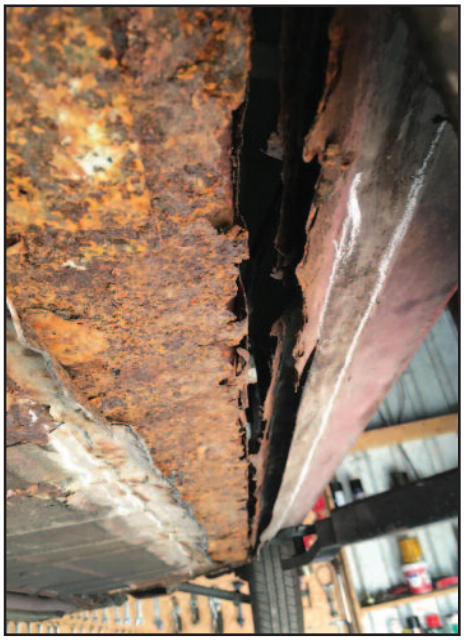


Finally - the first outing in my Wolseley since I acquired it in 2018 - a Cars and Coffee Meet. A lot of work and TLC has been required over the past couple of years, but what a buzz from driving it to its first event!

"What a buzz from driving it to its first event!"

My car was first registered on 01/12/71, bearing the registration number HPL 955K. Then it was classified as 'Imported from UK to Ireland' on 7th August 2008 and reregistered in County Kilkenny. Its recorded mileage is 39,000, although this is not warranted.

I purchased it in 2018, and discovered a lot of botching, including cover sills. After a lot of work the car is now tidied up and running sweetly.













When Harry Met Peggy



In Part Fifteen of the Peggy saga, Harry Taylor finds himself negotiating the valley of self doubt....



I used to do a lot of running. When I was younger, always being too close to the bus or train time meant that it was part of everyday life. As I grew older, I took up running as a hobby, as a fitness kick and a de-stressing mind release. On a weekly basis, I would challenge myself to run further, but again as I got older this became less important. The little voice in my head grew bolder over the years. You know, the one that goes, "Why are you doing this, do you know how ridiculous you look, turn back now"....etc. It often made me wonder about athletes that pushed the boundaries and did they really have to do the whole thing to prove they could do it? Roger Bannister on the last lap could have just stopped and quite legitimately said, "There you go - I told you I could do it, just clock in the time I was on for mate and I'll see you in the pub afterwards."

So it was with Peggy. After nearly five years we were almost there, and yet some strange thing came over me. Did I really have to carry on and complete this to prove to myself I was able to do it? To battle beyond the odds and all the slings and arrows of outrageous fortune, and Len? I was falling to the fatal lure and comfort zone of the heroic failure. Instead of people looking at me as a smug self-satisfied individual who owned a shiny nice old car, I could tell my story at the Pig and Whistle of the gods being against me and giving it my best shot, while garnering sympathy and understanding from those intoxicated enough to still be listening to my story.



I was pulled from this malaise by the top coat going onto Peggy. Len assured me he had sprayed cars before and, although I did have some spraying experience, it was mostly weedkiller. Len sourced a company that knew their stuff and we plumped for a two-pack finish, which Len assured me would be a harder and more durable result. As I previously mentioned, I had decided on Snowberry White. A word of warning for anyone going for this colour. Many paint providers will supply you with their idea of Snowberry White; be prepared for the chalky cream finish that will instantly tell you that it is not Snowberry White at all. The company who provided us with the paint had it spot on, and one night while I was fighting the voices in my head that were telling me not to go for a run, some pictures came onto my phone. There, peering out of the mist of drifting overspray, was Peggy, resplendent in her newly applied coat of Snowberry White. A place I thought we would never get to had arrived.

I visited the garage the next weekend and it was wonderful. Peggy was gleaming. There were a few bits of overspray and some areas lower on the car were a little more 'orange peel' than I might have wished for, but it wasn't at all bad. We sprayed all the interior visible panels so that we made the car look like it had been white from the day it rolled of the line in February '67. Some panels needed to be blown over again and this took a lot of thinners. At one stage, I really did get concerned that Len was drinking the stuff. Although he had a white ring around his mouth area, I gave him the benefit of the doubt and considered that this must have been where his mask had been while he was spraying. I am afraid that at this stage we were not going to get any awards for safety in the workplace, and the only effort made to dispel the fumes came from Len's constant smoking. I did think at one stage that he was looking at making a hole in the mask for his cigarettes.



After much flatting and respraying, we arrived at a stage where neither of us had any detectable fingerprints, and any spare or worn bits of underwear or T shirts had been used in wiping down Peggy. Eventually, on one Sunday we opened the garage door and the light flooded in to push the gloom of the garage to another place, revealing Peggy in her new clothes. We stood like a pair of Cheshire cats waiting to have their photo taken. It was a strangely emotional moment, partly because of our achievement and partly because Len smiling was not a vision that any grown person should have to observe for too long. We didn't say anything. We didn't need to. There was an almost spiritual silence. Then Len scratched his backside and broke wind. We shut the garage door and went home.

"That night I was in possession of that most temporary of feelings - happiness"

I sat in the pub that night thinking of Roger Bannister and a strange thought came into my mind. What if Len had been his pacemaker? The image came vividly to me of Roger Bannister emerging through a hail of fag smoke. I burst out laughing. The pub fell silent for thirty seconds and several regulars nudged each other and pointed in my direction. I didn't care. That night I was in possession of that most temporary of feelings - happiness.



Thanks to Brian Lake for sending us the advert above - he spotted it in the 'Motor' magazine, 4th October 1969

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Technical Tips and Advice

A question answered by Spannerman, a special tool for displacer rehosing and a look at the front suspension components on our cars

Spanner Action



Anyone who has used one of Ian Gaffney's DIY hose and clamp kits will know from his instructions that tightening up the two nuts equally, turn by turn, is crucial. Recently Ian has also been doing some of the rehosing himself for members who have taken their displacers to him, so this special double spanner has become a very useful addition to his toolbox, saving a large number of 'spanner on, spanner off' manoeuvres.



Don't forget that Ian is always happy to provide you with a hose and clamp kit to rehose your displacer, or will even rehose it for you if you can get your displacers over to him in Blackheath, south east London. And he still doesn't charge members for his kits either, simply requesting a donation to charity instead. You can contact Ian on rehosing@the1100club.com or on 07486 115896.

Head Scratching

QUESTION: I have a 1970 Austin 1100 Mk II. I have recently been given a plastic ignition shield and brackets, which fits on to two of the cylinder head bolts at the top of the engine. If I undo two of the bolts to fit the shield, will they have to be specially re-tightened to a set amount or will loosening those just those two bolts not affect the cylinder head gasket?

SPANNERMAN'S ANSWER: You are right to be concerned about even tightening of the head bolts. I would proceed as follows. Ensure the engine is cold and there is no pressure in the cooling system, by removing the pressure cap. Mark the position of the two head nuts, unscrew each and then tighten with a torque wrench to get back to the same position, so you know how tight they have been tightened previously. It should be 40 lb/ft., but sometimes they are tightened more. Fit the bracket and then torque the nuts to the figure identified above. Check coolant level and refit the pressure cap. This method should minimise the chance of uneven clamping.

Fume Cupboard



I had an issue with my cap on the fuel tank making the garage smell of fumes; the cap was not sealing and they are impossible to locate in the states or even a conversion due to its locking design, so I converted it to this style. And it seems to work! Now to add a carbon canister style recovery system for that vent hose, so more to follow soon.

Stephanie Routt

From the Workshop Manual

Having downloaded a diagram of the front suspension to answer a member query the other day, it occurred to us that perhaps we don't always spend as much time as we should do studying the amazing exploded diagrams we have in our workshop manuals. Thus begins a little mini magazine series to change that - we'll take a look at the rear suspension next time.

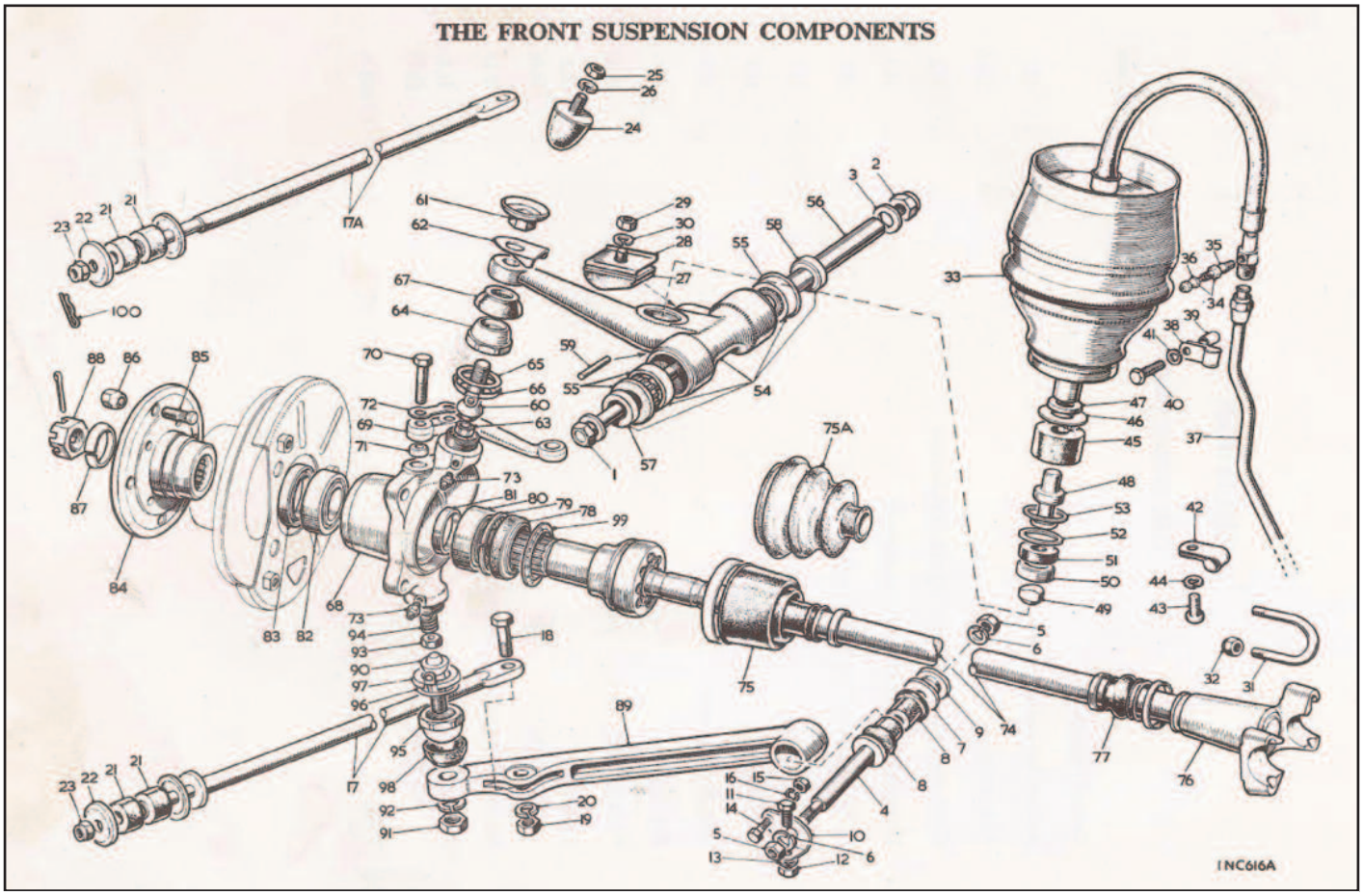
KEY TO THE FRONT SUSPENSION COMPONENTS

No.	Description
1.	Upper arm pivot pin.
2.	Pivot pin nut.
3.	Plain washer.
4.	Lower arm pivot pin.
5.	Pivot pin nut.
6.	Spring washer.
7.	Plain washer.
8.	Lower arm bush.
9.	Locating bush.
10.	Retaining plate (L.H. and R.H.)
11.	Retaining plate bolt.
12.	Nut.
13.	Spring washer.
14.	Bolt.
15.	Nut.
16.	Spring washer.
17.	Tie-rod (Early assemblies).
17A.	Tie-rod (Later assemblies).
18.	Tie-rod bolt.
19.	Nut.
20.	Spring washer.
21.	Pad.
22.	Cup washer.
23.	Tie-rod nut.
24.	Bump rubber.
25.	Nut.
26.	Spring washer.
27.	Rebound buffer.
28.	Lock washer.
29.	Nut.
30.	Spring washer.
31.	"U" bolt.
32.	Nut.
33.	Displacer unit.
34.	Valve assembly.
35.	Valve core.
36.	Valve cap.
37.	Interconnecting pipe (L.H. and R.H.).
38.	Clip.
39.	Distance piece.
40.	Screw.
41.	Spring washer.
42.	Clip.
43.	Screw.
44.	Washer.
45.	Roller joint seal.
46.	Washer.
47.	Washer.
48.	Foot roller joint.
49.	Roller joint seat.
50.	Locating bush.
51.	Retaining pad.
52.	Retaining bush.
53.	Circlip.
54.	Upper arm support assembly (L.H. and R.H.).
55	Pivot shaft bearing.
56.	Pivot tube.
57.	Distance collar.
58.	Spacer (variable width).
59.	Locking pin.
60.	Upper ball pin.
61.	Nut with bumper cup.
62	Lock washer.
63.	Ball seat.
64.	Ball pin retainer.
65.	Ball pin shim.
66.	Lock washer.
67.	Dust cover.
68.	Swivel hub (L.H. and R.H.).
69.	Steering-arm (L.H. and R.H.).
70.	Bolt.
71.	Dowel.
72.	Lock washer.
73.	Lubricator.
74.	Drive shaft assembly (L.H. and R.H.).
75.	Rubber boot (Early type).
75A.	Rubber boot (Later type).
76.	Flange.
77.	Seal.
78.	Inner oil seal.
79.	Spacer.
80.	Inner bearing.
81.	Distance piece.
82.	Outer bearing.
83.	Outer oil seal.
84.	Driving flange.
85.	Wheel stud.
86.	Wheel nut.
87.	Drive shaft collar.
88.	Drive shaft nut.
89.	Lower support arm (L.H. and R.H.).
90.	Lower ball pin.
91.	Nut.
92.	Spring washer.
93.	Ball seat.
94.	Spring.
95.	Retainer.
96.	Shim.
97.	Lock washer.
98.	Dust cover.
99.	Water shield.
100.	Clip (Later assemblies).

Spannerman's Technical Tips - No 5

Some ADO16 cars up to around 1969, and other BMC products, were fitted with a warning light actuated by a sensor fitted to the oil filter housing. It was to warn the driver that the filter was becoming blocked, and when actuated it would turn on an orange warning light. This was often confused with the low oil pressure warning light.

In service it proved to be rather unreliable, and some were disconnected to prevent false warnings. If adequate filter changes were carried out, and the oil was kept clean, it was unnecessary anyway.



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Tips From Down Under

As his popular series continues, this time Phil Rixon is greasing his nipples....



You may have just seen the strapline above and thought to yourself that you've read about greasing radius arms before in Idle Chatter, it is hardly news, and perhaps you are wondering what could those Aussies have possibly done differently this time? Well, you'd be right on the first point. I initially read about it some years ago in this very publication, and I was impressed.

Since then I unexpectedly discovered a version of the procedure in the Australian supplement to the BMC factory workshop manual. And that's the news, if you like, that the Australian factory endorsed it as a modification. It seems that they were addressing lubrication contamination in the first instance, and an extra pair of bearing seals was devised to better guard against dust finding its way in. On the other hand, the grease nipple modification provided a quick way of expelling any contaminated grease by injecting plenty of fresh grease behind it until it was all forced out.



But I'm not going to just leave it at that because I have now modified two Aussie-built 1100s and there are a couple of things worth sharing from the experience. The first thing that struck me was how easily a brand new 5mm drill bit bores into the radius arm casting - particularly after a 2mm pilot hole is made. And also, how quickly the ¼" UNF tap subsequently cuts the thread into it. Literally a five minute job.

Stage two of the process is the opposite. Injecting the grease takes ages due to the amount required, and swapping grease gun cartridges mid-way can be a messy operation, so have plenty of rags or paper towels at the ready! The remains of the original grease that I encountered was brown in colour - not because of contamination, it was brown originally. The new grease I used was a sort of dark blue/grey, and that made it abundantly clear when the job was complete - and just how little of the original there was!

My final observations are that overnight there continued to be some excess grease working its way out as the pressure inside equalised - not a great deal considering how much went in though. Plus, the first time the car was parked in the sun on a hot day, a little bit more was forced out.

Section h.5

RADIUS ARM BEARING

(seals — lubrication)

Additional radius arm bearing seals were introduced at car serial No. 36266. These additional seals Part No. AYG 7048 and AYG 7049 further assist the main seals in preventing contamination of the bearing lubrication thus extending the serviceable life of the bearings. It is therefore recommended that the additional seals be fitted when there is occasion to dismantle a radius arm assembly.

Should lubrication contamination be suspected or the time not opportune for servicing arm bearings additional lubricant can be added by fitting a grease nipple (17) to each arm 4½ in. from the centre of Stub Shaft as shown in Fig. h.1.

Drill and tap the arm to suit a standard ¼in. (6.35 mm.) U.N.F. grease nipple. Use grease on both drill and tap to prevent swarf from entering the radius arm cavity.

The initial charge of lubricant for each arm will be approx. 1½ lbs (.68 kg.) of multipurpose grease. Do not add grease at high pressure after first sight of grease passing pivots shaft bearing or the seals may be displaced.

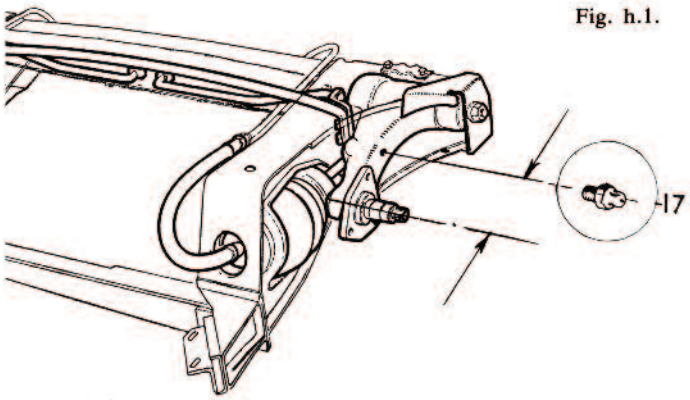


Fig. h.1.

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.

Facebook, Twitter and Instagram

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

'The 1100 Club' @The1100Club THE1100CLUB

Membership News

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

Mr Graham Dewey	Uckfield, East Sussex	MG 1100 Mk I
Mr Darren Parker	Ramsey, Cambridgeshire	Austin 1100
Mr Steve Brown	Stowmarket, Suffolk	Vanden Plas 1300 Mk III
Mr Lance Forty	Tewkesbury, Gloucestershire	
Mrs Sally Wynn	Tewkesbury, Gloucestershire	Morris 1300
Mr John Roots	Grantham, Lincolnshire	Austin 1100 Mk I
Mr Gary Guthrie	Southampton, Hampshire	Morris 1300 Mk II
Mr Ian Davie	Teignmouth, Devon	Wolseley 1300 Mk II
Mr Mike Craig	Buckhurst Hill, Essex	Austin 1100 Mk III
Mr Joseph Jones	Sittingbourne, Kent	Morris 1300 Mk III
Mr Kevin Inge	Sittingbourne, Kent	Austin 1300 Mk III
Mr Pablo Pérez García	León, Spain	Morris 1300 Mk II
Mr Ernest Smith	Willetton, Western Australia	Morris 1100 Mk I
Mr Ben Engelbrecht	Randburg, Gauteng, South Africa	Austin 1100
Mr Chad Higman	Renton, Washington, USA	Austin America Mk II
Mr Simon Crosskey	Cuxton, Kent	
Mr David Chard	Bargoed, Caerphilly	Morris 1100 Mk II
Mr Dave Thrussell	Lichfield, Staffordshire	Austin 1100 Mk II
Mr Christian Mitterdorfer	Breitenbrunn am Neusiedler See, Austria	Austin 1300GT Mk III
Mr Stephen Blurton	Lambeth, London	
Mr Glenn Lenhard	St. Petersburg, Florida, USA	MG 1100
Mr James Marks	Morehead City, North Carolina, USA	MG 1100
Mr Chris Greene	Kilmacthomas, Waterford, Ireland	Austin 1300 Mk III
Mr Neil Tynemouth	East Boldon, Newcastle	MG 1100 Mk I
Mr Leslie Waller	Chesham, Buckinghamshire	Vanden Plas 1300 Mk III

Classified Adverts

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

Cars For Sale



1971 Morris 1300, manual, two door, late Mk II. Beige with Autumn Leaf interior. Good solid body, decent tyres, engine and gearbox, 34,000 miles indicated, four former keepers. Recent clutch and refurbed hydraulics. Alternator/neg earth conversion. Period radio, wing mirrors, reversing light, 12V socket. Selling due to purchase of estate. £4245 or offers. Contact Dave on 07727 270554 or plrkda11@gmail.com (Twickenham)

Two Vanden Plas Princesses, both right hand drive (selling to purchase a left hand drive car). Both automatic 1300s engines, running well. Both cars match all original numbers and are original colour. 1969 Sherwood Green car is €1700, the 1970 Deep Green car is €1300. Contact Arthur on arthurbohnen@web.de or 0049/1715228725 (Dusseldorf, Germany)









1967 MG 1100 Mk II, four door in two tone Smoke Grey and Old English White with red interior trim. Been in family since 1988, restored between 1988 and 1994, 59,500 miles believed to be genuine. Two owners before 1988. Head converted for unleaded in 1995, also fitted with rebuilt four synchro gearbox in same year, uprated with stronger A Plus bearings. New clutch in 2019. Advisory-free MoT to 19th May 2023. £9500. Contact Chris on 07814 607949 (Newquay)









Parts For Sale



Genuine bonnet lock, complete with fitting instructions plus what's left of the box. Could be specific for a Mk I but cannot be certain. Offers over £35 PLUS postage will secure. Contact Steve on steveandtara@onetel.com (West Midlands)

Haynes Manual, free to good home for cost of postage only. Contact Michael on 07716 175212

Stainless steel exhaust from NTG. Excellent condition. Little use. Changed because of engine modification. £100. Collection only. Contact Howard on 01609 780445 or howardjamesellis@gmail.com (Malton, North Yorks)



Various parts for Austin 1100. New and original left wing, part number CZA8311, one for €80euros or two for €120. Sills, left and right, part numbers CZA4482 and CZA4483, one set €40euros or two sets €60. Front right door skins, one €70euros or two for €110. Also non-original parts for sale: brake cables, Apax part number CB1626, four cables for €25; rear bearing, inner big bearing only, Supra part number MTW109, 62*25*17, two bearings the same for €10; clutch hoses, Nelson, two for €10; brake hose, Nelson, €5; front hub oil seal, Weston part number WR1119, two seals for €10; rings, set of oversized .20, Deves, €75; rings, set of oversized .40, Deves, €75. Happy to post worldwide. Ideally payment by Revolut or PayPal. Contact Eymer on +35699296268 or eymerschembri@hotmail.com (Malta)





Various parts, all original and purchased many moons ago when restoring a 1100 Mk III. One nearside front wing, a pair of cover sills, one front bumper. For collection only, offers invited for all of them. Contact Alan on 07808 825445 (Farnham, Surrey)



Nearside front wing, original and unused, bought for 1967 saloon. Still with manufacturer's paint. Some flaking and surface rust in places, but goes to solid metal with a light sanding. £80. Collection welcome, or £30 delivery UK. Contact Nancy on 07789 350134 or nancy.butler@themarkinchbutlers.co.uk (Fife, Scotland)

Complete rear seat and **front/rear door cards** for Austin 1100. Covered in dust from fifty years of loft storage, but actually in fairly good condition. Donation to Alzheimer's Society from collector appreciated. Contact Andy on 01297 631367 or 07963 775504 (Birmingham)







Morris 1100 engine and Silverseal gearbox, £300 or nearest offer. **Four 5.50/12 tyres with wheels**, £80 or nearest offer. Also two Duckhams Q20/50 gallon oil cans empty, nice showpiece, £20 or nearest offer. All items good in useable condition. Collection only. Contact Stew on 07425 645089 (Stoke-on-Trent)







Various body panels. Bonnet and two doors from two door MG, one Vanden Plas bonnet, one Austin or Morris bonnet. One rear door. Three saloon bootlids, one from Austin, one Vanden Plas, one MG. Countryman or Traveller rear tailgate. Set of GT trim plus other side trims, some with woodgrain. Several bumpers. Vanden Plas dashboard. Also various grilles and a few hubcaps. Open to sensible offers, more detailed pictures available. Contact Joshua on 07909 952464 (Guildford, Surrey)











Ritmo Dashboard Cover, period accessory, new old stock in box with instructions. £65 ono including UK postage. Contact Joseph on 07983 431865 (Worcestershire)



Various parts. Two rear doors, front bumper, front and rear screens, bootlid, rear seat in beige, Austin dashboard, MG dashboard, box of sundry items and fixings. All free to club member who can collect. Contact Tony on 07871 192764 or shaztony@hotmail.co.uk (Basildon, Essex)

Wanted

Original bonnet pull handle and release cable in good working order. Contact Derek on 07775 762326 (Wokingham)

Front seat for late Mk II in navy, for my Morris 1300 Traveller OR a yard of material to effect a repair. Contact Roy on 07981 753905 (Chichester)




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