



In this issue:
A Working Wolseley 1300
A Fiat Underneath
My Other Car: 1960 Singer Gazelle



Idle Chatter

March-April 2021

The magazine for members of the 1100 Club

www.the1100club.com



WINNER!

Club Magazine
of the Year

Idle Chatter,
The 1100 Club



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18th May 2021

Ed Lines



Welcome to the second Idle Chatter of 2021. The weather is getting better and the news is certainly much more positive than it was, so here's hoping for a little bit more normality in this year's show season! We can't run our Spring Show, of course, but perhaps a National Rally in August? We are keeping a close eye on developments, so watch this space for further news.

It's another bumper 48 page issue this time, and among other things we hear from our good friend Warren Marsh about his experiences with running his Wolseley as his everyday car over the last thirteen years. Three of our new members also write to introduce themselves and their cars, and we bring you pictures of an Austin America built onto a modern Fiat 500 as a base - surely a first! As usual, we also have all of our regular features for you to enjoy, including several varied running reports, a displacer related Aussie tech tip, the next chapter from Harry on Peggy, a stunning 'other car' and lots of news and views.

Finally, what happens when an electric car goes really flat? It has to be jump started by an 1100, of course! It turns out that if the 12 volt battery dies completely, you can't even start a recharge from the charging point! It's an odd world....



Dave Wilkins

magazine-editor@the1100club.com

Events and Covid-19

Government regulations around movement, meeting and gathering remain in place, and members are reminded that they should ensure they check the guidance carefully before taking part in classic car related social activities. Your car insurance may be invalidated if you are taking part in a gathering or event that is deemed to be illegal. Our Events Co-ordinator Lee Robinson has put together a summary document if anyone needs help - you can get a copy from your area contact or from any committee member.

FRONT COVER

**A BRITISH LEYLAND PUBLICITY SHOT FOR
THE MORRIS 1300 GT....**

REAR COVER

**....AND AN ADVERT FOR THE BRAND NEW MK
II. THANKS TO BRIAN LAKE FOR THIS ONE.**

Need the Rules?

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



Club Information



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Sue Johns

Your Club Committee



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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

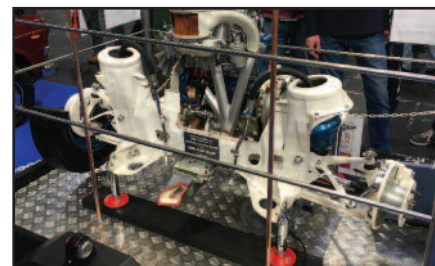
Original spec 1100 Club exhaust systems and discounted car covers are available via Robbie Claydon on chairman@the1100club.com, as is radiator recoring

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

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

1100 Club Heritage Preservation

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



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

Classified Advertisements

All advertisement enquiries to: advertising@the1100club.com

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

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

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

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

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

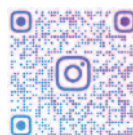
Website Password
fiat-500



'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?
Buckinghamshire/Oxfordshire	Andrew Patterson	01296 483335 or 07940 981944 bucks-oxon@the1100club.com	Second Wednesday, 7.30pm, <i>Bottle and Glass</i> , Gibraltar (HP17 8TY)
Cornwall	Chris Bryant	07814 607949 cornwall@the1100club.com	
Essex	Tony Cole	020 8500 7059 or 07979 998627 essex@the1100club.com	Fourth Wednesday, <i>The King and Tinker</i> , Enfield (EN2 9HJ)
Hampshire	John Norris	07896 639640 (text preferred) hampshire@the1100club.com	Last Thursday, 7.30pm, <i>Cams Mill</i> , Fareham (PO16 8AA)
Hertfordshire	Harvey Foster	01763 261250 hertfordshire@the1100club.com	First Wednesday, 8pm, by arrangement
Lincs and Yorks Wolds	Dave Bedlow	01472 840364 or 07548 127162 lincs@the1100club.com	Meetings by demand Contact Dave for more details
Manchester	Paul Tubby	07905 905486 manchester@the1100club.com	Contact Paul for more details
Midlands	Chris Johns	07899 923149 midlands@the1100club.com	Third Wednesday, 6pm, <i>Caffeine and Machine</i> , Ettington (CV37 7NS)
Norfolk/Fenland	Lee Robinson	07943 842166 norfolk-fenland@the1100club.com	Contact Lee for more details
North Yorks and North East	Howard Ellis	01609 780445 northyorks@the1100club.com	
NW London	Robbie Claydon	020 8575 5479 or 07952 167173 nwlondon@the1100club.com	
SE London/NW Kent	Stephen Carr	01322 528843 selondon-nwkent@the1100club.com	
Somerset and Wiltshire	Mike Franklin	01761 418310 or 07866 956787 somerset-wiltshire@the1100club.com	
Surrey	Dave Laing	07727 270554 surrey@the1100club.com	First Thursday, 8pm, <i>Marquis of Granby</i> , Esher (KT10 9AL)
South West London	Sid Malik	07507 623997 swlondon@the1100club.com	
West Midlands	Dave Shortland	0121 453 1748	
Wirral	Stefan Michalak	07731 544127 wirral@the1100club.com	
Worcestershire	Michael Balfe	07810 560409 worcestershire@the1100club.com	
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USA (West Coast)	Kelly Wood	Portland, Oregon	1-503-679-2766 usa-westcoast@the1100club.com

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

If an area contact is listed without a meeting and you would be keen to meet, give them a call! If there is no area contact for your area, could this be you? Contact the Chairman for more details. It's a pretty non-onerous role for which a basic job description is available, and no particular technical expertise or other experience is required.

Chair Chat



Hi everyone, I hope you're all continuing to stay safe. I can't believe that, as I write this, spring is just around the corner and we should ordinarily be now getting ready for the show season. I am hopeful we will see the safe return of some shows this year here in the UK and fingers crossed the rest of the world will also.

I'm delighted to tell you all that we now have a General Secretary! Oona Robinson has very kindly answered the call and I'm sure you'll all join me in welcoming Oona into the role. On behalf of all the members, welcome Oona and thank you.

You'll hopefully notice in this latest bumper edition a few more companies advertising with us. I know I've said this before, but please do let them know that you saw their advert in the Idle Chatter as it will encourage them to continue to advertise in our pages. The extra income means we can produce a larger magazine and helps us to avoid raising subscription prices, even though printing and posting costs rise on a regular basis. I'm also pleased to report that our Fernand's health continues to improve and it was great to see him at our recent committee team online meeting. Fingers crossed we'll all be able to meet up again

in person soon. Do keep checking the latest updates in the magazines and on our website with regards to our shows etc.

Some of you may also have noticed that our new member renewal system (Membermojo) has now been launched. This has meant a great deal of work for Koren and Dave and I'd like to thank them both for the hours and hours of work they have put in these last few months to get the system up and running, hopefully making the whole process of renewing a lot easier for all our members. Talking of hours and hours, I'm sure many of you have noticed the excellent website that we are so fortunate enough to have and enjoy. Our webmaster Phil spends a great deal of time working on it regularly and the results speak for themselves. Phil did explain to me how some of the processes work; I'm not going to pretend I understood everything Phil (sorry!) but I do understand and know that the 1100 Club and its members are extremely lucky to have you! Thank you!

That's it from me this time. Stay safe everyone and here's to a great rest of the year.

Robbie Claydon
chairman@the1100club.com

Looking Back

Memory Man has identified four 1100s in this image - a 'Looking Back' record?

Many thanks to Geoff Eastwood for providing this picture, which he found on a flickr photostream entitled 'foundin_a_attic/' - the picture is shown as having generic attribution, although of course we apologise if there is any further copyright that we have unintentionally infringed. It features Lamorna Cove, on the Penwith peninsular in the extreme south west of Cornwall. The harbour walls have deteriorated somewhat in recent years due to a number of heavy storms and have not been adequately repaired. Parking space is therefore now much reduced. The picture appears to have been taken sometime after 1970, as a Ford Cortina Mk III, introduced in October 1970, is present.

Starting with the row behind the chimney stacks, there is a Commer PA/PB minibus, a Fiat 125, three ADO16s (probably all Mk IIs or IIIs) with the middle one sporting a large roof rack, and then a Saab 96. Beyond the second chimney there could be a Chrysler 180 and, facing the camera, a Vauxhall Victor FD and possibly a Fiat 127. The next row, facing the sea, starts with another ADO16, again a Mk II or III, followed by a Hillman Hunter, a Ford Cortina Mk I, a Vauxhall Viva HB, another Hillman, possibly a Minx this time, a Wolseley 4/44 (or 15/50) with a period rear screen demister (and easily the oldest car in the picture), a Ford Cortina Estate Mk II, a Hillman Imp, a Ford Cortina Mk II, an unidentified saloon, an early Toyota Corolla, a Ford Escort Mk I, a Ford Cortina Mk III



and an unidentified estate car with a vinyl roof and an inflatable dinghy on top. On the far harbour wall, from left, is a large white coupe - could it be American? Then there is a Morris Minor Traveller, two Mini vans (or possibly estates), an Austin/Morris 1800 (Landcrab) and a Hillman Imp in the corner with a Mini behind it, partly hidden by the remains of what looks like a harbourside crane. A Hillman Avenger is passing three parked cars on the uppermost level to the right, but not much else can be positively identified ahead of that. Another ADO16 can possibly be seen to the right with a VW campervan (probably a Dormobile 4/6) beyond it, facing out to sea.

As ever, comments addressed to the Editor are welcome, especially in relation to the two unidentified cars, as are any ADO16 related pictures from the past.

In Brief



News, views and stories from the world of ADO16s

NC500 Scottish Highlands Club Tour

As you will all know, the current pandemic has disrupted our lives considerably since March 2020. Happily progress with vaccines is now being made in earnest, but frustratingly the uncertainty around social distancing in the medium to longer term still remains. Many of us turn our thoughts to our plans for summer vacation around this time of year, and at the time of writing it remains likely that the latest government guidelines and laws on international travel have restrictions that will impact any non-UK 1100 Club members wishing to travel to the UK. Furthermore, our domestic holiday arrangements remain subject to a gated review process into mid-summer at the earliest, which will impact all of us and any travel arrangements, both home and abroad. It is for this reason that your events organisers have decided that it will be best to further postpone the 2020 Scottish Tour to 2022.

I'm sure you will understand that organising an event that includes members attending from outside of the UK, and which is heavily reliant on group social activity and hotel bookings in England and Scotland has significant challenges that are not best suited to the current fluid situation we face with quarantine, social distancing and devolved government management of it all. To borrow a phrase from our Government, there is light at the end of the tunnel, but by shifting the event over to 2022, this will hopefully mean that we can organise and plan confidently for everyone. Updates on the planning, dates, prices and activities for this event will be published on the 1100 Club website, Facebook page and of course in Idle Chatter. Stay safe everyone.

Lee Robinson
1100 Club Events Co-ordinator

Spring Show 2021

Your committee team has reluctantly taken the decision not to run a Spring Show for Drive It Day this year, due to the ongoing coronavirus pandemic. It will still not be safe or legal to run an event at the end of April. We very much hope that we will be able to get together for a National Rally in August, so will channel our positive energy towards that instead!

Don't forget that 25th April is still Drive It Day and this year it is fundraising for a great cause! So even though we won't be officially meeting, it may still be possible for us to get our cars out on the road for people to see on the day - let's keep an eye on the rules and keep our fingers crossed.

BMC (British Medical Council) and the ADO16 Mutation

Your neighbour arrives in a new Morris 1100 Mk I in Dove Grey and parks it on his driveway one morning. You say "Good morning" and admire the 1100. Then you go indoors. After lunch you go outdoors and see your neighbour and the 1100. Looking again at the 1100, you notice the change of colour and the chopped off wings with new

tailights. The colour is now Smoke Grey. You ask the neighbour why the change, and receive the answer: "The 1100 has mutated from a Mk I to a Mk II". At the end of the week you see the ADO16 again and this time it is finished in Flame Red with a black vinyl roof. You ask your neighbour what has happened. The reply is: "The ADO16 has mutated again, into a Mk III Austin 1300 GT". All changes happening without the benefit of an ECU.....

Chris Morris
Club Historian

The Good Life



I was watching a repeat of 'The Good Life' today; Margot and Gerry were having a party and Tom and Barbara went next door to complain about the noise.

Stefan Michalak

It Must Be a Sign



Nick Devonport has 'borrowed' from a Facebook street sign group, with permission to reproduce it. The 1100 seems to be getting away!

Can You Help?

I bought this example in Bexhill-on-Sea in May last year and wondered if a mention in Idle Chatter might be able to help me find out more about the car. I know it has been in club circles, but I don't have much history for it so would like to know more. I believe it has had a bulkhead replacement, but I don't know when or by whom.

Please ignore the modern rubbish on it, i.e. the headlights, badge bar and interior extras that are all destined for the bin; period extras only for me. I have found some

original Dunlop D1 alloys which I'm going to restore and add, but for now I've a head gasket to replace so at the time of writing I'm doing that today!



My wife has been an 1100 Club member on and off over the years, previously owning BAD 249K and CGL 162H.

David Salter

If you have any information about the car that would help David, you can contact him on 07711 254418 or davidsalter76@aol.co.uk. Ed.

The Tiger Who Came To Tea



I sat down with my great-granddaughter to watch a recording of the children's book 'The Tiger Who Came To Tea' by Judith Kerr. In one of the opening scenes, this car drives across the screen! Is that Dave W in the Shed? Or does it look more like Fernand? I had to rewind and pause it a few times to get this photo as it passes by so quickly!

Rich Jones

Scammer Warning

A member recently reported to us that he had received a suspicious email in response to a 'wanted' advert placed via the 1100 Club.

As you may be aware, our standard policy for both 'for sale' and 'wanted' adverts is to publish them on the website in the logged-in member area for the first two weeks and then move them into the general public area after two weeks, unless the member placing the advert would like it to remain members-only for longer. The advert also goes into the following Idle Chatter if it is still live and we have not been informed otherwise. In this case, the member's 'wanted' advert had appeared on the public area of the website, so there is no suggestion that another 1100 Club member is in any way responsible, and indeed further research into the style of the scam message and the email address used (raymax313@gmail.com) has revealed that it is quite a common approach in the classic car and enthusiast club world at the moment. Fortunately the member in this case was suspicious of both the writing style and the grainy picture of a left hand drive MG, and contacted us immediately to seek our opinion. No money changed hands and only an initial brief response to the first message was provided before a second was received, then no further contact. Presumably the aim was to take a payment for whatever parts were promised and then our member would have heard no more.

We have decided that for the moment our 'wanted' adverts will remain in the members-only area of the website for their full time length and not move into the public area, although 'for sale' adverts will continue to move across after two weeks as normal unless requested otherwise.

Bermuda Triangle



Ian Morton has shared this fantastic picture with us via the Facebook page. He thinks it is of Bermuda, although do let us know if you think differently!

On a Pedestal





Andy Dunne has sent us these pictures of an 1100 in a scrapyard in Valencia, Spain.

Stationary Traffic



David Shadbolt has shared this great picture with us! David says: "Lovely picture found on a local history site. This 1963 example is pictured at the long-gone Ditchford Station, on the old Northampton - Thrapston - Peterborough line."

A Scrapyard Memory



I'm loving following the 1100 Club Facebook page, being a lifelong fan of these cars (although I have never owned one) and the 1100 Club itself looks to be one of the best run owners' clubs there is. I thought you'd like this, taken in the 1980s at Cooper Bridge Spares in Mirfield; it proves I was a fan even then! I'm fifty now!

Ady Steele

Oh, What a Tangled Web....

I have been wondering about the woven covering of the boot floor panel that all four of our cars have here in the USA. Was this material/pattern original from the factory? Was it an export or North America option? I am in contact with an interesting woman on the east coast of the States

regarding the weaving - she restores woven furniture and has become very interested in this detail. I sent her photos and a sample, and she said it is paper thread! She can't believe that it would be original to the car, and we are all wondering WHAT they were thinking, putting such a fragile material onto the parcel loading surface? I found her because mine is beginning to dry and fray, and I wanted to know how to take care of it.

Kelly Wood



Club Historian Chris Morris responds: *The MG 1100 boot floor was made of plywood and covered in a basket weave material only available in this pattern and dual colour scheme. It was factory fitted, but only to the Mk I and the early Mk II models of the MG version.*

Van-Tastic



A recent episode of 'Tonight' on ITV looking at the future of electric vehicles provided a surprising 1100 reference, in the form of an 1100 van having been used by a garage in Cheltenham called Cleevly Motors, which was actually being featured for its electric car specialism. Fernand Pinckney grabbed this picture of the van from the paused television programme, and as you can see it was shown in a picture on the garage wall. Ian Gaffney has been in touch with the garage to see whether they could add any more information about the van, but sadly they couldn't, although they did confirm that the man in the picture was the grandfather of the current owner.

The OJU Story

You may remember reading the ongoing story in the last issue of Idle Chatter of OJU 700F, the Vanden Plas that Ian Gaffney shared a picture of from 1984 and then Dave Shortland recognised, remembering the car well and also its owners Derek and Norma Husbands. We learned that the car had been shipped to Japan and asked our Japan rep, Hiroshi Tachika, whether he knew anything about it. It turns out that not only did he recognise the car, it has actually been featured in the 'A Series Family' magazine

that we showed you on the cover of in our last issue! It's now owned by 1100 Club Japan member Tatsuya Nogami. Here is part of the article as it appeared in Japanese, plus an English translation kindly put together for us by Hiroshi.

野上 達也

1100 クラブ 創立 30 周年おめでとうございます。

気付いたらいつの間にか、3 番目に古い会員になってしまいました。1998 年に入会していますから 22 年になりますが、レイクビワなどの行事に参加できたのは 2 回だけです。その後、私のヴァンデンブラが長いお墓に入ってしまったので (笑)

現在の姫は私にとって 3 代目。偶然に知り合った方の愛車でしたが、縁があって私の元に嫁いで来たのです。その姫のことを紹介します。(私のブログに書いたものを再編集しています)



残念ながら、BMIHT から取り寄せた Heritage Certificates には載っていなかったが、イギリスでのナンバープレートは "OJU700F" だったらいいらしい、と言うのは、このナンバーが総てのガラス面に刻印されていたからです。盗まれてナンバープレートを変更されないようにしてあるサービス。ナンバープレート以外の刻印はあり得ない。






"OJU700F" を調べてみると、末尾の "F" は、suffix number で F-registration (F-reg) であるから 1967 年 8 月～1968 年 7 月までの登録。"OJU" は初回登録エリアでこの当時は 2 文字目からがそれに当たります。

For Three letter number plates use the last two letters to identify the issuing area, this works for most prefix and suffix registrations.

"JU" は Leicestershire が登録エリア。ということで Heritage Certificates 2 枚おりました。ナンバーが分かったからですが、実はそこから大変な展開が待っていたのです。友人が VPOC (Vanden Plas Owner's Club) 会長の Bryan Peebles から会誌を数年分譲ってもらい、確認していた時に偶然に見つけののです。

Congratulations on the 30th anniversary of the 1100 Club Japan! Before I knew it, I became the third oldest member. It's been 22 years since I joined the club in 1998, but I've only been able to participate in events such as the 'Lake Biwa Meeting' twice. After that, my Princess took a long nap!

My current Princess is the third generation for me. She was the car of a person I met by chance, but I had a connection and she came to my wife. Let me introduce my Princess. Unfortunately, she was not listed in the Heritage Certificates available from BMIHT, but it seems that the registration number in the UK was OJU 700F. This number was engraved on all the glass surfaces, which is a technique that prevents the license plate from being stolen and changed. There can be no engraving other than the registration number.

If you look up 'OJU 700F', the 'F' at the end is the suffix number. Since it is F-registration, it was registered in the UK from August 1967 to July 1968. For three letter number plates, you use the last two letters to identify the issuing area; this works for most prefix and suffix registrations. 'JU' is registered by Leicestershire.

Because I now knew the registration number, a great development was waiting from there. A friend of mine got me several years of the club magazine from Bryan Peebles, chairman of VPOC (Vanden Plas Owner's Club). "Look, the license plate of Tatsuya-san's car can be seen." "No, I've never sent a photo." "Then, how about this? It is featured on the front cover!" I doubted my ears. I hurriedly asked my friend to send a copy and confirmed it; she was exactly my car. Moreover, she was the winner of the 1100/1300 class at the 1988 VPOC competition.

The owner was D Husbands. Another issue also included her memoirs, detailing what she had done since she got it. This Princess was a gift from her husband. It turns out that Mrs Husbands was the second owner and the first owner was also a woman. *D Husbands was actually Derek, her husband, and Mrs Husbands was called Norma. Ed.*

Then I asked a friend of mine to confirm with Bryan about her previous owner. It is said that both couples have already passed away. However, she was maintained very carefully, and it seems that the couple actively participated in the VPOC rally. This Princess left their hands and came to Japan ten years later. Although I don't know how she came to Japan, I think she should be cherished even more. It is now the seventh year of her restoration, but I am looking forward to seeing the finish.

Finally, I would like to thank Mr and Mrs Husbands, my former owner, N-san, and above all, my friend who searched for this information.

Sighted in Singapore



Two former colleagues, Ian Neale and Julie Neale, have recently moved to work in Singapore and have today sent me this photo.

Mark Atkins-Sloan

Another Skeleton

Larry Miceli drew our attention to this post from Classic MG magazine, including another skeleton car like our own one, this time an MG. Where did it end up, we wonder?



Musical Memories

The back story here is that I am learning to play the piano, and because my piano is 120 years old it needed a lot of TLC from a tuner who is now subsequently helping me replace it with a budget friendly piano, as it turns out I've killed it with my horrific playing. He says it's just an old piano, but it was okay until I started clunking away at it! Anyway, casually chatting to him about cars I discovered he was something of a fan of the 1100 and he was thrilled to learn that there is an owners club, and even more thrilled to discover I have a workshop full of 1100s!



We got talking about the cars; I gave him one of my old 1100 Club magazines and he explained that they had played a major role in his formative years, including a very special L reg Mk III in 'Sandglow' (I'm assuming similar to Harvest Gold or Limeflower). He explained that this particular car, another from a long line of 1100s the family owned, was purchased for his mum to learn to drive in and became the last one they owned; it was also sadly the last car his father drove before passing away while David, the piano tuner, was just thirteen. He remembers vividly the single spoke steering wheel, veneer dashboard and round dials, and explained that very shortly before he lost his dad to cancer, he snuck out with his young son in his pyjamas and took the 1300 for one last drive together before coming home to a right rollocking from his mum for them both.



It sounded like a moment he really treasures, and speaking with him it became clear he would very much

love to relive a ride in a Mk III of that colour. I said I'd do my best to make that happen for him when social distancing permits, and that possibly he could join us at an event, perhaps the National if (fingers crossed) it can happen, where I said there's almost certainly going to be at least one! Anyway, shown here are some fabulous period shots of 1100s from David Lock's personal archives.

Lee Robinson

Help your club!

If you reply to an Idle Chatter advertiser, please be sure to tell the company where you saw their advert. It can really help to ensure that companies continue to advertise with us and generate revenue that we can put to good use.

Anyone's Countryman?

Hello, I was wondering if any of your members are or know the owner of BYA 60J, a Morris 1300 Countryman. I was responsible for finding it and getting it rescued to be restored back in 2010-ish. I have dozens of photos of the work and salvage that I would like to pass on.

Chris Hatton

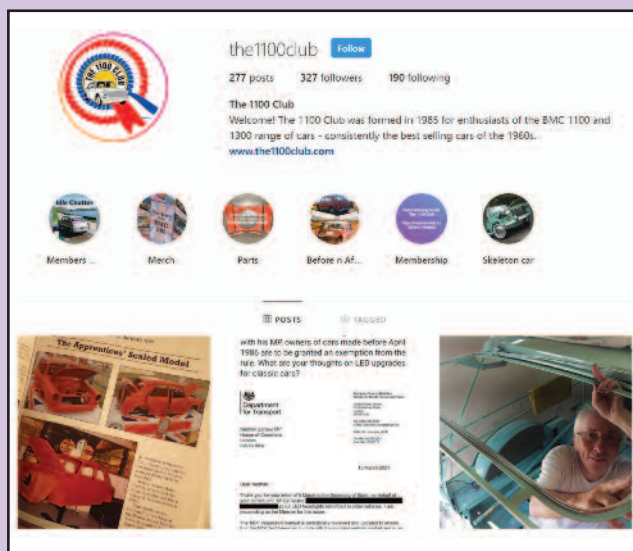
Please get in touch with me if you know the car and I will connect you up with Chris. It does not feature on any of our recent car records within the club. Ed.

Technical Article Search Update

Our fabulous webmaster Phil Rixon has recently updated the website technical search database with all of the more recent technical articles from the last few months. You can now go straight to almost every article listed without even having to open the full magazine PDF, although all the magazines are there if you wish to. Some clubs charge you for back issues - the 1100 Club makes them all available and with an index too!

Instagram is go!

Our Instagram page is really getting going now, with well over 300 followers and counting! In particular it is looking to feature modified 1100s - why not pop along there and show us yours?





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Area Updates



Essex

Hello to all you frustrated 1100 club members! I think it's about a year now since we were in full swing and everything was going to plan and then it all hit the fan. But it is looking better and we will just have to be patient and see what the summer brings; hope it's a few shows and meetings.

Just to let you know that the Professor (Fernand) is progressing OK and is now going for walks - take care mate, as we all miss you lots. Oona, Lee's wife from the Norfolk/Fenland branch, has kindly taken up the post of General Secretary for the 1100 club, so thanks Oona and welcome.

On the car front I can report that a lot of work has been going on, and most if not all of the small jobs that have been put off have now been done. Terry 'The Dust' (Nightingale) has now got his GT bodywork all finished and it has been sprayed inside and underneath in a protective rubber based paint. The whole car has been sprayed in an undercoat (see **Photo 1**) and its top coat of Teal Blue has also now been sprayed (see **Photo 2**) so the top is now ready for its new black vinyl roof. All the mechanical parts are new or overhauled and in gloss black, so it's now onto the big assembly! This is like a new car and I can't wait to see it.

Terry 'Police' (Wells) is looking after his wife Yvonne who is not well at all; he is now very busy as her full time carer and we are thinking and praying for you both; take care mate. He has decided because of his situation that he has to decrease his fleet of classic cars, so Jack



'Farside' (Hays) has bought one of them, a Vanden Plas Princess 1300 in Damask Red. Jack has sold his Morris 1300 with matching trailer to a collector in Diss, Norfolk. Terry also has his red MG 1300 up for sale - I think it's in this magazine if it's still for sale by the time it goes to print. I have known this car for over 25 years now and did a lot of research on it when it first came up; it's a 1300 automatic four door and, as most of you know, the MG was made in two or four door in the 1100 version but usually only two door in the 1300 version and BMC never produced an MG in automatic, something to do with MGs only being twin carb cars and autos only having one. After the research it turned out that this was a special order car and, as far as I know, it's a complete one off and the only MG 1300 automatic four door made. I also know that a lot of work was carried out on it including a respray last year; it would be nice to have it stay in the 1100 Club.

I am still hopeful that we will be able to have some shows and be able to meet up face to face soon, actually talking to each other and looking at our cars instead of just iPad, phone and photos. Let's all hope so. Stay safe in the meantime and keep all those 1100s on the road.

Tony Cole

essex@the1100club.com

Surrey

Hello all from Surrey. It's hard to believe it's been a year since the 'nonsense' started. I hope you are all well - and many of us will have had at least their first vaccine dose by now. If only there was a reliable vaccine against rust.....

Not a lot to report this month - the cold and wet weather has really curtailed a lot of activity. It's even been too cold to work in the garage. My Wolesley has now had a new clutch; it also needed a flywheel as the original had a crack in the central boss, so thanks to everyone who helped me source a secondhand replacement part at short notice.

Assuming everything goes to the Government plan, we should be able to hold a Surrey area meeting in early May, out in the garden at the Marquis. We can have groups of up to six. I'll contact everyone on the email list nearer the time; anyone else, please advise if you would like to attend so I can book the right number of tables. We won't need to order a scotch egg to eat this time. Let's hope we can get to some shows later in the year and display all the work done on the cars during lockdown.

Dave Laing

surrey@the1100club.com

Fenland

Fenland has seen something of an uptick in activity of late, not only on my own front but also with Gordon and Ryan. You can read Ryan's full update on his Riley elsewhere in this magazine, but he's also taken the plunge on another club member's project Riley, plus a shell; the idea being that he can make a good Riley from the two cars and hopefully convince his girlfriend that she needs to drop the idea of VW Beetle ownership and have his and hers matching Rileys. Much more sensible, I'm sure you'll agree! I said to Ryan that if it's a dealbreaker he could always paint a '53' on the side of one of the Rileys!

Gordon had a head scratcher recently, having decided to take the Magenta out for a much needed run and (keeping of course to social distancing rules) he managed to drive it all the way to his front gate, where it conked out and refused to restart. All the usual checks didn't reveal anything obvious, so in the end Gordon decided the carbs would be the likely culprit and whipped them off for a thorough overhaul; there ended the much needed run! While he was having a look at the not-running problem, he also discovered he was somewhat bereft of a few subframe mounts! Another small job that's turning into something larger!

As for me, well I've continued to split my time between restoring Natasha and Andrew's Austin 1300, home schooling and taking on more projects. I saved two late Austin Mk IIIs that some of you may have seen on eBay -

a shell and one other complete car in a very sorry state. The plan is to try to save them both as I have the parts needed for the shell so don't need to use the other car as a donor. The shell is in great condition, with just a few areas of welding required, but the complete car has almost disintegrated at the front so will need inner wings, front panel, trumpets and a lot more I'm sure. After much work extracting both from the transporter, which was like a scene from the 70s with two Harvest Gold Mk IIIs on board, and a short fettle with the carb, some fresh fuel, new plugs and leads, cleaned points, new rotor and cap, it fired up and ran well, after a few helpful taps on the starter motor. The clutch slave needed freeing off as it was stuck, but soon after and with some spare wheels on it, it covered its first few feet under its own power for no doubt a very long time! I'm also re-hosing some displacers for the first time using Ian Gaffney's excellent service and instructions; I will report on that next time.

Lee Robinson
norfolk-fenland@the1100club.com

USA West Coast

Greetings, fellow 1100 Club members! I am writing to you as the newest US area contact for the 1100 Club, as well as a British car repair shop (British Motor Care, www.britishmotorcare.com) and owner of 1100s! Of those of us who work at the shop, we have three (a 1965, 1966

right hand drive and 1967 1300), a customer-turned-friend has a 1963 and we just had one towed in from a new customer up in Washington, an early 1963. We spotted one under a tarp in a local driveway, and have reached out to the owner, who is hoping to restore it. We feel rather proud to say that, with a count of SIX, we believe we have the largest population of them in the US at one site. Please let us know if you would like to challenge that assertion - we would love to hear from other US based owners who are excited about their cars!

We get together at the shop on Thursday evenings to talk 1100s and drink beers - we are planning to do group drives once the weather perks up this spring. We are located in Portland, Oregon, home of the annual All British Field Meet (ABFM), which is the largest collection of British cars in North America, held annually in early September. 2020 was the first time in forty-three years that the event was cancelled (due to Covid-19). We are hopeful and optimistic that 2021 will be better - in 2019 we met several Canadian members of the 1100 Club who brought their cars down for the show. Perhaps we can inspire more of you to think about the possibility?

Feel free to contact us through our website above, email below or phone 503-284-6377 - we would love to hear from 1100 Club people or British car owners in general!

Kelly Wood
usa-westcoast@the1100club.com

Membership Management System Update

Our brand new membership management system, called 'Membermojo' has now gone live! You can access it by clicking the 'Membership' tab on the 1100 Club website and selecting the option for either joining, renewing your membership or updating your details. Much work has taken place in the background to upload your data to the system so that when you access it to renew your membership all of your name and address details will be there for you already. A few important things to note:

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

Secondly, the slightly trickier scenario! **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.

Thirdly, a couple of points about **expiry dates**. Most of your memberships expire on 31st December 2021, as anyone who has been a member pre-2020 is on the old system where everyone's membership expires at the same time, so look out for an email or a postal form a bit before that. If you joined us during 2020, your membership will expire on the day after your joining date in 2021, so watch out for the renewal request then! 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.

And finally, an apology - when you come to renew for the first time on Membermojo, there will not be **pre-entered vehicle data** for you, even if we do have it elsewhere. Membermojo uses dropdown menus for vehicle data and it was just too complicated to go through all of the car data we held and adjust it to exactly match the dropdown options. So when you first renew on Membermojo, please could we ask you to enter your vehicle data into the form? Once you have done so it will always be there and you won't have to do it again (unless you change your car) for all of the time that the 1100 Club uses this system, which we very much hope will be long term.

Running Reports

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



Welcome to my second running report of 2021. My Nov-Dec submission saw the conclusion of my extensive anti-corrosion wax treatment of all the interior panels of the car. However, whilst I was very happy with my efforts, I was still a little frustrated that I was unable to directly spray the interior of the inner sills, since my replacement carpet set had been affixed (glued) over the inbuilt access holes. Having given the matter further thought, I remembered that the lower part of the rubber door seals were held in place by small plastic strips, which themselves were secured to the sills by a total of eighteen small self-tapping screws. Could I remove these screws and utilise the holes for wax injection? The answer was yes! However, they were too small to allow me to use the long probe supplied with the aerosols, so the solution was to use one of the small plastic tubes which accompany cans of WD40, which fortunately fitted snugly into the holes (**Photo 1**).



Whilst this was not ideal in terms of the internal spray coverage, I figured it would be better than nothing, and indeed was gratified to see several 'run-offs' from the undersides of the sills, indicating that at least some of the internal area was receiving treatment. Another complete 500ml can was expended over both sides. That's ten cans used in total overall!

During my previous report, you may recall I took the opportunity of re-greasing my front ball joints, whilst also spraying the 'trumpets'. Since I had the wheels off, it gave me the chance to inspect the brake discs for overall condition. I am guessing that potentially they could be the original fitment to the car, although lack of historical paperwork means I cannot confirm that. Whilst the discs



and brakes were in good working order, the car stops well and it passed its MoT last month without any problems, the surfaces in contact with the pads appeared somewhat 'pitted', even after use, and perhaps a tad past their best. I contacted regular Idle Chatter advertiser Robbie Claydon to discuss availability of replacement discs and pads. In very short order, Robbie confirmed he had them in stock and at what I considered a very competitive price, especially when compared to some online suppliers. They arrived on my doorstep in three days too (**Photo 2**). All in all, a very smooth transaction and a very nice chap to do business with.



Since all this dismantling was to take place, further thought and discussion concluded that the four flange bolts holding the wheel hub to the disc each side would be replaced. Why spoil the ship for a hap'orth of tar? My thanks go to the 1100 Club's tech guru Mervyn for his advice on this score, and for the suggestion on where to source the new replacements (**Photo 3**).

As an aside, I did notice from the limited paperwork I inherited with the car that the calipers had new pistons fitted to them back in 2011, and from the advice I obtained from Robbie it seemed that they would be unlikely to need replacement or attention at this time. If it ain't broke.....

Upon receipt of the new units, my initial job was to give the 'non-braking' areas a protective coat of very high temperature enamel paint; I already had this to hand, although it happened to be 'British Racing Green' and regrettably not 'BMC green'! Then it was on to the fitment, and for this I was again very grateful to my close friend Paul, the master mechanic, for his expert advice and assistance. Before actually getting 'down and dirty', 24 hours before starting the job proper, I removed the wheels and gave a very liberal coating of Plusgas penetrating oil to the four flange nuts (each side) holding the wheel hubs to the brake discs, to hopefully ease removal (**Photo 4**).



I cannot say when they were last removed, if ever. I also realised that my tools in 'imperial' sizes were limited to a few spanners, so was advised to purchase a nice new shiny 1 and 5/16" AF hub socket to facilitate removal of the central hub bolts (**Photo 5**).



So on to the main event! To our great relief and delight, it was obvious that the liberal application of Plusgas had done exactly what it said it would do on the tin, and removal of the central hub nuts and various flange bolts was executed with ease (**Photo 6**). The hubs and splines were all found to be in fine condition and simply required a light wire brushing, wipe down and a light regrease with copperslip. One or two of the flange bolt threads showed slight signs of deformation which confirmed my decision to fit new replacements, each with a small amount of Loctite thread adhesive for extra security.



Removal of the old discs and fitment of the replacements went very smoothly, and without the necessity of removing the calipers (**Photo 7**).



Fitting of the NOS Lockheed brake pads was also straightforward (**Photo 8**), although it was thought prudent to remove (with a small syringe) a quantity of fluid from the master cylinder before pushing the pistons back into their respective bores (**Photo 9**). Nobody likes brake fluid over their nice shiny paintwork! New split pins were fitted as a matter of course (**Photo 10**).



Having removed the old discs, it became apparent that their condition was far worse than originally thought, particularly on the driver's side (**Photo 11**). Both showed signs of extensive pitting, scoring and corrosion, to the extent that I estimate the driver's side



unit had lost or had compromised perhaps 25% of its pad to disc braking surface. All in all, well past their best and again confirming my decision to renew. I now look forward to them bedding in and enjoying enhanced stopping power! A potentially tricky task completed and without so much as one 'bugger' moment!



Just a little piece of trivia to finish. My neighbour, who is also a classic car fan, was rummaging in his garage (as one does) and found an unused BMC key ring (**Photo 12**), which he kindly gave to me. Perfect for the spare set of keys for the Austin.

As always, thanks for reading about the car I always promised myself.



Name: Rich Jones
From: Westbury, Wiltshire
Car: 1966 Riley Kestrel



In 2019, I didn't do a lot, 1100-wise. I didn't get to attend the Spring Show or the National Rally; other things just seemed to get in the way. So I decided that 2020 would be different - I would make more effort and attend both, plus any other events that I could get to. Well, this plan was soon taken away by the arrival of Covid! So instead I decided to use the time to do some much needed work on the Raptor, my Riley Kestrel.

This was brought forward a bit when I had a mishap - the bonnet flew open at 30mph! It was my own fault. I had taken the Raptor out of the garage in the morning and had not shut the bonnet down properly as I had not intended to use it that day - the safety catch was not engaged. Then later in the day I thought I would fill up the cars with fuel before lockdown commenced - the Raptor was blocking in my everyday car, so I immediately thought I would take this first, forgetting about the bonnet. I know how stupid I was, so I don't need you all to say so! The damn thing opened with such force it broke the stay off, dug the corners of the bonnet into the scuttle panel and bent the hinges - it was also quite frightening as I was still moving but couldn't see anything ahead. After an emergency stop (I can confirm that the brakes work well) and thankfully not hitting anything or anyone, I got out to inspect the damage. It was a good thing I was on my own as the air was very blue. I managed to get the bonnet down enough to engage the safety catch and slowly drove home, with more curses rapidly filling the car up. I didn't know I knew so many swearwords!

On assessing the damage, I decided that as I now had to carry out repairs to the bonnet etc I might as well also do all the other bodywork that I had been putting off for some while, such as the front wings that needed replacing and a general tidy-up elsewhere. I already had the front wings in stock as I had purchased these from the 1100 Club about four years ago. It was only going to take me a few weeks, but with Covid taking over our lives and my wife and I making the decision that we were going to self-isolate, I had the time to attend to any other body repairs that might be needed.



I started at the front wings, stripping off all of the chrome-work, the headlamps, sidelamps and grille, then the bonnet. Both wings were cut off - it was not a difficult job as the rust made it a lot easier. Everything underneath was as solid as I expected it to be, as I had worked on these areas when I restored the car fifteen years ago. The front panel at the headlight joint was showing some rust, which

I could have repaired but as I had purchased a new front panel from my son Mark a couple of years previously 'just in case' it now seemed like a wise decision to use it. After cutting the front panel off, I offered up the new one and secured it temporarily with clamps so that I could get all the shut lines adjusted before welding it (and the wings) into place. A couple of days were spent on this before I was satisfied that the front panel and wings were in the best positions I could get them to.



I also needed to tackle the scuttle damage. After removing all the paint and taking the areas back to clean bare metal, I made the damage good with body filler. This was the best, and indeed only, way to deal with it as I could not get underneath to knock the dents out. The bonnet hinges were replaced with good ones from my stock of useful parts.

With the front end welding complete, it was time to move on to other body issues. The right hand side rear wing was showing signs of rust in the arch. After getting the paint off to fill it, it turned out to be worse than I thought - you know what it's like. I always say that if you find an inch of rust, plan for it to be a foot! Not that this was quite that bad. I cut out the area of rust and, using a section cut from an old rear wing that I had kept from an 1100 I bought and broke for spares, let a new piece in and welded it in place. Then I applied a coat of filler and reprofiled it. See, it does pay to hoard stuff!

"I always say that if you find an inch of rust, plan for it to be a foot"

Over on the nearside, the rear lower corner was showing signs of rust. This was dealt with in the same way, cutting out the rusted areas and letting in a section from the hoarded spare wing parts already utilised.

This was all of the rust repairs completed except for the doors. The offside front and nearside rear were a bit rough, so as I had a stock of good doors these were replaced, with no work required other than preparing for the respray.

Speaking of which, I decided that as the whole of the front of the car, doors, rear wing repair etc would all have to be painted, I might as well respray the whole car, as there was also a paint repair to correct and some bubbling on the roof. I spent a week rubbing down the paintwork, covering bare metal with primer and then more rubbing down etc, before applying top coat. I used cellulose paint, as I find this to be easier for home spraying and generally more forgiving if you need to just do a small area. I

used the same colours of Bermuda Blue and Old English White. Some of you might recall that I had originally painted it in MG two-tone style, with blue down to the chrome trim on the waistline, but this time I decided to do it in the original Riley style, keeping it white up to window level.

I had removed the rear window and windscreen as the rubbers were not in great condition and it meant there was one less thing to mask up. These were replaced with new rubbers when the glass was refitted. The front was quite easy to do, but less so the rear one; the manual tells you to fit the glass into the rubber after fitting the rubber

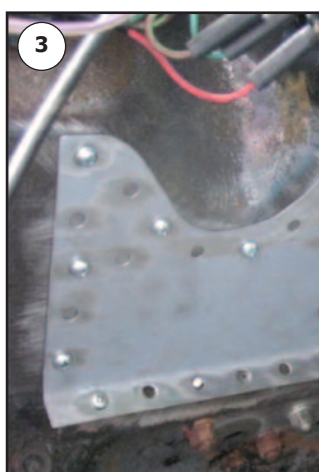
into the frame first, working down from the top, but even with my son helping we could not get it to go in. So I resorted to the old method of thick cord around the external groove of the rubber and then work it around the body lip; it was successful, but it was hard work!

Now it is all finished I am very pleased with what I have done. All I need now is for this £\$%&@# virus to bugger off so that I can get out and use it! It is just an ornament in my garage at the moment. And in the words of a famous cartoon, "that's all folks!" It's so famous I can't remember which one it is now, but I expect one of you will know!

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



*Ian is looking back on some of the work he carried out on FYF to get the car back on the road after its twenty-five year slumber, and in response to several recent member enquiries is re-explaining what he did with the bulkhead. Ed. In **Photo 1** you can see what I had to deal with - this is some of the rust damage from inside.*



With the worst of the rot cut out and remaining sound steel cleaned for welding, sheet steel was cut to shape using a cardboard template. The heater mounting bolts are also set in place in **Photo 2**. The new plate was drilled for plug welding and then self tapped in place, also seen in **Photo 2** and closer up in **Photo 3**. The free holes were welded first, then the screw holes. **Photo 4** shows the plate plug welded in place.



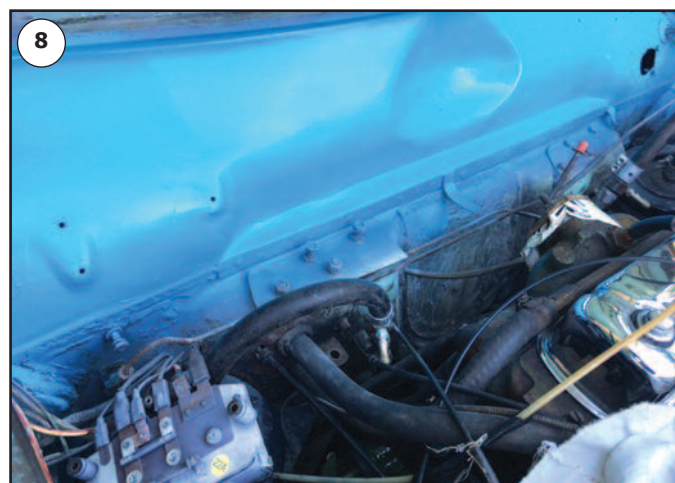
In **Photo 5** we have the other side - the bulkhead was cut out and the rotten baffle removed. The baffle was never replaced as I filled in the grille to prevent any water getting into the space at all, instead constructing an air intake pipe that picks up air from the front grille area and channels it back for the heating system to utilise. *You can see pictures of this part of the project in Ian's Running Report in the March-April 2019 edition of Idle Chatter, available on the 1100 Club website. Ed.*



The rusted lower edge was removed from the top section while off the car (sorry, no photo of this part) and replaced with a new step, as per the arrows in **Photo 6**, then again self-tapped in place for seam welding.



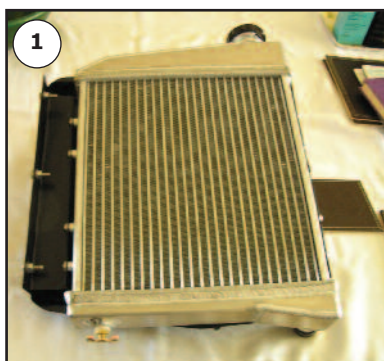
Finally it was MIG welded back in place and the welds were smoothed (**Photo 7**) before being prepared and sprayed (**Photo 8**).



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



Not much to report this time as it's mostly been too cold. When it was down to minus 16C I decided to stay away from the workshop! However, the carbs have been refurbished and a new radiator has been obtained. I decided that, as it is a much cheaper option and I was given the thumbs up from an Australian ADO16 fan to use a mini aluminium rad (**Photo 1**), I would give this a go. This meant modifying the cowl (**Photo 2**) but it looks the part and I am hoping it will work OK.



I have finished repairing all the door bottoms at last, and the long awaited new rear wing from Expressed Panels has arrived. This fitted on my repaired wheel housing outer edge repair like a glove (**Photo 3**) and bits of the

old outer wing edges welded in very well, but but but.....look at the mis-match of the new wing sill against the new old stock sill (**Photo 4**). The new wing is on the left. Much cutting and welding and filling were required and it took four days to get the profile correct (**Photo 5**).



Next on the agenda is welding the front wings and front panel on. I have also looked into Lokari inner wing liners, but 150 euros seems a bit steep. It has been suggested that Rover 100 liners can be adapted to fit, but I have measured my MG Rover TF wings and think that those liners will fit with some mods. I'm waiting for a pair to arrive and will report my findings shortly.

That's all for now; onward and upward, as they say.

"Much cutting and welding and filling were required"



Name: Phil Rixon
From: Sydney, Australia
Car: 1971 Morris 1500
Car: 1965 Vanden Plas 1100



It has happened again - yet another displacer failure on my 1500! Luckily not while driving (**Photo 1**) and I hasten to add that it wasn't a complete surprise to me as I have had my eye on this one (driver's side front) for a few months now.



The factory specifications for the 1500 states that the system pressure for this model should be no greater than 240psi to obtain the required ride height, with a difference of ± 10 psi per side permissible. At this maximum figure, the correct ride height was just achievable on this side but the top of the rubber spring was not only pressing hard against the subframe retaining section, but actually bulging up through it! By way of contrast, the other side needed only 220psi and its rubber spring top was well below the subframe - as it should be.

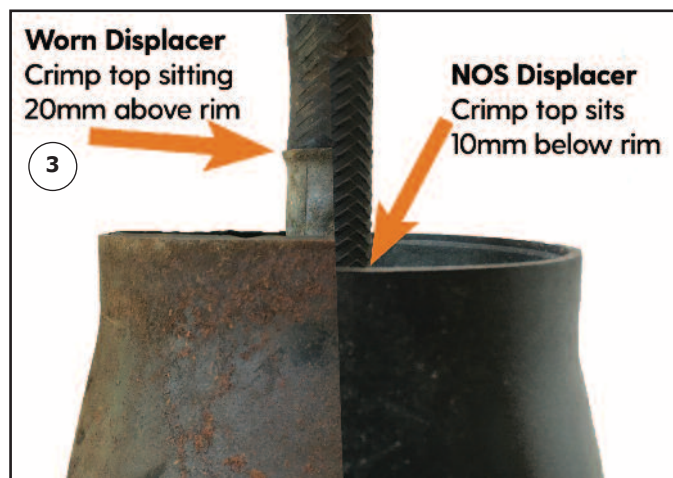
So when I walked outside one afternoon late in January and saw the car leaning over at a dramatic angle, I figured the rubber top section had finally burst open, just like it has with a couple of other recent failures. Looking under the bonnet revealed it hadn't, and that the failure was the familiar situation where the perished rubber hose splits at the connector. To deal with future failed hoses I have availed myself of a few sets of Ian Gaffney's ingenious clamps, but opted not to use them in this instance due to the displacer's overall poor condition. So out it had to come - although I was a little worried that being a 1971 original, its connectors might be reluctant to come apart easily after fifty years!

My pessimism was unwarranted though, and with two hefty spanners in position, one cautious squeeze was all that was needed. The displacer itself needed a little persuasion to leave the subframe tower, but once it was out it clearly was the most worn example of all the dozens and dozens of used displacers I have seen! That said, the fluid that it contained wasn't rusty. It wasn't lurid green either, but the point I'm making is that the corrosion inhibitor had been effective in minimising deterioration of the internal steel components and quite likely helped avoid it bursting open.

Now I should point out here that this particular car is one of the final batch of 1500s made at the Australian



factory and it has smaller diameter pipework and connectors compared to earlier Australian 1100s and all UK 1100s. *This sounds like it could be a very useful Aussie Tech Tip, Phil! Oh, hang on....Ed.* This makes finding a used replacement unit quite challenging on the one hand, but it also meant that a NOS one went unsold for decades....until I snapped it up with this very eventuality in mind a few years ago (**Photo 2**).



Comparing old and new side by side off the car was a very interesting exercise (**Photo 3**) - my observations will be presented in detail at another time - but fifty years of continuous pressure and 100,000 miles of driving had deformed the rubber spring to the extent that when that pressure was removed, the hose connector sat about 30mm higher than it would have done when new. Consequently, with the new one installed, the final pressure for correct ride height was 220psi, the same as the other side, so that was encouraging.

Little did I know that my Princess 1100 had been keenly watching all this unfolding next to her, and when I lifted her bonnet a fortnight later, the beginnings of a copycat failure were under way. It wasn't quite the same, though. The hose was sound; it was the rubber top beginning to tear open on this one. A separation of the rubber from around the top of the internal metal cone had begun and a small puddle of fluid was seeping out (**Photo 4**).



To avoid any sudden loss of fluid and the ensuing mess, I took the weight off the suspension and depressurised the system on that side. Since the displacer was not a re-hosing candidate, I delved into my box of good used ones with split hoses - which I had been saving up - and picked out one with the best looking rubber top to fit a new hose and a pair of Ian Gaffney's clamps to it (**Photo 5**).

With that installed, the next concerning development was that as much as 240psi was required to achieve sufficient ride height (**Photo 6**). The Princess is



Off came the rear wheel and I manoeuvred my phone in to take a photo of the top of the displacer (**Photo 7**). First the good news; it was all dry with no leaks. But the bad news was that the rubber was considerably perished and distended, plus a ring of it had come away, exposing the internal metal cone which was now rusty. Its rubber hose was also pressed against the subframe at the point where it curves up to the pipework, so not ideal...

"Its rubber hose was also pressed against the subframe at the point where it curves, so not ideal"

supposed to have 230psi ± 2 in its system, but although the top of the replacement displacer was sitting properly low, I wondered about the state of the fifty-six year old displacer hidden away in the rear subframe.

I figured that the best option was to replace this one too - before it failed - so another re-hosing candidate was picked out and prepared. The factory workshop manual details the removal procedure as: Raise the rear; remove the wheel; depressurise; undo the connector; withdraw the strut and then withdraw the displacer. Oh, if only it was that easy!

Another manual prefers that the exhaust and fuel tank be removed first so the displacer can be withdrawn towards the middle of the subframe. While this avoids having to lever the radius arm out of the way, it can prolong the procedure considerably. I have done this job several times previously - using the factory manual approach - but only once on a Mk I car. That time it was a struggle and so was this, as a vacuum couldn't be maintained long enough to be of any help in increasing the clearance and also the strut had seized onto both the roller foot and the displacer itself! WD40, a mole wrench and a second pair of hands eventually had the strut rotating independently to the bits it was attached to and finally it was all out. Putting the replacement into the subframe was a tiny bit easier, due to the flexibility of a brand new hose, and the pressure required for the correct ride height was once again within specifications - job done!

Crossword No. 12

Our quizmaster, Chris Hayward, reports a record number of entries for this crossword - must be lockdown! The winner this time, having come first out of the bag with a full set of correct answers, is Tim Spooner - well done, Tim (prize is on its way), and thanks to Chris for compiling and everyone else who entered. Here are the solutions in case you need them.....



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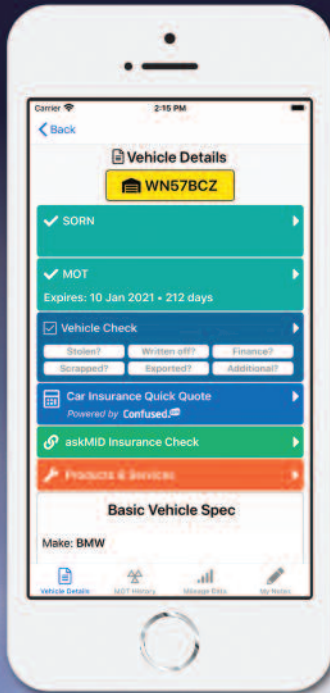


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From the FBHVC



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

Environmental Matters

Since the last Newsletter, the Federation has responded to three consultations relating to vehicle emissions - two consultations concerning Clean Air Zones in English cities (Manchester and Bristol) and the third in anticipation of proposed subordinate legislation under the Transport (Scotland) Act 2019. Full details of the consultations and the Federation's responses are on the FBHVC website.

The Birmingham Clean Air Zone also commences on 1st June 2021 - this applies to ALL vehicles unless exempt, so including cars but not two-wheeled motorcycles. Vehicles in the historic VED class are exempt, but we would emphasise to the owners of cars forty years old or under that the Birmingham A38 Queensway tunnels are subject to the CAZ from June 2021 and therefore that vehicles which aren't exempt must either plan to pay the charge or plan a suitable alternative route.

In December 2020 the London Evening Standard reported that consideration was been given to a 'Greater London Boundary Charge' of £3.50 payable by all vehicles coming from outside (in addition to the other charges). This seems a very speculative and politically controversial proposal, but again we will keep a watching brief. However, if this is applied to all vehicles then, like the existing congestion charge, historic vehicles would not be disadvantaged.

It is possible that one of the other proposed zones could formalise and commence during 2021, in which case where the Federation becomes aware of suitable information, it will update the emissions webpage where it is in a position to do so. As further zones are created, we will approach the time where route planning involves a check of every city that one will pass through to see whether an emissions zone exists and whether charges or exemptions may apply, and this will make journeys with cars, motorcycles and commercials between thirty and forty years of age that bit harder. Arguably motoring on the continent has already reached this point (especially given that some zones there do not have 'historic' concessions).

SMART Again...

We covered this topic quite extensively in the last newsletter. Although we did not intend the article to serve as a eulogy for SMART motorways, it did seek to contextualise the obvious defects against ongoing Government mitigating action. A similar tack was taken in relation to the Federation response to a correspondent with deep concerns about the concept. This was not intended to minimise a healthy scepticism about the safety of these new motorway set ups undoubtedly held by a number of readers. To an extent we were giving the government the benefit of any residual doubts; they seemed to be proactive in reviewing concerns about the roads and appeared to be taking active steps to mitigate those concerns. One of those mitigating steps identified in the government review as lacking was the Stopped Vehicle Detection System (SVD), the radar detection technology we referred to in our article. The clear implication in the Government

review was that it would be installed as a matter of priority. Imagine our disappointment when we saw a newspaper article just before Christmas headlined: "Fears over safety radar on smart motorways - Highways England has failed to switch on any new 'Stopped Vehicle Detection' (SVD) systems in the last nine months". The article went on to confirm that although other remote detection devices (CCTV and MIDAS (Motorway Incident Detection and Automatic Signalling)) are in operation, only 23.86 miles of almost 500 miles of SMART motorway had SVD. Although Highways England had been given until 2023 to equip the whole network with SVD, this paltry amount was clearly a poor show. In a separate piece around the same time, it was reported that a coroner was flirting with reporting Highways England to the CPS for manslaughter (of the corporate statutory kind) on the basis of an earlier accident. As our article had indicated, the Federation had not been strident critics of the concept (for the reasons stated) and have been patient given the government's broadly proactive and measured review into identifying and making recommendations to address weaknesses in the system. However, the dilatory nature of the installation of SVD, one of the most important devices in mitigating risk to life, is of obvious concern and the Federation will be passing on these concerns to the Chairman of the APPHVG to raise them in turn with the Secretary of State for Transport.

Meantime, remember to consider whether your journey in your historic vehicle needs to be on the motorway and if so, have a look again at the tips for ensuring your vehicle is in the right condition to undertake it in the FIVA Guide.

Petrol Matters

After an extensive consultation process, the Department for Transport has announced that they will legislate to introduce E10 petrol as the standard 95-octane petrol grade by 1st September 2021. They will also require the higher-octane 97+ 'Super' grades to remain E5 to provide protection for owners of older vehicles. This product will be designated as the 'Protection' grade.

The introduction of the 95-octane E10 grade and the maintenance of the Super E5 protection grade will be reviewed by the Government after five years to ensure they remain appropriate to the needs of the market. In relation to the E5 protection grade, such a review will examine market developments over the period. HM Government have sought to reassure FBHVC members and historic vehicle owners that, without a suitable alternative becoming available, it is highly likely the Super E5 protection grade would continue to be available.

Filling stations that stock two grades of petrol and supply at least one million litres of fuel in total each year will need to ensure one product is the Super E5 protection grade. While not all filling stations meet these criteria, almost all towns across the UK will have a filling station that supplies the 'Super' grade and currently one major retailer, a national supermarket group, has committed to offer the product. The main exception to this is in certain parts of the Highlands, north and west coast of Scotland,

which will be covered by an exemption process and allowed to continue to market the 95-octane E5 grade.

The Federation therefore recommends that all vehicles produced before 2000 and some vehicles from the early 2000s that are considered non-compatible with E10 should use the Super E5 Protection grade where the ethanol content is limited to a maximum of 5%. To check compatibility of vehicles produced since 2000, we recommend using the new online E10 compatibility checker: <https://www.gov.uk/check-vehicle-e10-petrol>

It should be noted that some Super E5 Protection grade products do not contain ethanol as the E5 designation is for fuels containing up to 5% ethanol. Product availability varies by manufacturer and geographical location and enthusiasts should check the situation in their location.

Carbon Neutrality and Historic Vehicles

Our historic vehicles, with a very few exceptions, use fossil fuel and so emit carbon dioxide. This gas is seen as a major contributor to global warming and is prompting governments across the world to support electric vehicle sales to eliminate the damage this gas causes. There are arguments that electric vehicles are not as 'carbon neutral' as promoted, but that is a discussion for another day! There is little we can do to alter the carbon emissions from our vehicles without destroying their historic integrity, but we need to look carefully at what we can do to counter global warming effect of exhaust gas. The historic context for our vehicles is 'driving on the roads' and the value of our cars is upheld by the ability to enjoy their use. They should not be just museum exhibits but to maintain this status, requires us do all we can to ensure public and governmental support. This means we must address carbon emissions.

Carbon dioxide emissions are an issue for many sectors; aviation and shipping being obvious transport candidates, but home central heating and agriculture are also major contributors. It is helpful to look at the methods used to mitigate the environmental damage their carbon footprint causes. An industry is growing up to assist those using combustion engines and companies wishing to reduce or eliminate their footprint. All are using methods to reduce emissions, trade carbon or offset its damage.

Historic vehicles are a small contributor to UK carbon dioxide emissions. DVLA data shows that there are 1.5 million historic vehicles in the UK and almost half are insured to allow use. In context, this is out of a total of about 38 million vehicles on the UK roads. Taking the example of historic cars in isolation, they are likely to emit about quarter of a million tonnes per year or just over 0.1% of the total UK car emissions. However, as our usage continues, more recent cars join the historic class, the percentage contribution will rise, even if emissions stay constant, because electric vehicles numbers will grow.

Our historic vehicles use the engines appropriate to the vehicle. The engine is a core element in providing the vehicle with its identity and its historical integrity. We can ensure that vehicles produce no more carbon dioxide that is required by ensuring that the engine is correctly tuned but there is little we can do to further reduce emissions. We are aided by the FBHVC research carried out over recent months which gives a measure of average vehicle usage and can make an informed assessment of the scale of emissions by historic vehicles. This is valuable in

persuading government that we are a small contributor to the much bigger carbon footprint of UK society.

Carbon trading is a process of buying and selling rights to emit defined amounts of carbon dioxide. It is a scheme managed at governmental level and is based on the premise that large scale emitters can pay for others to shoulder their emissions responsibility. Some commentators question whether this reduces carbon emissions or just shifts the problems to others. We have one planet and overall reduction is the sole test. This type of scheme is suited to major polluters in industry, shipping or aviation. It is unlikely to be cost effective for FBHVC or its members.

Carbon offsetting is a process where emitters pay for mitigation of damage to the environment. The aim is an overall reduction in carbon dioxide by its removal or usage reduction. The methods deployed include absorption of carbon dioxide - usually by tree planting, forest or peat bog preservation or assisting communities that burn wood. This might be reductions in logging and felling for agriculture or by providing efficient stoves to deter tree destruction.

The FBHVC favours a scheme to offset the carbon dioxide produced by our historic vehicles. Currently we are evaluating several potential partners who could assist us. We are not equipped to undertake the land acquisition and forest management but will join other like-minded ventures. We are discussing offset plans that have UK based offset as a major feature. This will involve maintenance of existing landscape and planting of new. The likely cost, on an individual vehicle basis, is likely to be modest and it is our hope that many if not everyone will support the initiative. We will come forward with plan details this year which will include details of our chosen partners. The scheme will allow members the opportunity to donate to a scheme that recognises carbon we produce based on the differences between the types of vehicle, the scale of use and fuel consumption.

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A Working Wolseley....

Having recently sold his 1966 Wolseley 1300, Warren Marsh in Bristol reflects on more than a decade of using it everyday



I remember reading some years ago that the British had the highest proportion of sun-roofed or convertible cars in Europe - I wonder if this is still true? Since 1956, when I bought my first car – a VW Beetle with a sliding and folding Golde sunroof – I have always owned cars which have had either fully opening sun-roofs or have been roadsters with folding hoods. The ability to enjoy the sunshine or rapidly shut out the driving rain has always been important to me, especially in the variable weather conditions in these islands. So when I bought a 1966 Wolseley 1300 from an 1100 Club committee member in 2009, thoughts of cutting a hole in the roof were already in my mind.....



The car's first owner was in the motor trade and he took great care to inject waxoyl into the unseen voids like the door sills and to protect the backs of external chrome fittings like the lamp units. He even had special dealer treadplates fitted to the sill tops, as seen in **Photo 1**. So even after thirty-four years the car was still bodily and mechanically in good order, but the interior was tired, with worn carpets and seats and a stained roof lining.



Although it cost me nearly as much again to have a sliding-folding sunroof fitted (by Peter Harvey in Sandwich, Kent) I was very pleased with the result (**Photo 2**), and also decided to upgrade the dashboard to Riley standards and fit the much more comfortable seats from a GT.

Subsequently a secondhand dashboard was acquired and modified as necessary to accommodate a clock and different switches, before being sent for veneering in burr walnut by Chapman and Cliff in Wyburnbury, Cheshire. The result can be seen in **Photo 3**. I actually asked for a matt finish but it was 'glossed' by mistake - it still looked good,



though! I have always found a trip odometer very useful, so the standard Riley speedometer was replaced with one from an MGB coupe, which had a matching dial. However, the repositioning of the speedo to allow better access for resetting the trip did cause some headaches with trying to judge the correct length for an appropriate cable to reach the gearbox. All the new wiring to the dashboard was carried out by Nick Laidlaw (**Photo 4**) at the garage in High Roding, Essex (working with Steve Beard) where specialist 1100 restoration is carried out.



Subsequently an itinerant auto electrician from Bristol completed the complex wiring for additional interior lights, an under-bonnet lamp, a boot light controlled by a mercury switch, two more door operating switches, a larger reversing lamp (I have difficult garage access, especially at night) and a mobile phone socket, plus alarm and immobiliser circuits! Only when one looked under the bonnet and saw all the additional fused circuits was there any visible evidence of the interventions.

The next thing to be tackled was the carpet. With the purchase of the car came two bin liners with pre-cut pieces in an appropriate blue-grey colour. The supplier was Coverdale (UK) Ltd, based near Wigan. From a wide range of colours and products, I chose a matching colour in a hessian backed polypropylene carpet. If I was starting from scratch I would have chosen an 80/20 wool/nylon mix which would have looked better in a car with a Wolseley badge!

Then it was time to pay attention to the shabby front seats. I had met a fellow enthusiast who, in addition to his collection of good garaged examples of different 1100

models, had some rusting rejects sitting in a nearby field (**Photo 5**). By agreement, I acquired a set of four seats from an abandoned Austin 1300GT. The khaki Ambla covering looked terrible, but the front seats yielded the adjustable back frames I wanted and the cushion shape was much more comfortable for long journeys.



Using good quality blue-grey PVC, the re-upholstering was undertaken by a local trimmer employing three generations of the same family - Pritchards, near Yatton in Somerset. I gave them an old Wolseley seat so they could recreate the correctly shaped pattern and stitching, and I was very pleased with the result (**Photo 6**).



I was also admiring their workmanship on other fine cars in the workshop - Bentley, Alvis, Bristol etc - and wished I could have perpetuated the standard of earlier Wolseleys by insisting on leather seats, but financially it was out of the question. When the newly covered GT seats were fitted into the car I had to reposition the rubbing strips on the carpet. I also took the opportunity to extend the main angle supports rearwards to allow greater comfort for a 6'3" driver. Finally, a set of four self-reeling grey seatbelts was fitted by Quickfit SBS Ltd in Stanmore.

"I felt more improvements were needed to keep up with modern traffic conditions"

Compared to the heavier fifties saloons I had previously owned, I was always impressed by three things in the ADO16 design. First, the very clever use of space; second, the excellent all-round vision, particularly to the rear and third, the very efficient heater, although apparently lacking any intermediate settings. However, as the years went by and the miles piled up, I felt more improvements were needed to keep up with modern traffic conditions. An electric fan was added (the engine did not like idling on hot days in static traffic) and a two-speed windscreen wiper was substituted when the original succumbed to old age. Another huge improvement was the fitting of an

MGB-type windscreen washer (available from Moss Europe and many others). The problem was finding a suitable push button with a long barrel which could easily be fitted to the thick wooden dashboard. Eventually my search was rewarded by finding one (ex-Jaguar, perhaps?) on a stall at Beaulieu. Finished in chrome, it looked perfect set flush with the rich veneer. I like to think that all my modifications have been carried out in period style. Apart from the sunroof, two larger lamps on the bootlid and a now disused towbar, nothing has changed externally.

Five years ago I had the opportunity to buy cheaply an MG 1300 Mk II engine of unknown mileage. The gamble paid off. At 75,000 miles on the original engine, the changeover was made, but I had not done my homework properly this time and found there was more to the process than just changing the engine and exhaust system. However, I was lucky and got off lightly, without needing to alter spacer plates and the radiator boxing. As so often on these occasions, 1100 Club members such as Derek Bayliss and Steve Lee came to my rescue with replacement parts and lots of helpful advice.



The car has served me well; used as a daily driver, it has covered 74,000 miles in my ownership. This includes taking my wife and me to Normandy in 2009 - **Photo 7** shows the car at La Haut Moine in Brittany alongside a friend's Citroën.

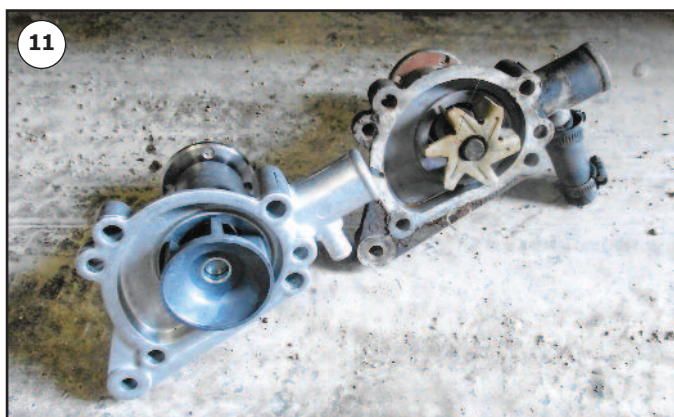


It also took us to the Isle of Skye with a trailer tent in 2012 - **Photo 8** shows us coming off the ferry at East Suisnich, on a day visit to the island of Rasaay, and **Photo 9** beside a sign that we titled 'If Pigs Could Fly' on the island, which is just off the east coast of Skye. Business use meant frequent trips to Kent in the early years and I soon put 30,000 miles on the clock. After that, it was nearly all domestic usage.



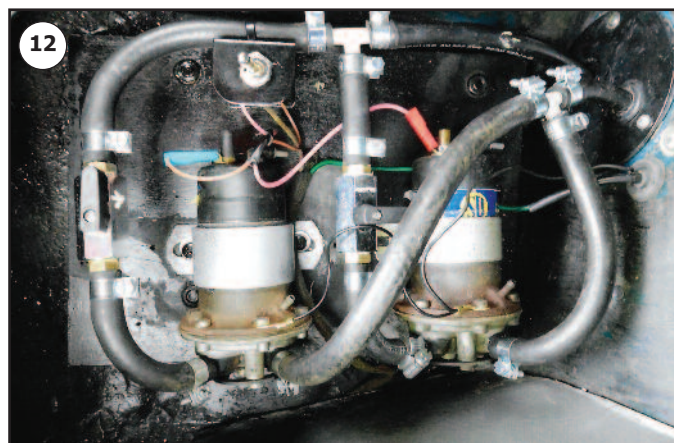
The only competitive event I entered was the very enjoyable annual Economy Runs organised by the Lancia Motor Club in the Cotswolds. Navigated by my good friend, the late Ben Courage (**Photo 10**), we once came second overall with an error of 0.1% on an estimate of 39.8mpg for the whole event. There was a huge element of luck here, because all the ups and downs of the route were not detailed when our estimate was calculated (guessed).

As with all cars, there is always room for criticism. In my case, it was the failure of components without warning. On the trip to Scotland, two vital dash gauges suddenly stopped working. I had never come across the voltage stabiliser before, and I was dismayed to discover how difficult it was to replace. As with replacing an instrument bulb, the dismantling of the whole dashboard is very time-consuming. Another irritation was accessing the fuse to the sidelight circuit; why put it behind the dashboard in the first place?



In spite of replacing many components in the cooling system, I suffered overheating problems for many years. I have finally solved this by having the radiator recored to the original specification (by Guildford Radiators in Cranleigh, and other UK branches) and by fitting the latest improved design high-flow water pump from Robbie Claydon (shown on the left in **Photo 11**). I have replaced four defective heater valves, three petrol pumps (both solid state and original style) and four displacer units. Perhaps I should be grateful that I have only had to be relayed home four times! As a result of these failures, my wife has always packed a good novel to read in case we are stranded again. As an aside, I have found that an easy

solution to petrol pump failure is to fit dual pumps inside the boot in the ideal space to the offside of the spare wheel (**Photo 12**).



By the beginning of 2020, the 1300 had covered 122,000 miles and, although it was going well, differing domestic needs and old age (me, not the car) made me think about changing to a newer vehicle. Also, the dreadful condition of Bristol's roads means that 12" diameter wheels are not well suited to negotiating the many speed humps and pot-holes where I live. The poor turning circle is a disadvantage in tight urban parking, which forms an ever-increasing part of the car's regular usage. The sudden opportunity to acquire, at a reasonable price, a replacement car meeting my specification galvanised me into action and in October 2020, VMU 329G was transferred to a new owner in the Vale of Glamorgan; he was already a member of the 1100 Club. Many of the large collection of spares I had amassed over the years have gone to a Swiss collector who already owns a variety of ADO16 models.

Readers of this article will realise that my abilities to do actual repairs, as opposed to straightforward servicing work, are very limited. You will also have gathered that my main interest is driving classic cars, not working on them. I have been fortunate that a local motor engineer (Les Weekes, in Pilning, Bristol) with considerable knowledge of fifties and sixties cars has always maintained the Wolseley, helped by advice from many 1100 Club experts. One specialist job was rebuilding the gearbox; this was carried out by a Mini expert in rural Herefordshire (Oliver Jeynes, near Ledbury). Tim Harber at MiniMail, near Newent in Gloucestershire, has supplied me with new and secondhand parts over many years.

My only accident was when an oncoming car on a narrow road refused to keep his space and I was forced into a roadside fence. The resulting bodywork repair produced an all-round improvement because hidden rust in the wings and trumpets was put right at the same time. This work was very efficiently carried out by Adrian Moore at Finishing Touch Bodyshop Ltd in Weston-super-Mare. The total cost of these one-off repairs is the only figure which has been omitted from my regular running costs detailed below.

I have always kept very accurate records of all my running costs and fixed overheads. Originally this was because I had to substantiate my mileage costs for business tax purposes. My tax accountant never queried my 40p per mile in 2009, so I assumed this compared well with a modern car of similar size. Although my labour costs were much higher, these were offset by a lack of depreciation and low insurance costs (fully comp at £89 in 2009, including continental recovery but no legal aid; still only £128 in 2017). Adding net appreciation and stockpiled spares gives

another saving of an average of £550 per year which I have not shown. Oil was changed every 3000 miles. Mixed driving using standard pump fuel gave 32-35mpg, but a best ever figure was recorded last March when I drove up to Leyland for the Wolseley Register AGM; 45mpg exactly. Overall, running costs in the last five years have fluctuated between 50p and 65p per mile. How does this compare with a modern 1.3 litre car? I don't know. Because most 1100 owners carry out work on their own cars, I expect many can show much lower costs per mile.

But I have enjoyed the ADO16 experience and it is pleasing when strangers make favourable comments in the local supermarket car park. Incidentally, apart from the tiniest dent at the bottom of a rear wing, I have never suffered any damage from anyone else or their cars. I realise I have been lucky because using a tidy classic car in a busy city is a risky business.

"The friendliness and helpfulness of the many 1100 Club members I have met in the last eleven years must be recorded"

The friendliness and helpfulness of the many 1100 Club members I have met in the last eleven years must be recorded. Just to mention but one name, David Brett, sadly no longer with us. I would often drive down to Wellington for advice and, whilst he was able, David would always insist on doing a little job on my car. Well known for his sense of humour and for being a perfectionist, he would often adjust my door hinges to try and get my chrome strips to line up exactly!

The very readable club magazine, edited by Dave Wilkins for the last eight years, encourages me to remain a member for at least another year or so. I shall always have a special interest in 1100s whenever I see them.

Warren would like to share contact details for the specialists and suppliers mentioned in his article. Warren, it has been a pleasure being in contact with you over the years; please do stay with us as long as you wish to. Ed

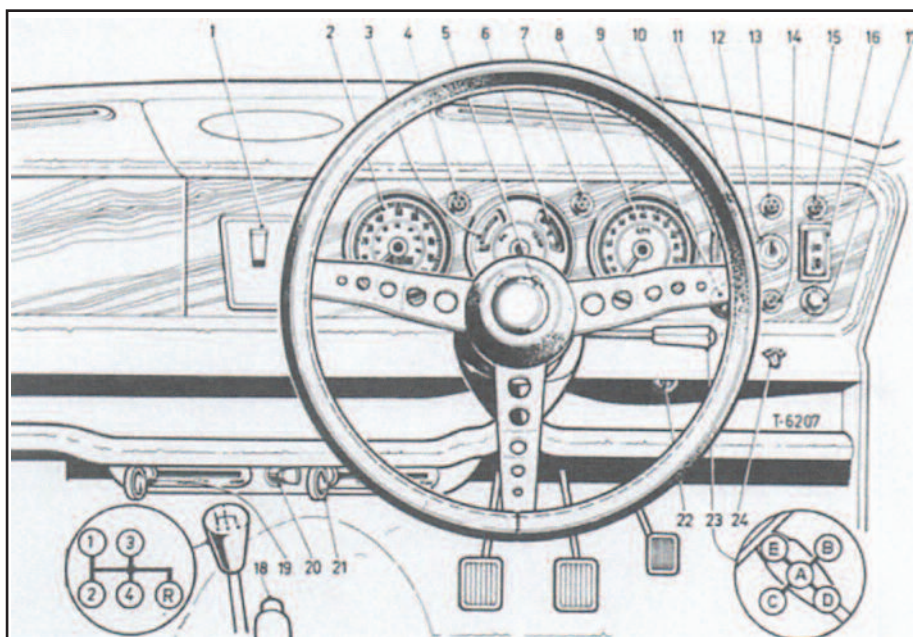
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Quickfit SBS - 020 8206 0101, www.quickfitsbs.com
Guildford Radiators - 01483 277713, www.carradiatorsguildford.com (see p37 for information on our 1100 Club discount)
Robbie Claydon - 07952 167173, robbiewc@hotmail.co.uk
Les Weekes - 07818 444048
Oliver Jeynes - 07518 611179
Tim Harber, Minimail - 01989 720111, www.minimail.co.uk
Adrian Moore, Finishing Touch Bodyshop Ltd - 01934 842700

Photo 13 shows the Wolseley enjoying a steam clean!



Dashboard of the Month

The fourth in our series shows the dashboard of the Austin 1300 GT (1969 to 1971) and Austin Apache TC



Key to Dashboard Controls

- 1 Ashtray
- 2 Speedometer
- 3 Oil gauge
- 4 Direction indicator warning light
- 5 Fuel gauge
- 6 Temperature gauge
- 7 Direction indicator warning light
- 8 Tachometer
- 9 Choke
- 10 Windscreen wiper switch
- 11 Oil filter warning light (if fitted)
- 12 Ignition/starter switch
- 13 Spare warning light
- 14 Ignition warning light
- 15 Main beam warning light
- 16 Light switch
- 17 Windscreen washer
- 18 Parking brake
- 19 Air vent control
- 20 Heater fan switch
- 21 Heater control
- 22 Bonnet release (not GT)
- 23 Combination switch, indicators etc
- 24 Panel light switch

My 1100 and Me

Mark Parratt from Surrey tells the story of his much loved Morris 1300 GT, now resplendent in Snowberry White!



According to the Heritage Certificate I received a few years back, my Morris went into build on 15th December 1970 and was completed on 13th January 1971, in Glacier White with black trim. The car was dispatched to W H Alexander in Belfast on 16th Jan 1971. Now readers may recall that the Morris GT was dropped as the cars went into Mk III models, so it seems that my little car was just sat in the showroom with no one to purchase her as she was not registered until 20th January 1972, in Cheshire. My guess is that she was treated as an older model, so got overlooked and, although the Mk II (in my opinion) is a far better car, the idea of buying an 'old' model stopped her from being sold. I also suspect the dealers had a year to shift stock before having to drastically reduce price and profit.

From there I have no history until 4th September 1980, when she was purchased by a Mrs MacLeod in Aldershot. It appears the car was used quite happily for the next twelve years when for some reason she was parked in the garage and left. I purchased the car in October 2006 from a local scrap dealer via eBay and, after a quick look, I gladly agreed the price of £300 (delivered).

The reason I was looking was that, like many of us, I had been introduced to 1100s very early in life. When I started driving and working I had an Austin A40 Farina; one of my new colleagues at the same time had a Morris 1300 GT in white and it seemed years ahead of the A40 in both comfort and speed, so before long I found a blue Austin GT that had a gearbox fault, which was actually a clutch fault that made it far easier to repair than it initially seemed. The car was so good; I could see a very quick and substantial profit to be made, so the car got sold on and I purchased a Vanden Plas 1300 manual instead. I used that for a while but I was young, and although she was comfy she was not quite sporting enough for me at the time, so off to find another GT. How easy it all seemed back then to find these cars!

"Although she was comfy she was not quite sporting enough for me at the time"

After a short while I found an Aqua GT of Austin variant and ran it for a while until it rotted out. By now I had had my first child, so I went sensible for a while (despite owning a 1961 Mini project that kept me insane for over thirty years; that's a different story altogether) and by early 1992 I was 1100-less.

When I finally got the current Morris, it took around twenty minutes to get it going. It was in a smoky condition, but it still ran quite well and interior was perfect, but rust had set into the front panel and wings and a bit in the doors too. I wasn't too bothered at the time as these cars were 'two a penny' and cheap as chips! Well, how prices of body panels shot up in the following twenty years; it took quite some time to acquire the bits I needed, but I was in no rush and just kept collecting them as I was not a member of the 1100 Club at the time.

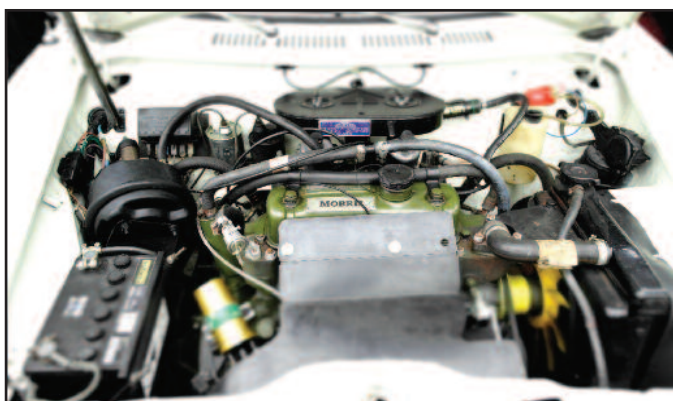
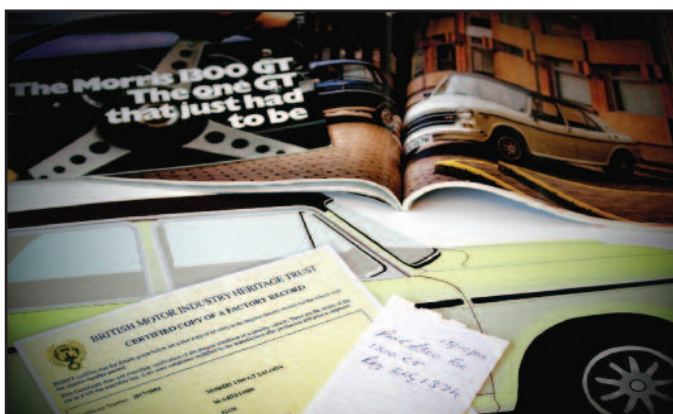


With a new business venture ongoing, however, time was not on my side and I just was not making any progress, so I bit the bullet and put her into a car restorers I know near Maidenhead. I told them there was no rush and just to work on her when he could. Just over a year went by and, although he was providing regular updates, just as I was supplying him regular parts and money, it got to the stage where I really wanted her back, so we ramped things up. She was soon ready for paint and we discussed colours; I was adamant that it should be the original colour and when he asked me what colour that was, I immediately said "Snowberry White". I don't know why I had that in my mind, but the scene was set. I had something niggling me and the very day the car was set for paint I did some (rather late) research, only to find out the GT was never painted in Snowberry. I could not dial the phone quick enough, but when I got hold of the sprayer to ask where he had got to, he proudly told me that the first coat was on and it looked great. Bugger! OK, leave it Snowberry, I said.



The deal was always to pick the car up painted, with doors and bonnet on, and for me to complete the assembly, so on a damp December day back in 2015 I went with a trailer to pick her up. I hated it. Snowberry White, when left plain, has a greenish tinge, and I was so annoyed with myself but I could not justify the cost to repaint it. Over the next four months I built her up, and once the chrome started going on I warmed to her and eventually convinced myself that she was so special that she deserved to be different!

Once she was completed I was contacted by 'Classic and Sportscar' magazine to do a comparison article with a



handbooks etc, so if I do ever sell her there is quite a file to go to the new owners.

With all the money I have spent, I think she is now just about in profit, but as these are so few on the ground now I feel she can only appreciate. And if I sell her, what chance do I have of ever getting another?

Would you like to tell your fellow members about you and your car? Why you bought it, what you love about it etc etc? Please drop the editor a line to discuss further if so, using his contact details on page 3.

Simca, so with less than twenty miles under her belt and a new MoT I spent a day driving around Reading and Maidenhead doing the photo-shoot. The article was issued in the magazine in June 2017 and she did look good. Since then I have been to various shows and did manage to pick up 'Best GT' award at the National Rally in 2018 - although, to be honest, the choices for the judges that year were very limited!

So I continue to tinker with her and, other than electronic ignition and a modified rev counter, she is completely 'standard' for the GT. I have quite a collection of paperwork, some from before my time, along with original

A New Member Writes....



Three new members have been in touch with us recently to introduce themselves and their cars. Firstly, Nigel Pratt from Hampshire....

I am a relatively new member of the 1100 Club, but my family has owned ADO16 cars since the 1960s and I now have a 1965 MG 1100, which my father bought from the original owner in 1998.



Firstly, I thought I would send you some old pictures I found whilst sorting out the estate of my late parents. **Photo 1** was taken in 1967 on the top of the Devil's Punchbowl near Hindhead in Surrey, with my mum expecting my sister's birth in February 1968.



Photos 2 and 3 were taken in 1968 or 1969 and also include my mother and my sister, who would have been about one year old at the time. All the photos show the red Austin 1100, registration AUV 394B, that my father purchased new in 1964 and decided to take with him on a work posting to the sugar cane plantations in Jamaica. Why he decided to ship the car all the way there is beyond me, as it was considered a very strange mode of transport on the island, being so small. He must have thought the suspension would be more than up to rough Jamaican lanes! I have a very interesting journal he wrote on the process of shipping the car there and some rather dubious stories of how the Jamaican customs staff had to be persuaded to get the car released from the docks in Kingston!



The L plates in **Photo 4** were for my mother, who learnt to drive the car there as well as an Austin Healey 100/4 that was owned by her father in Ontario, Canada.



The 1100 wasn't brought back from Jamaica, unfortunately, as by then it was not considered worth the expense. It may well still be there, running around in the sunshine, no doubt with rigid suspension and an obscure Isuzu diesel engine for all we know! I do still have the original number plates on the wall in my garage (**Photo 5**)!



Now, what about my current car? Here are some pictures of 'Choco', the 1965 MG1100 mentioned above. **Photo 6** was taken the day my dad brought the car home in May 1998. A friend tipped him off that there was a car languishing in a garage (thankfully) and the family of the late owner dealing with the estate just wanted to get rid of it. It was bought brand new from Wadham Stringers in Fareham, Hants, in August 1965 by a local man who paid £746.13.6 and went quite mad with the options list, adding the duotone Old English White over Sandy Beige paint, full undersealing (which has lasted very well!), locking petrol cap, two BMC inertia reel belts, Lucas fog and spot lamps, accessory bar, Cartec anti-theft device and a demister panel! I have a lovely file here containing all the brochures and instruction leaflets for all the accessories mentioned, which is nice to have. The chap kept the car serviced and run from the day he bought it until around 1994, when it had completed only 27700 miles and when I think he must have retired from driving. He parked it up until 1998, when my father obtained it.



The car needed a full recommissioning and a little bit of work to the sills, but not really a great deal else! It has its original cross ply tyres which my dad was all for keeping for originality, but we made him replace them! **Photo 7** shows the car on our homemade ramp, ready for us to check over the underneath.

My parents enjoyed driving the car during the 2000s and went on many trips into Europe with it as they were already keen MG enthusiasts, owning several other models of the marque. The poor 1100 was a bit of an ugly duckling next to all the two seater sports cars, but we loved it!



My father passed away in 2011 and Mum carried on driving Choco around until she sadly left us in 2019. So now Choco is in my garage and ready for some more adventures! I've been doing some much needed remedial work to the car during the last twelve months. We have fitted a lovely new carpet set (**Photo 8**) as the original one was just too horrible. I have kept the old one for sentimental reasons! The suspension has had a pump back up to the correct height (**Photo 9**) and I am attending to some rust on the inner wings gradually this year. I am also putting the third set of new tyres on in fifty-five years and 44000 miles!



Secondly, Andrew Thoma, from Kenmare in the Republic of Ireland, tells the story of how he accidentally became an 1100 owner!

Thank you for accepting me into the 1100 Club. My 1970 Morris 1300 found me last summer; I was actually checking it out for a friend who bought it, but then changed her mind, so I bought it from her straight away as I was already smitten (by the car) and I knew that whilst the car needed work, it was solid overall. It has most of the usual rust issues that the 1100s have along the bottom edges, which is straightforward enough; however, the usual rust at the bottom of the air box is a challenge.

"I have always had a great fondness for the Morris 1100"

I have always had a great fondness for the Morris 1100, having owned one back in the early 70s for many years and driven thousands of trouble free miles on all sorts of roads and in all sorts of weather conditions - except for once, when the bottom pulley split in two. I was very fond of that car, which unfortunately met a sad end when it was parked in town one evening and was rear ended by a drunk driver. Fortunately the car was unoccupied at the time.

I am looking forward to getting out on the road again with the 1300. It has, I am glad to report, no mechanical issues and drives beautifully; just needs a bit of tidying up. Thanks once again and I look forward to hearing from the 1100 Club and about all the activities, after lockdown of course.



And finally, a warm welcome to Alex Lee in County Durham. Alex is just eighteen years old, but has really quite a collection!



1300 that doesn't have an engine or gearbox or subframes and the associated parts. These cars are all projects, with the manual Austin 1300 being the only one currently on the road. Hopefully all of them return to the road in the not too distant future.

Here are some pictures of my most recent addition to the family. Meet FKG 383M, an Austin 1300 Mk III. Everything mechanically couldn't be better, although her paint could do with a tidy up. Yes, she is a two tone Austin. Different, right?



The other four cars consist of a Mk II Morris 1100 that needs a rear subframe; a Vanden Plas Princess 1300 in Harvest Gold that was lost to a garage fire so is now a bare shell, an Austin 1300 automatic that is essentially a barn find and is in poor condition, although we are aiming to get it running in the coming weeks, as well as a Morris



Another car, not ADO16 but still A-Series engine related, is our Mk I Mini Scamp, which was originally fitted with an underpowered 848cc engine and now has a more suitable 1275cc engine installed.



A Fiat Underneath

Jess Diakis in California has been working on a massive project to create an Austin America with a difference....it's a Fiat underneath!



I own a 1969 Austin America. It's a full work in progress! The entire chassis is a 2014 Fiat 500 Sport, so it runs everything a new Fiat has, including traction control, four wheel disc brakes, ABS and (the best thing for me) air conditioning.

I simply cut the body off the Fiat and placed the body of the Austin on top of it. It was seam welded all the way round. I actually had to

shorten the America by four inches but it all works, thankfully.



One of my decisions early on in the project was to build a simple tilt forward front end. The entire body is welded except for the flip front end that is its own piece; other than that the structure is a unibody like the original. When I mounted the body I gave it a rake in the rear for a bit of a unique look! Since I am using the Fiat suspension as well, it was easy to lower the America with Fiat factory lowering springs from an Abarth.

The entire Fiat electronics are utilised, so the America runs Canbus and OBD2 (*For anyone wondering, these are strange modern car terms in a language Idle Chatter doesn't speak. Ed*), and even has tyre pressure monitors and Bluetooth built in. The original wiring from the Fiat still runs the doors, so when I open the door it states that on the dash.



The car has electric windows, of course. I used the electric motors from a Kia, as they were small enough and could work with the original crank hole; the motor is on the inside of the door, along with an additional metal support panel for extra strength. It works like a charm! Notice how I also had to shorten the door latch so it didn't foul the dashboard!

The rear seat isn't installed yet, but it will be there towards the finish. The rear boot latch from the Fiat was installed, as well as the license plate light. I'm still using the Fiat laser cut key and anti-theft, so it will be difficult to steal this. It's an America that won't start without a coded key!

It's been an adventure since everything is pioneering new territory - nothing is really available for the Austin America, so I just had to hot rod it in a different way.

You can find out the latest on the project by following Jess' Instagram page, from where contact was initially made with the 1100 Club - it's at proautoengineering. Ed.



My Other Car Is....

....a 1960 Singer Gazelle Series IIIA convertible. Chris Hayward tells the story of one of the classics that lives alongside his 1965 MG 1100



Since passing my driving test in September 1968, the day before going up to university, I have owned a variety of cars - one at a time, of course, until I began to indulge my interest in classics. In the summer of 1991, I was looking through the small ads in Autoclassic, which some may remember as a rival publication to Classic Car Weekly, and I spotted a 1970 Vanden Plas Princess 1300 in Damask Red for sale in Welling, Kent. I went to view it, was instantly smitten, and have never looked back! My choice was influenced by the idea that, since the Princess was part of a range of cars which had been seen on every street for most of the previous three decades, there would be no shortage of parts or of mechanics familiar with its workings - an important consideration given my lack of practical expertise - and because it was beautifully finished and sufficiently distinctive to stand out.

Since 1991 I have owned at least one old car in addition to my 'modern', and alongside my 2003 Rover 75 CDT (a car I am unlikely to part with while I can still drive) I now have four classics: a 1965 MG 1100, a 1969 Renault 16 TS, a 1971 Citroën DS, and (the car I have owned the longest since buying it in 1999) a Singer Gazelle Series IIIA convertible registered in Devon in June 1960 as 499 FTT. It had undergone a restoration in about 1990, and the work done then has lasted well, though I am aware of a few areas which could now do with 'refreshing', thirty years later.

and Morris Minors, which means one needs to cultivate one's sources. The upside is that prices are very reasonable, you get a lot of car for your money and you are unlikely to see another one on your next journey.

The Rootes Group was fond of making frequent updates, especially to the Gazelle, first launched in 1956 with a 'proper' Singer ohc 1497cc engine, followed a year later by a Series II front-end facelift. Soon Series IIA saw the installation of a Hillman ohv 1494cc engine, then came another minor facelift for Series III and it was still only 1958! The following year saw more styling tweaks, with the introduction of 'roll-over' rear wings and separate circular rear lights for Series IIIA, a distinctive contrasting side-flash and, in the only Gazelle so equipped, twin carburettors. Even this model lasted only one year, and in August 1960 the IIIB reverted to a single carburettor. My theory is that, with the twin Solexes, Rootes decided they had created too close a competitor for the equivalent Sunbeam Rapier, which was meant to be the 'sporty' one in their medium-car stable, the Hillman Minx being the base model and the Gazelle the 'luxury' one. Another view I have heard expressed is that the two carbs were not easy to keep in balance, but I have never found that a problem.

My car therefore not only has the sprightliest engine of any Gazelle (apart from the 1725cc Series VI of 1966-67), it is also equipped with overdrive on the top two ratios, and the whole package gives lively performance for its time, with fuel consumption in the mid-thirties on a long run. But for me the icing on the cake is the soft top, which folds away very neatly, with no 'hump' behind the rear seats. There is no better car for wafting along country roads in the summer, though I do not feel vulnerable on the motorway either. I should think 90% of my driving is done with the roof down, which is made easier by the effective heater.

I have used it to cover some 70,000 miles, taking the total mileage to 135,000, travelling all over Britain, plus on trips to France (several times), Spain, Italy, Belgium, Switzerland, Germany, Luxembourg, the Netherlands and even Austria. Perhaps the proudest time came in eastern Germany in 2002 when, on my way back from Berlin, I towed a stranded German-owned BMW Dixi for some sixty

miles - probably the only time a BMW has been rescued by a Singer. The most embarrassing episode was when, on a club rally in the Scottish Borders in 2017, I put in half a tank of diesel and had to get it pumped out by a specialist, fortunately before I had started the engine - see **Photo 2**. A Saturday afternoon in Coldstream is no time to be looking for that sort of help, and I had to wait hours for a van to come up from Whitley Bay!

There are two excellent Singer clubs and the car has been displayed at the NEC on the stands of both; it is also the



My formative years were spent in my father's cars: a 1949 Hillman Minx, a 1955 Hillman estate, a 1957 Minx estate, then a 1960 Humber Super Snipe estate which he kept for eight years. I have always had a soft spot for Rootes Group products, and among other classics I have owned over the years have been two Super Snipes and a Sunbeam Rapier, so acquiring the Gazelle could be seen as part of a pattern. Moreover, I have always preferred classics which were out of the mainstream and not the 'obvious' ones. The downside is that parts suppliers for such cars are much thinner on the ground than for MGBs

February picture in the 2021 calendar produced by the Singer Motor Club. I am glad to say that it has been very reliable in my ownership, with mechanical work limited to not much more than normal servicing plus a rebuild of the overdrive unit and more recently of the carburettors. I have also treated it to a very successful restoration of the woodwork and then of the steering wheel - features I see and touch every time I drive the car. When the time comes to slim down my fleet, the Gazelle may well be the last to be sold.



Photo 1: Above Talla Reservoir, Scottish Borders
Photo 2: Stranded at the pumps, Coldstream
Photo 3: Approaching the Bavarian Alps
Photo 4: Cyngordy Viaduct near Llandovery, mid-Wales

Do you have an 'other car' that you would like to tell members about? Please drop the editor a line to discuss further if so using his contact details on page 3.

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A Lifetime with 1100s

Part II of Andy Ibbotson's story, this time looking back at his 1100s, kicks off a new feature for Idle Chatter!



My first and now only 1300 is RGT, which has been in the mag recently in the 'Running Reports' pages. **Photo 1** shows it in happier times. Shortly after buying it, I was offered another one for free. A Mk I four door in Honolulu Blue, reg EAF 959C (**Photo 2**). It had been owned by an old chap in the village and during its whole life hadn't gone further than the local shop. It was terminally rotten due to it being royally bodged with filler by the local garage over the years and the suspension had collapsed, although the engine ran. So it ended up as spare parts. Stupidly I gave the 28,000 mile engine away as I needed the space.



Shortly afterwards, another free gift, ETB 123J, a '71 1300 automatic (**Photo 3**). This one looked good, but had poor welding and cover sills, with the noise of bits bouncing up and down inside when you thumped the sills. Jacking it up caused one door to pop open. I tried to sell it, but nobody wanted it so I ended up scrapping it. These days I would have done it properly, but back then it was worthless and needed a lot of welding. Plus I didn't have the room.

Next up, BPC 969H, a 1970 Morris 1300 (**Photo 4**). This one I paid £40 for and dragged home, whereupon I discovered that the 1300 lump had gone and it had an 1100 engine. It also had the wrong interior. It was pretty sound, having been ziebarted from new, although still needed welding. I did all of that, cutting out the rot, replacing a wing and spraying it in Old English White. I



got a Metro 1300 engine, rebuilt it and fitted that, and it went like stink, what with the higher diff. Sadly the engine gave lots of trouble and I ended up buying a scrap Metro and fitting the engine from that instead, plus a Mk I dash to replace the butchered one that was there. It went really well, but after a few years I sold it to my niece who then got fed up with it and sold it on. Two years later, I saw it on eBay and in a moment of madness I bought it again, then had to go to Leicester to collect it. Six months later I decided I really didn't need it and sold it again. With twelve months MoT I couldn't give it away, and only got £500 for it. One bloke came to look at it and told me it wasn't shiny enough. When I pointed out that there was no rust in it, he said he'd rather have a shiny one. Idiot. I've seen it again in the last couple of years, so I think it's still out there and was still solid.



The next one was an Austin 1300 Mk III, a four door, reg PAF 582M (**Photo 5**) that I used to see driving around. It looked great. I bought it for £100, then discovered it wasn't. It needed a fair bit of welding and we managed to

get an MoT on it. The engine was sweet, really lovely, and was worth more than the car. In hindsight I wish I'd kept the engine or maybe kept the car and done it up, but this one went off to Bristol to its new owner, as with us moving house we had no time to devote to it. Is it still out there?



The next one was a Vanden Plas 1300 Princess, SHY 543G (Photo 6). I saw this locally and had the brainwave that I would replace my rusty RGT with it, as it looked sound, which indeed it was. It needed very little welding for its MoT, but was tatty inside and it ran terribly. I managed to get it sorted out, but got fed up with the twin carbs emptying fuel all over the exhaust so I stuck a single carb

on it temporarily. I realised that I actually didn't like the car much to drive; it seemed wallowy and not at all like the other ones I had owned. I had not bonded with it at all, so I decided to sell it.

"I realised that I actually didn't like the car much to drive; it seemed wallowy and not at all like the others"

A bloke from South Devon came to buy it, but wanted to have the twin carbs, so I stupidly said yes but please send me my single carb back in the post. Most classic car owners are honest and would do that as part of an agreement, but not this bloke. No, I never got my carb back. If you therefore know the owner of this car, please convey my displeasure to him and remind him that, assuming it's still the same owner, he owes me my single HS4 please.....

And then that was it for me and ADO16s. I ran RGT for a further few years until its repeated breakage of gearboxes made me sell it. Now it's back again and patiently waiting for me to rebuild it....

Have you owned a series of 1100s in your life? Would you like to outline your '1100 CV' for other members to enjoy? Please drop the editor a line to discuss further if so using his contact details on page 3.

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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.

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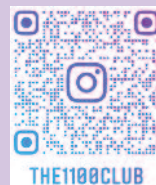
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'The 1100 Club'



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Riley: The Problem Bird

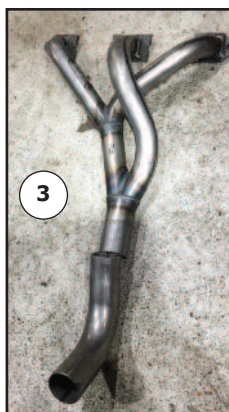
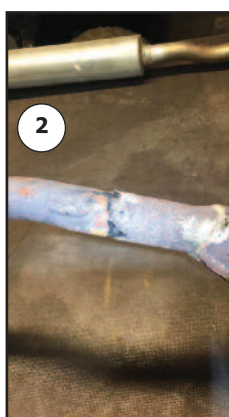
In Part Three of Ryan Caulfield's Riley saga, the problems are manifold and work becomes significantly more exhausting....



First, sorry for the short piece last issue. Many wheels were in motion; please pardon the pun! But from where I left off last time....the mystery popping. So some time passed, as organising the Scotland Tour continued, then many hours in the garage ensued with the help of Tony, Lee and Gordon again, trying to trace the problem with no luck. By this point, we had completed a thorough check of the electrical system - the car now started like one of those yipping toys kids get that backflip! It even shocked Joe, the guy who is storing my cars for me due to having to move back in with the family - he thought it was a barn find! I know the paint's rough, but come on! At that point, having limited time and space, I decided to ask for Joe's help (he runs Area31 garage and storage in a secret location in Norfolk) to basically check over everything - a fresh set of eyes and non-club biased to go through it like an MoT/fault find - I had said to him I'm basically at the point of taking the engine out and carbs etc off. Like with most jobs on Phoebe, as she has sadly been mostly limped and limped for 51 years, I knew it wasn't going to be just replacing one thing - panic stations again for my wallet, I thought.

After a day's work, Joe phoned me up and give me a list of the items he'd noticed, but said the popping was "a real head scratcher, that one..." Cue a few dozen phone calls between us bouncing ideas off each other: "it's either ignition, carbs or exhaust!" We both agreed to fitting an electronic distributor and coil, then that would eliminate anything else on the ignition system as I had been through the rest of it and renewed everything else. I did have a suggestion from Tony and Lee that it could be the counterweights inside the dizzy that needed greasing or were stuck/sticking, but I said yes, let's do it, so that was replaced. Then when this had been done, after much grief trying to get a tune out of the car because of dirty and sticking adjustment screws, the popping now became more regular and almost rhythmic and predicable. Both of us were saying over the phone at pretty much the same time: "Exhaust." Plus I had also said whilst we start taking the carbs off, I'll strip and rebuild them myself to eliminate the carbs causing issues, and sort what I had seen as the 'naughty twin', the left-hand carb which I have mentioned in previous write-ups, believing that it had a newer right hand one fitted at some point.

After a few days Joe got round to stripping the back of the engine and he sent me some pictures; there it was, nearly broken in two (**Photo 1**). The lower section to bottom of the manifold joint had rusted and peeled - it was not looking show winning, put it that way. Plus, more crucially, the overplate (let's call it) was missing (**Photo 2**) - a plate with four bolts that clamps over the exhaust section as a strong joint and



cheap fix to prevent it to a degree - good old BMC. This could also explain why after Tony and I had set the car up and got it running perfectly, driving home afterwards could have put enough pressure on that point to make it suddenly go pop after it stopped running. My thought was that due to the way the original joints were, going male into female and the male side heading 'downstream', the back pressure from the manifold was being forced out of this joint and sending pressure back up the exhaust, hence the popping and backfiring, and could also explain why tickover was fine but any load on the engine also caused this. I am open to suggestions on that, so please get in touch.

Now we thought we had found the problem, the next question was whether I repaired or replaced and with new or old original or aftermarket? So, in keeping with my theme with this car, I decided to modify an existing aftermarket piece with the aim of adding some performance and creating smoother running. The main factor for this decision was also due to the rarity of the original manifolds and their cost; it seems to be an expensive repair unless you really want period correct. I'm sure the original on mine could have been repaired. So, for what I believe is a first, with Joe's input I have designed a modern conversion which I hope could help other members, or at least get the idea juice flowing for members in the same boat.

What I've come up with is using a Minispares inlet manifold from Manifold priced at around £90, which has gas flowed header pipes down to a single 1 and 3/4" pipe and keeping the '3 in 1' style to save space for installation over the LCB system. This allows better heat escape and air flow over the exhaust and driveshaft. My Riley already had a full stainless exhaust for the rest of the way in 1 1/2", so we needed to marry the two ends up as the new manifold ends in 1 3/4". This was achieved by cutting as much and as close as we dared (**Photo 3**) off the larger pipe to fit a reducer to make it all uniform after the headers, with Joe then making the rest of the second section using off-the-shelf bends and couplers. These were added and then, using benders, he made the small kink at the bottom and the main bend on the second pipe (**Photo 4**). The kink is needed to keep it straight against the driveshaft and off the bottom of the bulkhead and front subframe, I believe - space is

very tight (**Photo 5**)! It would then join with the rest of the exhaust straight section in the centre



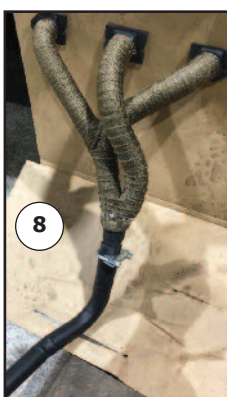
tunnel (**Photo 6**), and on this model off to the right. The manifold and joining piece are all made from mild steel, recommended to me by my cousin George, who is a wealth of knowledge about metals as he has spent his whole life (and even now at 73) working on projects in and with sheet metal fabrication. He also explained to me that mild steel has a far better resistance to expansion and contraction than standard stainless and would be far better for the manifold section for future proofing the pipe. This was tried and tested on larger paper burners in a paper mill he worked in up in Yorkshire.

With all the welding carefully copying the original, it does fit perfectly. I painted the section in turbo manifold high temperature paint (**Photo 7**) and wrapped the top section where it would be under the carbs in turbo manifold heat tape (**Photo 8**), again to future proof the exhaust but also to reduce the heat to the carbs, transmission, cabin and driveshaft. I am sure it is not doing too much, but every little helps and it is cheaper than ceramic coating the two pieces. My only regret is that whilst the job we did looks great, you will not really see it as it will be buried away (**Photo 9**)! Bear with me with this, but if enough demand is generated I could look into

making some kits up for members, so please contact me if you are interested.

But now with that classic line, 'whilst we in are there.....' more work was started, with me stripping the carbs back to nothing, cleaning, cleaning and cleaning again (**Photo 10**), even getting Lee to ultrasonically clean the main bodies of the carbs. Yes, they were really that bad.

Three coats of Autosol polished on with an electric toothbrush left the carbs looking shiny, but my teeth going without! We then went on into reworking the head (**Photo 11**), expanding the exhaust ports to match the new uprated exhaust gasket and then polishing them all up (port and polish only, not gas flowed) plus paint and so on. Whilst in there, I cleaned up the bulkhead and found fresh metal under the surface rust (**Photo 12**), cleaning all the



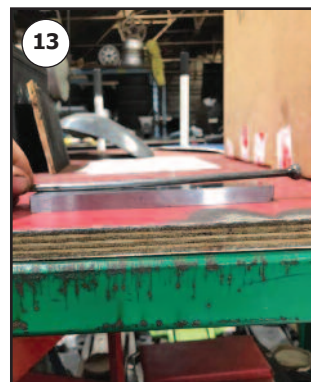
way along, incredibly happy as I had been certain that it would need patching on this usual rust point on our cars. Big smiles all round! Then in another 'whilst we're there' moment, we also found two bent push rods (**Photo 13**), which I put



down to bad rocker adjustment and don't believe I have any end float issue as the car has only done 40,000 miles and it seemed to only affect two but, like a twit, after taking them out I mixed them up, instead of marking them in card as you should do, so yes, I am an idiot!

The next job is now to rebuild the lot and get it running, so see you in Part Four! We are now in 2021 with

Drive It Day approaching, so fingers crossed for at least a drive down a road, stupid lockdown permitting!



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When Harry Met Peggy

In Part Eight of his amusing restoration story, Harry Taylor from Deal in Kent is job hunting, and Peggy is on the move....



You will all recognise that there are many slings and arrows of outrageous fortune that often stand in the way of our struggles with restoring or keeping our cars on the road. They don't just come in the form of a rounded off nut, receipt of a wrong 'handed' part, two inches of water in the footwell etc. Incidentally, the last one actually did happen to Peggy during the torrential rainstorms that covered East Kent before Christmas! Owning a classic does not prevent all of the personal disasters that happen in our lives. Ill health and the loss of family members can stop us in our tracks. In September of 2011, I unexpectedly lost my job - the thing that was funding my family and Peggy. I did consider selling Peggy for spares or repair, but I realised that this would be a short term reaction and probably wouldn't get me too far down the road. So, I decided to back myself to get out of this with Peggy, Marilyn, my mortgage and my bar bill intact.

I applied for many jobs and although by now I could probably get shortlisted for being the Queen, after many interviews I still hadn't landed a job. Frustration was creeping in. In the meantime I also had to move Peggy from the driveway next to the bowls club. There was no way I could afford a garage, but Marilyn chimed in with information about a relative of hers who lived not too far away and he had a driveway with no car. She also mentioned that he could do with a few quid to help him get through. So off I trotted and spoke to Phil, who was and still is a lovely guy. The deal was done and all that was required now was to move Peggy from Bromley to West Wickham. A distance of probably no more than four miles, but given Peggy's condition it could have been 1969 and Apollo 11. As it turns out, the trip more mimicked Apollo 13 but with less chance of survival.

A Saturday morning was duly appropriated for the move. The previous day I had persuaded Len the welder to at least put some metal into the spaces where the floor met the inner wheelarch. We also undid the front subframe lower mountings where they fix to the floor/front bulkhead. I had some industrial one eighth thick square metal plates 4x4 cm with pre drilled holes that we placed on the inside of the lower subframe mounting holes near the floor. I needed to make sure that when Len set off with his van and me in tow, the whole of Peggy would follow him. But it was all going to be fine; Len informed me that he had a special towing bar that he could bolt to Peggy and everything would be just great. Saturday came and I arrived at the driveway ready to go. Len arrived, only an hour late and with stories of wildebeest blocking his route from Croydon - well, that is what I thought I heard. I actually think he was confused by a STOP/GO man at some local roadworks. I was about to ask him whether the GO board had contained advice on an alternative route that took in Azerbaijan, but I left it. After several fags and telling me about his cousin Rachael who was 'top totty', Len bolted the tow arm to Peggy. I waited for him to add the extra linkage but he didn't - he just walked to the front of his van and started up. I looked at the linkage. There wasn't a lot of it. The two vehicles were so close together that they looked like they were mating. I went to the front of the van and said to Len that I thought that the

linkage left the vehicles too close. He looked at me with the expression of someone who has had the beginning of the universe explained to them over the course of six hours by Stanley Unwin. After some time he unknitted his brows, pulled the door closed on his van, put on the hazards, lit up another fag and got ready to go. At this stage Peggy had no braking system - only the hand brake worked - but hey, people had travelled to moon without brakes.

We waddled our way off the driveway and onto the main road out of Bromley. Len gathered pace, so did Peggy. It then dawned on me that all I was ever going to see on this journey was the rear of Len's van in exquisite detail. Although I had put a battery on Peggy so the indicators could be used, this seemed rather pointless when all I could see was the hazard lights of Len's vehicle. I had no idea which route he was taking to Peggy's new home. Consequently, every junction became a game of Russian roulette. I found myself reciting some Buddhist mantra I heard in a documentary and hoping that Len did not encounter the same STOP/GO man with the directions to Azerbaijan. The last two miles were like re-entry to earth's atmosphere. Len had got up to 40mph and I started thinking about what the locals at the Jolly Woodman would say when they saw the 'And Finally' piece on News at Ten which would explain what had happened to me. There is a wonderful piece in '1984' where Orwell describes the feelings of Winston Smith as the cage with the rat is put around his head; the idea being that eventually the rat, becoming hungry, would start to eat Winston's head. Orwell describes how when we are faced with such horrible things our brain switches off from the reality to protect us. I can tell you now that during the journey to Phil's driveway, my brain did no such thing.

At last we reached the our destination and we disengaged Peggy from Len's van and pushed her onto the driveway. I covered her up with a car cover, paid Len and Phil, and made my way back to my home on the bus. On the journey, I looked everywhere but at the front of the bus windscreen. It had all been too much. I landed up at the Jolly Woodman where I regaled my story to the locals who embraced it with all the enthusiasm of someone forced to watch day time TV. I didn't care, I was home and I had a pint in my hand. Time to think - how do I fund this? I had some savings and a good record with my local bank. They were always advertising about how they liked to help people. I am sure that they would have seldom come across anyone who needed more help than me at that particular time. So it was the next day I phoned the bank and asked about a loan. The lady went through all the usual checks and I told her exactly what it was for. As she had no idea what the car was and no interest in it, I spotted my chance and went into great detail about Peggy and I think I even mentioned Len. She glazed over and, in a last desperate bid to cling on to her humanity, she granted the loan. Now, you will have noted that at this stage I didn't actually have a job and that, yes, I was going to have to pay back the first instalments of the loan out of the money I had borrowed. Well, if it was good enough for the chancellor, I thought, it was certainly good enough for me.



The next few weeks saw great progress on Peggy and although Len never actually turned up on time, he put in a new clutch - I had previously tried to move the clutch actuator arm with no success. Len had the whole thing working in forty minutes! A couple of days later we were scratching about at the rust which was inside the engine bay. There was quite a ragged seam where the return edge creates a shelf just behind the carburettor 'dimple' and above which the brake and clutch cylinders sit. You will all be familiar with this particular area and in particular the site just behind the carburettor and air filter. I prodded the seam and at first I was contemplating recreating it with just a welded seam. I probed a little further and the extent of the problem became all too apparent when a view of the heater box became available. There was nothing for it but to peel back the bulkhead and gaze at the disaster that was the air intake and the ruin of the heater box aperture. Looking back it was good that we were brave enough to do it, but we did have one spark of inspiration in making the bulkhead good and preserving the dimple shape behind the carb. As Len was looking around for inspiration in how to shape this part of the bodywork, I spotted a piece of leftover inner sill. If it is reversed, the radius is pretty much the same as the dimple and the part of the bulkhead that meets the return edge. We finished it up and filled it and it was good! Len smiled, scratched his backside and went. Although scratching his backside was a regular event for Len, smiling wasn't. I knew we'd had a good day. Pub....



Next time....Peggy moves again and Len goes up in the world....a trip to Gloucester to get another car....

From the Quilter Collection

John F Quilter in Oregon, USA, has very kindly shared some of his archive collection with the 1100 Club. This time, a superb photograph of the British Leyland stand at the New York International Auto Show in either 1967 or 1968.



Technical Tips and Advice



Headlining replacement, some more plastic moulding, hydrolastic pump building and some other member queries and questions

Badge Restoration

While I was looking at some photos of my car the other day, I noticed that the grille badge was looking dull. I had a root through my box of badges and found another Morris badge (in equally poor condition) but it was off the car so I set about refurbishing it.



The poor condition one shown here is the one off my car, which I have now removed. There is still a bit of polishing to do on the refurbished one, but I think it's best to leave it for a day or two to allow the paint to fully harden first. I think you will agree it's a vast improvement?

Mark Parratt

Plastic Fantastic – An Update



I wanted to send an update on my casting bits, which I mentioned in the last issue of Idle Chatter. I have finally had success with my own personal steering column cowl, and am halfway through casting the little cover that goes over the rear view mirror metal mounting atop the windscreen.



The white pieces are my prototypes, and the black assembly is ready to sand and polish a bit, drill out the holes and install! The A-piece support is also one I cast; my original snapped during wiring work.

Kelly Wood

Fan Failure

The heater fan on our Vanden Plas 1300 is not functioning. Power goes to the switch (light green and white) and comes out for each of the two speed positions (green and yellow and green and brown). The fan also works if connected directly to 12V, but no power comes from the wire that goes to the motor (green and yellow). This wire comes out of the heater box to the terminal on the motor. I assume that it is connected to a resistor inside the heater box which lowers the current for the slow speed

but gives full current for fast speed. The wires from the switch disappear into the main dash loom and I cannot see where they reappear. As you know, the heater is difficult to get at and I want to avoid taking it out as this entails draining the system, taking out the parcel shelf and hence the steering column, then getting at those difficult to access tiny bolts holding the heater in. Is there access to the resistor without removing the heater and dismantling it? Also is the resistor available as a separate item because if so and the only way to get at it is to take the heater out, I may rewire it external to the heater?

Chris Johns

Derek Bayliss responds: The feed comes from the ignition switch and is only live when the switch is turned to the correct position; this wire is LGW (light green and white) and it goes to No. 1 on the heater switch. It is also used for the radio when fitted. Green and brown (GN) goes from No. 2 on the heater switch to the heater, green and yellow (GY) goes from No. 3 on the switch to the heater. Note that there is an inline fuse in the feed wire from the ignition switch which is behind the dash and difficult to get at.

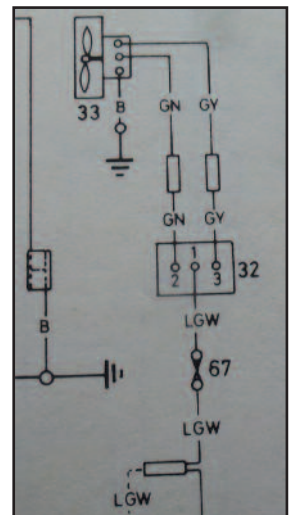


First check you have a feed from the ignition switch, as the fuse may have gone. You can bypass the switch and take the feed wire to the heater wires in turn to prove the switch is not faulty. I have attached photos of how the resistor is located and wired in the heater and part of the wiring diagram showing the heater.

Spannerman's answer: It



should be verified that power is coming from the switch via the green and yellow and the green and brown wires in the correct switch positions, with a load such as a 21W test light. It may not be adequate to just test output with a voltmeter, as very little load is applied to the system. If the supply fails under load, check



on the green feed wire also. Even something like a corroded fuse will often give 12V on a meter, but drop down to almost zero under load. The motor earth should also be checked. The resistor is only used for one speed, so I would expect the other speed to still operate. If the problem does come back to the resistor, which gets quite hot in operation, I would strongly advise against fitting one outside of the heater box. Normally they are cooled by the airflow through the heater. (Vauxhall Zafira Bs and other cars catching alight spring to mind!)

Reply from Chris: Thank you, the photos in particular proved invaluable. Knowing where the wires came out allowed me to follow them through by taking out the ash tray and delving behind the dash. I then found that they were disconnected from the loom, so I have reconnected them and all is well. Both heater speeds now work fine.

Horrible Headlining

I have done a fair bit on my Vanden Plas over the last few months, including redoing the less than perfect sill/floor repairs with all new metal and panels. I made a floor swage tool if anyone wants to borrow it! I have also had a new headlining, cant rail and header rail trims made from the correct cloth. Again, if anyone wants any trimming done I can recommend an excellent and very reasonable trimmer. However, if anyone is thinking of removing a Vanden Plas headlining my top tip is simply don't. The backing is made from a material not unlike pressed loft insulation and breaks as soon as you look at it. It took hours and hours of very careful bonding of the many bits that it broke into and reinforcing with epoxy resin, before it was anything like useable again. Then putting it back in! I still have nightmares about it. Then putting the cant rail trims back in. They are held in by about ten spring clips which have to align exactly with the holes in the cant rail and D pillar, but of course the trim panel hides the holes so lining them up is guesswork and hours of trial and error. If I had realised, I would have lined them up and bonded them in place before the trim material went on. Again, if anyone must replace the Vanden Plas headlining and side trims, they can contact me and from my experience I can perhaps give some advice.

Chris Johns

You can contact Chris on iccjohns@yahoo.co.uk. Ed

Pump Action

A few years ago I decided that I wanted my own hydro-lastic pump rather than having to keep borrowing one, but everything that was available seemed to be too expensive for what it comprised. So I looked to see if I could make one and I gave myself a maximum budget of £50. The easy part was getting the pump. Various water test pumps are available on eBay for between £13 and £20. The problem was the no-loss Schrader adapter; they're not particularly common and the cheapest one available was around £35. However, mountain bike suspension calls for a similar no-loss valve as the suspension vessel only contains a small amount of air. Therefore any loss on disconnection makes a big difference to the pressure. MTB suspension pump spare parts are quite uncommon as there probably isn't a huge demand for them, but I did manage to find a replacement hose complete with no-loss valve that looked suitable. Google for 'specialized UHP hose' to find one; they're around £25 delivered on eBay and elsewhere. I was hoping to find an adapter fitting that would simply couple the two hoses together, as the water pump connector is 1/4" BSP and the MTB pump connector is the same thread as the union nut on a 1/4" com-

pression fitting. Unfortunately I couldn't find anything ready-made, so I had to cut the MTB pump fitting off the hose and replace it with a 1/4" BSP male hose tail adapter from Screwfix and two stainless steel Jubilee clips. Whilst the jubilee clips have worked perfectly, I expect that M4 stainless steel mini hose clips would work just as well. After cutting the redundant fitting off the MTB hose, I slipped the two jubilee clips onto the hose and then heated the end of the hose and the adapter up in boiling water. After a couple of minutes, I swiftly pushed the hose down onto the adapter tail and then tightened up the two clips. Next I wrapped the threads of the adapter with five turns of PTFE tape and used the fibre washer included with the water test pump to provide a watertight seal between the two faces of the 1/4" BSP fittings. Although I was slightly apprehensive about how this solution would work in practice, I've used the DIY pump many times without any problems. As a 1300 owner, it's always handy to have a hydro-lastic pump in your tools.



In total it cost less than £50, which I was very happy with, although I have noticed since that there are pumps available for about £76 on eBay which might be cheaper if you are costing your time. You would miss out on the satisfaction of making your own though!



Components at March 2021 prices:

Water test pump (eBay)	£12.54
Specialized UHP hose (eBay)	£25.00
Male 1/4" BSP hose tail (Screwfix 9264H)	£1.39
Stainless steel jubilee clip 8-11mm x 2 (eBay)	£1.46
PTFE Tape (Screwfix 76841)	£0.29
Total	£40.68

Brent Austin

Tyres: Another Perspective

Having read Phil Rixon's excellent articles on wheels and tyres, I was inspired to carry out some investigations of my own. No doubt we are all aware that the availability of twelve inch tyres for our cars can be a bit of a problem, let alone a lack of choice, and it would seem that Chinese imports are about all we can expect to find, unless one of the well-known manufacturers such as Goodyear, Michelin or Firestone does a limited run or some new old stock is discovered.

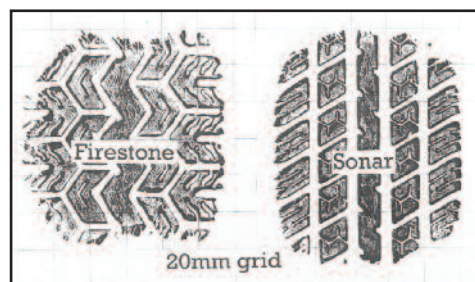
Having lived with 1100s since the mid-seventies, I have sampled only two makes over the first twenty years - Firestone and Vredestein - with neither showing much in the way of degradation like sidewall crack-



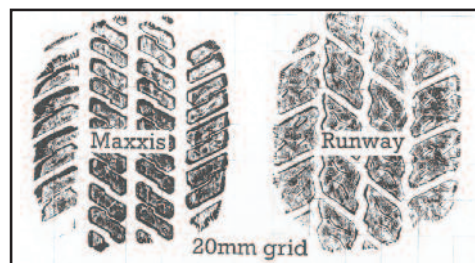
ing, other than normal wear. Both tyres had very broad, flat, block-treads with exceptional grip. Since that time I have had to place a greater reliance on Chinese or European imports. I won't mention any names or makes, but there appears to be an issue here - sidewall cracks appearing within five years, regardless of mileage, and a noticeable apparent reduction in tread width when compared to those from the seventies or eighties.

Having recently purchased replacements for both my 1100s, I was now curious enough to reproduce footprints of all those from my stock. I should point out here that one of my cars is shod with 175/70x12 tyres on 5.5 inch rims. Incidentally, Phil correctly points out the potential problem of fitting wider wheels and then suffering a hydrolastic failure. My solution was to use larger rubber bump-stops, but road humps and potholes make for a harsh ride. I had seven tyres for evaluation - three of 175/70 and four of 155/80, in almost unworn condition. I was curious enough to investigate the effect of inflation pressures on the 175/70 tyres and chose three pressures - 25, 30 and 35psi, measuring footprint area.

Tabulating the results for footprint area: (square inches)				Tabulating the rubber contact area for 155/80: (square inches)	
Pressure (psi)	25	30	35		
Vredenstein 175/70	23	21	16.7	Runway Enduro 806	12.4
Camac 175/70	24.4	22.3	19.7	Maxxis 765	10.8
HiFly 175/70	21	18.5	18	Sonar S-780	11.1
				Firestone S200	11.7



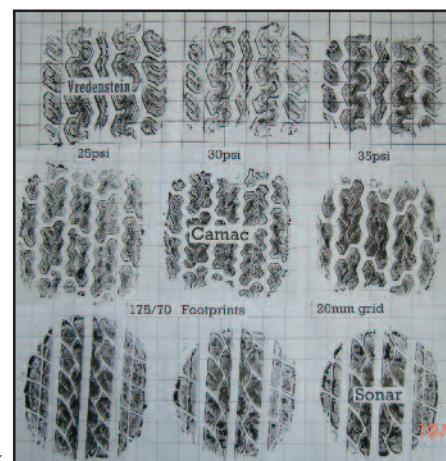
For the four 155/80 tyres I just used one, 30psi, and this time measured rubber contact area. The Firestone S200 was the first radial tyre I bought in the late seventies. I kept a pair for old times sake, even though they had barely 2-3mm of tread depth remaining, but no



sidewall deterioration, even after forty years! The footprint image shows a marked fading of the tread on the outside edge because of the positive wheel camber.

I will leave it for readers to form their own opinions on my results and the footprints, but it could be that our recommended tyre pressures are not ideal for all makes of tyre. Bear in mind that print quality depended on how wet the paint was at the time.

Pete Terpeluk



Mystery Leak

My Vanden Plas had the dreaded water leak from under the dash onto the front carpets when it rained. I assumed that it must be the rusty plenum chamber disaster, but when I came to take the heater out I discovered that one of the fixing bolts was missing and there was a tell tale slight rust mark around the fixing hole. I replaced the bolt and, hey presto, no more leak! An investigation with a boroscope confirmed that the bulkhead and plenum chamber were intact. For anyone with a leaky bulkhead, it is well worthwhile checking that all the bolts are in place before cutting into the bulkhead.

Chris Johns

Gaffney Clamps

Don't forget that Ian Gaffney provides a displacer rehosing support service for 1100 Club members, using his homemade DIY clamp system for replacing a leaking displacer rubber pipe after this very common failure occurs. Ian is committed to helping members keep their 1100s on the road and doesn't even charge for his clamp kits, instead requesting a small donation to charity on his behalf. Ian is always happy to provide guidance on how the pipes should be fitted, and is also very willing to fit a pipe to your displacer for you if you visit him with your removed displacer unit at his home address in south east London or pop it across to him in the post. In this scenario he would charge you return postage for the displacer at cost. Ian's clamps have been pressure tested and his service is fully covered by the 1100 Club's product liability insurance. Ian can be contacted on rehosing@the1100club.com or 07486 115896.

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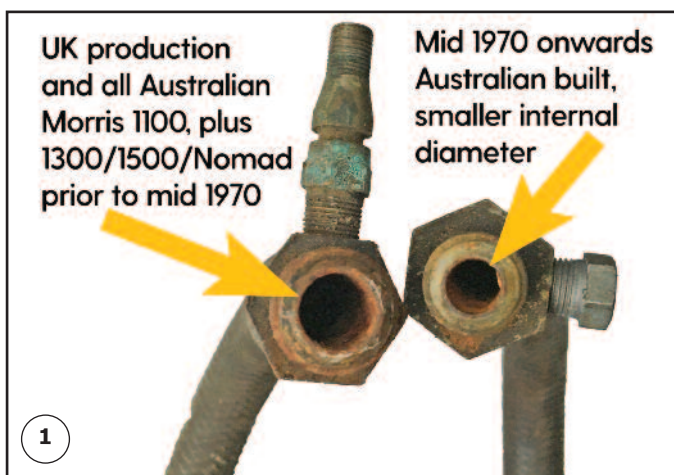


Continuing his popular series of tips, this time Phil Rixon explains what to look out for when selecting replacement displacers for the Morris 1500 and Nomad



I'm a bit fixated on displacers at the moment, specifically finding suitable replacement units, and there are a few unanticipated traps I'd like to outline here.

For reasons still not clear, in mid 1970 the Australian factory reduced the bore of the metal pipes connecting the front and rear Hydrolastic units and also that of their threaded fittings (**Photo 1**). Obviously this is a bit of a headache when looking for complete replacement displacers to simply bolt in, so how do you avoid unwittingly ending up with one that has the other sized fitting?



The factory parts manual lists a 'change point' for this being introduced for each body number prefix. The smaller fittings were introduced:

- Morris 1500 sedans from body YHS10 8756
- Morris Nomads from YH5S1 3199
- Nomad Automatics from YG5S1 775
- Morris 1300 Automatic sedans, YGS6 1823

For the 'Luxury Pack' sedans with prefixes YHS13 (1500) and YGS14 (1300 Automatic) which were introduced mid-1970, all have the smaller pipework.

However, it isn't unknown for the larger pipes and displacers from a more common earlier model to have been swapped in, so to positively identify if your car has the bigger or smaller connectors on its displacers you can measure the actual pipes. The outside diameter measured just below the bulkhead connector will either be $3/8"$ or a whisker over $7/16"$, so a spanner of those sizes can quickly be used to measure. A $3/8"$ spanner will be a snug fit on the later (smaller) pipes, while the $7/16"$ may even be a tad too small to fit around the more common, larger pipes.

Of course, with Ian Gaffney's hose and clamps you can simply reuse whatever sized connector is on the car, even if you choose to install a substitute unit originally with the different sized fitting. One thing to note, though, is that these Aussie built cars have the extra bracing above the front subframe for the different subframe mounting system. Consequently, the displacer rubber hose passes through an oval shaped hole in the bracing (**Photo 2**). It is important to align the clamp so the join in the clamp is in parallel to the longest sides of the oval hole so there will

be no clearance issues when the suspension encounters a sudden bump.



However, if you do simply find a front displacer with serviceable original rubber hose, it is also important to check which direction the fill valve is pointing as by now the hose will have an irreversible arc (**Photo 3**).

"...decades after leaving the factory some become left or right only due to the initial positioning of the valve"

In some cars - particularly the OHC engined ones - the valves were aimed to the front of the car on the production line for easier access. This means that even though displacers are not 'sided' when new, decades after leaving the factory some become left or right only due to the initial positioning of the valve. A forward pointing valve on one side will, if swapped to the other side of the car, be aimed into the bulkhead!



Technical advice is provided in good faith as a way of supporting fellow ADO16 enthusiasts, and by way of suggestion only. Please note that you follow any advice given at your own risk and neither the 1100 Club, Spannerman, the spares advisors or magazine contributors can be held responsible for any problems, issues or injuries that may arise. You must ensure that, before following any technical advice, you ensure your own safety at all times.

Membership News

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

Mr S Woods
Mr J de Jong
Mr D Edwards
Mr N Cowen
Mr I Mackenzie
Mr B Price
Mr J Robson
Mr L Elliott
Mr E Cano
Mr R Cooper
Mr S Taylor
Mr R Chiles

Haddington, West Lothian
Heemskerk, Netherlands
City of London
Blackpool, Lancashire
Holmfirth, West Yorkshire
Newport, Isle of Wight
Harrow, Greater London
Cardiff, South Glamorgan
Canteleu, France
Ryde, Isle of Wight
Longhope, Gloucestershire
Woking, Surrey

Wolseley 1300 Mk II
Morris 1300 Mk II

Wolseley 1100 Mk I
Austin 1100 Mk II
Vanden Plas 1300 Mk II
MG 1100 Mk I
Wolseley 1100 Mk I
Wolseley 1300 Mk I
Austin 1300 Mk II

....and welcome back to the following members who have rejoined us after a gap!

Mr T Simpson
Mr B Macphee

Aldershot, Hampshire
Ardingly, West Sussex

Austin 1100 Mk III
Austin 1100 Mk I

Classified Adverts

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

Cars For Sale

1971 Austin 1100, two-door, manual, 38,000 miles, has been stored. Pretty solid, one floorpan needs welding, good project, needs general recommissioning. £2295. Part exchange of another classic possible, even a rusty one! Contact Jerry on 07702031268 (East Grinstead)



1968 MG 1300, Tartan Red, rare special order model with four doors and automatic. Body makeover with new original front wings and an inner wing, other repairs as necessary, full respray, new bumpers, tyres, replacement dash etc. £7750. Contact Terry on 020 8367 2874 (Enfield)



Vanden Plas 1300, K reg, off the road and garaged for many years, for spares or repair. Three owners and about 56,500 miles. Bodywork requires attention, was taken off the road due to manual gearbox failure. Seats and headlining good. Miscellaneous spares, including windows, bumper, bootlid and exhaust box. Offers invited. Contact Joy 01823 461856 or 07970 108490 (Taunton)



Parts For Sale

1968 Vanden Plas Princess 1300, breaking for spares. No engine, but otherwise largely complete car, with wood trim and leather interior available, and reasonable overriders too! Contact Richard on 07398 002659 (Honiton)



Bootlid, condition as per photo. £40. Contact Ian on 07788 463807 (Kenilworth)



Bootlid, good solid condition. £30 plus postage. Contact Chris at RMW Recycling Metal and Waste on or 01885 488448 or chris.garside@recyclingmw.co.uk (Bromyard)



Riley parts, as per photo. Lights and whiskers are new. £100 plus £10 P&P. Contact Jack on 07739 564886 (Bishop's Stortford)



BMC workshop manual, good condition. £10 plus postage. Contact Gareth on gareth.evans60@ntlworld.com

Rear windscreen, Triplex hotline (although elements do not conduct power). Collection only. £40. Contact David on plrkd12@gmail.com (West London)

Various parts, selling as one lot. Electrical items, interior items, cooling system items, engine items plus an exhaust, two front doors, four rear doors, two bootlids, one bonnet, front and rear bumpers, two windscreens, a rusty rear subframe and more! See 1100 Club website for full list. Contact Rod on 07557 394819 (Ashby-de-la-Zouch)



Registration 'MIG 1100' on retention and available for immediate transfer, fee paid. Expected destination vehicle type is obvious! Reg number is 'dateless' so can be transferred to vehicle of any age. Price, predictably, is £1100! (Registration MG 1100 is on a 1931 Midget and unlikely to be available soon). Contact Chris on 07717 696053.

Three rear light lenses, good condition with no damage. Contact Ian on 07809 894166 (Stockport)

Strip speedometer, type SR 8507/04, 1280 turns per mile, Mk II onwards, suit automatic or manual if speedo drive gear changed. £30 plus carriage at cost. Contact David on plrkda12@gmail.com (West London)



Wanted

Rear seat for Countryman or Traveller. Contact Rob on 07867 650484 or chilesr@hotmail.com (Woking)

Mk II/III Austin/Morris front panel or front panel corner repair sections. Also interested in any **floor panels**, whole or repair sections. Contact Lee, Fenland Branch area contact, on 07943 842166 or norfolk-fenland@the1100club.com

Override, in excellent condition. Contact Ralph on ralphbrade@hotmail.com or 07801 900979

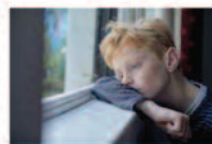
Don't forget that as an 1100 Club member you can email Spannerman on spannerman@the1100club.com for technical support and guidance. You can contact Derek Bayliss by phone using the phone number at the front of the magazine; Derek can also provide advice on spares and you can email spares-adviser@the1100club.com for that too. You are always welcome to post a query as a Visitor Post on our Facebook page; we will then share it so that other page followers can offer their thoughts and suggestions.

Drive it Day in support of Childline®

As we fast approach Christmas, the New Year will soon be upon us. In issue 5, we announced the FBHVC charity partnership with Childline® for Drive it Day on 25 April 2021. This year we have introduced four different variations. They come in two sizes (depending on the size of vehicle) and in two donation amounts.

Drive it Day Rally Plate (white background) priced at £10.00 (minimum donation to Childline® is £5.00) and a Platinum Drive it Day Rally Plate priced at £30.00 (minimum donation to Childline® is £20.00). Both come in two sizes; regular and a smaller version for motorcycles. All four variations are pre-drilled with four holes and come with two cable ties.

If you wish to support Childline® and the amazing work they do, please visit the Drive it Day website <https://www.driveitday.co.uk/> where you can purchase a rally plate from 1 December 2020.



And finally....

Happy birthday to Swansea based member Nick Atkins.

How about this for a Riley nice cake?



BMC 1100/1300 – Reliable Parts – Reliable Service

Rear Subframe	£ POA	Rear wheel cylinders Mk I	£12.00	Oil pressure switch	£6.00
Under rear seat repair panel	£20.00	Rear wheel cylinders Mk II/III	£10.00	Differential oil seal	£3.50
Crankshaft oil seal (flywheel)	£3.50	Oil filter (cartridge type)	£3.50	Mechanical fuel pump	£20.00
Track rod ends (all)	£7.50	Oil filter (spin on type)	£3.50	Water pump (best hi-flo with gasket)	£25.00
CV Gaitor Kit (Best Quality)	£7.50	Oil filter (automatic cartridge type)	£6.00	Subframe mounts	from £8.00
Steering Rack Gaitor (pair)	£7.50	Air filter (1100 conical type)	£6.00	Full front subframe mount set	£65.00
Front/Rear wheel bearing kits	£19.50	Air filter (1300 circular type)	£6.00	Full rear subframe mount set	£60.00
4 part clutch	£35.00	Thermostat	£3.00	Engine mounts	from £7.00
4 part clutch kit (the best)	£70.00	Fan belt (dynamo)	£3.50	Full engine mount set (not inc s/wich)	from £22.50
Clutch flexible hose (new)	£14.00	Fan belt (alternator, genuine)	£4.00	Sandwich plate	£17.00
Clutch slave cylinder	£22.50	Head gasket set (1100)	£10.00	Exhaust rubber bobbin mount	£1.50
Clutch master cylinder		Head gasket set (1300)	£10.00	Radiator cap	£4.50
(original Lockheed grey colour N.O.S)	£ POA	Head gasket set (GT)	£10.00	Rubber Radiator Shroud	£15.00
Copper Brake Pipes (ready made)	£ POA	Rocker cover gasket	£1.50	Expansion tank cap	£4.50
Brake master cylinder		NGK spark plugs (set of 4)	£9.00	Wiper Blades complete with rubber (pair)	£18.00
(original Lockheed grey colour N.O.S)	£ POA	Rotor arm	£3.00	Fuel tank sender unit (genuine)	£ POA
Brake master cylinder (modern type)	£48.00	Contact set	£3.00	Bottom end gasket set	£10.00
Brake pads Mk I not for Mini, TR7 etc	£15.00	Condenser	£3.00		
Brake pads Mk II/III	£25.00	Distributor (New)	£55.00		
Brake discs (pair) Mk II/III best quality	£60.00	Distributor cap			
Brake shoes	£25.00	(early screw terminal side entry)	£9.00		
Brake flexible hoses	from £9.00	Distributor cap (push on type)	£7.50		
Handbrake cable	£10.00	Ignition lead set (best quality)	£18.00		

LOTS MORE ITEMS IN STOCK
Please call for availability

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



People feel strong about Morris

"If Morris ever better my old 1100" I said, "I'll buy it!"



Sold to the man in the blue sweater.

A new Morris 1100 Mk II.

Even better than the Mk I that he's raved about for the last three years.

What's changed in the Mk II?

The radiator grille, the road-wheels, the seats, the dashboard

finish, the door trim, the rear lights. All kinds of detail improvements that Morris have always been so finicky about.

What's unchanged?

The things that no Morris 1100 owner would want changed. Frontwheel drive that holds the car to the road like a limpet.

Hydrolastic[®] suspension that levels out the roughest roads. And transverse engine to give more stretch-out room inside than anything in its class.

Visit your local Morris dealer—he'll tell you all about it.

Morris 1100 Mk II from £699 Inc. Tax.

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