



**In this issue:**

**A New Member Writes: Introducing SBR**  
**Technical: The latest on E10 fuel**  
**Duotone Paint: A follow up**



# Idle Chatter



**September-October 2021**

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

**[www.the1100club.com](http://www.the1100club.com)**

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**Copy Deadline for Nov-Dec Issue**  
**18th November 2021**

# Ed Lines



Welcome to the September-October edition of Idle Chatter! It seems like ages since I last wrote a magazine introduction, but this is of course because the July-August issue was out a bit earlier than usual so that everyone had the last minute National Rally information before the event. I very much enjoyed seeing lots of you there and catching up with you, having not been able to do so for some time before that. We bring you a full report from the show in this issue, along with a report on the BMC and BL Day at Gaydon, a follow-up on Phil Rixon's superb 'Duotone' feature, a new member writing about a lovely MG, a great piece on leather recolouring and lots more!

This edition of the magazine also has some great technical content, with several questions answered by Spannerman, a new 'Tip of the Month' spot from his experienced pen, a 'Tip From Down Under' involving fuel and water pumps, and speaking of fuel, the latest from the FBHVC on the E10 petrol situation. You will have now been seeing the E10 labels on the petrol forecourts, so whilst there are differing opinions on how we should manage this new development, we bring you the best information out there to help you decide how best to proceed.

The increased ethanol content in standard unleaded fuel is, of course, aimed at bringing down vehicle emissions that are linked to climate change - a laudable aim, in the same way in which the Ultra Low Emission Zone in London aims to improve local air quality and therefore the health of those who breathe it. All of which, as a former geography teacher and someone who is very concerned about the future of the planet we live on, I do in principle support. But there are always trade-offs for other parts of our lives - in my case, my daily driver Vauxhall Cavalier will no longer be able to drive to one of my work locations without incurring a daily £15 fee when the ULEZ expands in October, which is a pain. Ironically, due to the ULEZ historic vehicle exemption, I can still take the Shed there without incurring the cost, so guess what - it looks like I might be in for a bit of 1100 commuting again when I have to drive there! It's a funny old world....

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

## FRONT COVER

**PART OF THE NATIONAL RALLY FIELD AT  
NORTH WEALD STATION ON 31ST JULY**

## REAR COVER

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# Club Information



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## Your Club Committee



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## Technical and Spares Support for Members

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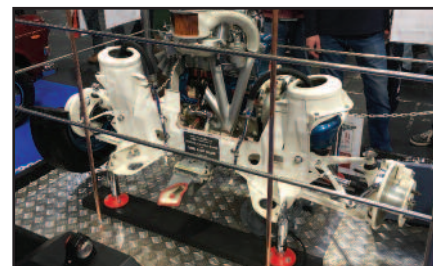
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## 1100 Club Heritage Preservation

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.



**Distribution:** Six times a year **Edited and Produced by:** Dave Wilkins  
**Printed and Distributed by:** LA Digital

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'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.

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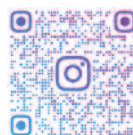
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The 1100 Club is a member of the FBHVC. This is the umbrella organisation for all classic car clubs which lobbies the UK Parliament on behalf of classic car owners.

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| <b>Hampshire</b>                  | John Norris           | 07896 639640 (text preferred)<br><a href="mailto:hampshire@the1100club.com">hampshire@the1100club.com</a>                  | Last Thursday, 7.30pm, <i>Cams Mill</i> , Fareham (PO16 8AA)                                                    |
| <b>Hertfordshire</b>              | Harvey Foster         | 01763 261250<br><a href="mailto:hertfordshire@the1100club.com">hertfordshire@the1100club.com</a>                           | First Wednesday, 8pm, by arrangement                                                                            |
| <b>Lincs and Yorks Wolds</b>      | Dave Bedlow           | 01472 840364 or 07548 127162<br><a href="mailto:lincs@the1100club.com">lincs@the1100club.com</a>                           | Meetings by demand<br>Contact Dave for more details                                                             |
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Always call ahead and check before travelling to an area meeting.

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

# Chair Chat



Hello everyone. I hope you are all keeping well.

At last we were able to hold our National Rally, albeit a one day event as opposed to the usual two, but what a great event it was. It was lovely to see so many members after such a long time and so many of our cars. My thanks to Lee and Oona for organising the show which was no mean feat, with so many changes in restrictions leading up to it. My thanks to everyone who came along and supported the 1100 Club, and it was great that not even the afternoon rainfall (it just had to rain at our National Rally, didn't it!) could dampen our spirits!

More good news since the last magazine is that our exhausts are back in stock and selling fast. At £134 delivered to your door here in the UK they really are great value, and so much cheaper than the equivalent being offered on eBay, even if you add your membership subscription to that price. Another great reason to be a member of the 1100 Club, that's for sure.

That's it from me this time. Do keep safe everyone and let's hope we can all meet again very soon.

*Robbie Clayton*  
chairman@the1100club.com

## Looking Back

### *Memory Man is enjoying a sunny afternoon up on the Great Orme*

My thanks to Mike Owen from Llandudno who shared this view with us on Facebook recently. It was originally a postcard produced by E T W Dennis and Sons Ltd of Scarborough who closed down around 2000, so hopefully there will be no copyright issues involved by reproducing it here. It shows the Summit Complex and Visitor Centre on Great Orme Head, just west of Llandudno in North Wales, the location for one of the eleven optical semaphore stations that formed an unbroken eighty mile chain from Liverpool to Holyhead in times past. The photo was taken around the late 60s or early 70s, the most recent car shown being a Ford Cortina Mk II introduced in 1966, and features one of the cable hauled tramcars which travel from Llandudno to the summit station.

The cars seem somewhat randomly parked on the grass, but starting at the top left we have two sporty looking machines I can't identify, both of which appear to have been coloured in, as was common with postcards of the time. On the far side of the access road is a Singer Gazelle V, a Hillman Minx Series VI, a Vauxhall Victor FB and a Mini.

Pulling onto the grass from the access road is a Triumph Toledo and parked alongside the access road is a Ford Lotus Cortina Mk II (or a lookalike!), an ADO16 (by the look of it a Mk I, with a lady peering into the front window), a Renault 16, (lovely cars these, way ahead of their time - my parents owned one which I drove quite often), a Ford Cortina Mk I, an ADO16, a Ford Cortina Mk II, a Mini, a Simca 1301/1501 and a further Ford Cortina Mk II.

To the extreme bottom left another ADO16 is parked on its own and a group of four cars at lower centre comprise a Hillman Super Minx, two Ford Cortina Mk IIs and a Rover 2000 (P6).

Another group of four cars to the lower right include a Ford Popular (100E), a further Ford Cortina Mk II (coloured in lurid shades of yellow and green!), a final ADO16, this time a Mk II and sporting a roofrack, and a Morris Oxford Series VI.

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



# 1100 CLUB REGALIA for 2021



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| Medium | 38 in | 97 cm  |
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| XXL    | 50 in | 127 cm |
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|     |       |        |
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Fernand Pinckney – Regalia Secretary Tel: 020 8805 2239

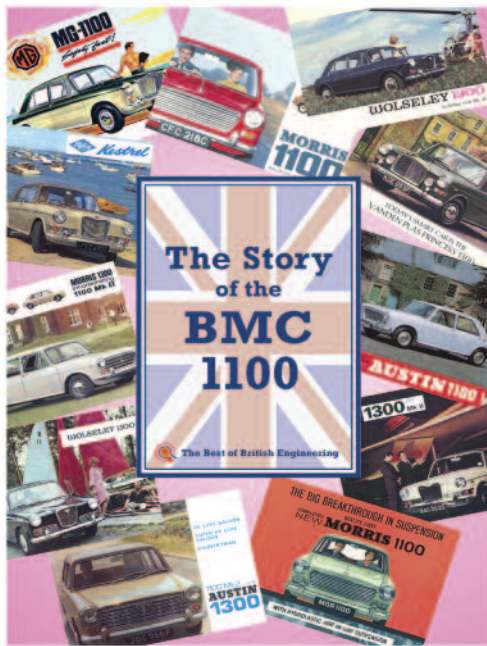
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# 1100 CLUB REGALIA for 2021



**A must have for the 1100 enthusiast**

## The Story of the BMC 1100

ISBN 978-1-84549-539-8

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

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

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

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

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

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# In Brief



*News, views and stories from the world of ADO16s*

## Put Out to Autograss



This is a photo taken on a super cheap camera in around 1982 or 1983, just after this Austin 1100 was finished and ready for Autograss, built and hand painted by Trevor Moffatt.

*Alastair Moffatt*

## Model Response



Noting David Chard's Dinky 1100 on p16 of the last edition of Idle Chatter, I thought you might like to see my own Dinky 1100. Many years ago I did my own restoration in memory of my full size car, in Tartan Red with Dove Grey interior and complete with the obligatory BMC green engine. I did even try to reproduce the number plates, but was unable to make them small enough and we wouldn't have been able to read the number anyway!

*Brian Hauxwell*

## Badge Engineering

I wonder if anyone in your club can answer a question for me please? Back in 1970, my father bought a 1967 Austin 1300 Mk I, reg TNK364E, fitted with a twin carb 1300 engine. On the back it had a professionally made chrome decal stating 'Milletrecento'. The car was relatively new then. Was it a conversion of a young car by an enthusiastic owner, or a little known derivative produced by BMC? It was painted in the MG colours of Connaught Green over Old English White, and looked fantastic!

Sadly, however, it was a bit of a disaster. The engine was constantly going out of tune, and the body was full of rust. As soon as Dad bought it, it had to go back for new sills. The floor was also very rusty. It looked beautiful, though, and when on song it really motored. I would be really interested if anyone knows anything about how it came about.



I wonder whether it was some form of works special, or specialist convertor such as, I think, Costello, or was it Coombes, did with the MGB V8? My reasons for suggesting that include the fact that the car would have been new, or virtually new, when the work was carried out, and I didn't think they offered the 1300 engine in the Mk I, or should I say 'original', given that there is never an official Mk I version of anything! I do not recall there being green under the cream, or vice versa, and this colour scheme would only have been offered on MGs, so one would think if it was an aftermarket conversion it would have started off life as either overall cream or green and the second colour added over the top. It also had a chrome strip running along the side, which was not something generally offered on the Austin. Surely it would have been easier, and probably cheaper, to have bought an MG or Riley in the first place! Finally, the 'Milletrecento' script on the back was chromed, of manufacturer quality and definitely not an amateur's attempt. All in all, very intriguing. I wish now I had thought about it more at the time, and made enquiries then!

Just to complete the story, Dad bought the car from Jimmie Callaghan, a small garage in Shepton Mallet, Somerset, and part exchanged it for a Triumph 1300 at Moons Garage in Gloucester. The Triumph was a lovely car, very quiet and comfortable. Dad kept it until it rusted away, but it was very slow compared to the Austin! I tried to get him to swap it for a beautiful black Riley 2.6 with a lovely red leather interior that was in the showroom of the local Vauxhall dealer, Cordwells of Stroud. Unfortunately he did not get on with it - he was fairly short in stature. They even offered him money for the Austin against the Riley. Had he agreed the deal, I suspect the Riley would still be in the garage now. I think it survives in a museum.

*Nick Helliker*

*Any thoughts? We have never heard the 'Milletrecento' name associated with the ADO16 before; Fernand Pinckney pointed out that it was actually a Fiat model,*

with the Fiat 1100 badged as 'Millecento' and the Fiat 1300 being 'Milletrecento', and after much internet searching, found a picture of such a badge on the dashboard of a Fiat (below). But it is also interesting that all this had happened to Nick's dad's car in the first three years of its life - really quite early for such work to have been attempted by an owner. Your input via the usual editorial channels would be most welcome. Ed



## A Scenic Drive

I have recently created and posted a video showcasing a little drive in my Austin 1300 GT, since a few viewers on YouTube have requested it. Please note I'm no expert with the video camera, so don't expect studio quality, and if the running time is too long for you, please use the fast forward buttons!

Andy Walters

The video is fabulous in every way - a constant internal debate about whether the sound of the car is more captivating than the Scottish scenery, or the other way around? The video is linked to our YouTube channel; you can click <https://youtu.be/HDPlt9LxVAA> to view it right now if you are reading the magazine online, or scan the QR code with your smartphone or tablet if you are reading the hard copy. Ed.



## 1100 For Hire



Just a couple of pics of the Austin 1100 Mk IIs that my grandad hired in 1969, located in the Peak District. I love the colours, and would love to own one myself if I had the room.

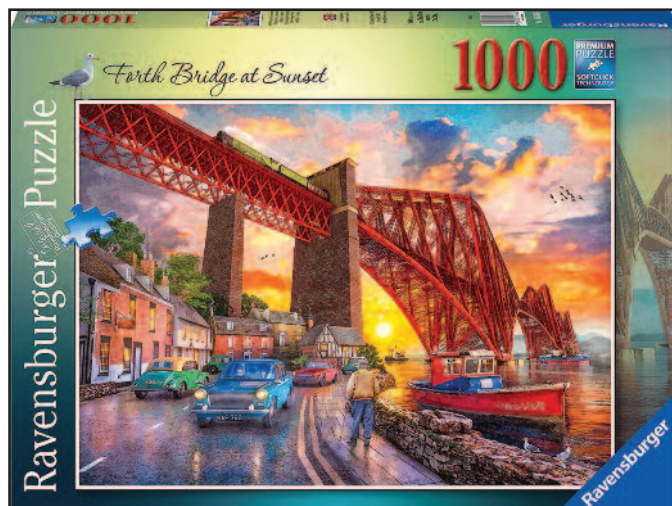
Paul Welden

## Electric Personality

Both Nick Devonport and Ian Gaffney sent in this screenshot, taken from 'Guy Martin: The World's Fastest Electric Car', shown on Channel 4 on Monday 9th August.



## An 1100 Puzzle



Just thought I would let members know that there is a new 1000 piece jigsaw by Ravensburger (a good jigsaw maker) with the title 'Forth Bridge at Sunset' featuring a 1960s scene of the Forth Railway Bridge at (I think) North Queensferry. A blue Morris 1100 Mk I is very much the main car in the picture, followed by a red MGB GT and a green Minor 1000 convertible on the shoreside road under the bridge. If you put the title into an internet search engine, you should get to see the picture and details. There are some for sale on eBay and Amazon.

John Stanton

## A New Member Writes



Welcome to Daniel Basham in Doncaster, who has shared this picture of his new acquisition with us. We wish you lots of happy motoring, Daniel!

## Tax Doesn't Have to be Taxing, or Does it?

With my MG 1300 having been off the road for a number of years, I sent my V5C to DVLA on 2nd March 2020 to get it amended from PLG to Historic Vehicle classification and also to alter the body colour back to its original Green and White, enclosing a copy of the Heritage Certificate for proof.

On the 20th March 2020, I received a letter stating: "Unfortunately the documents were sent to a department to scan to the system and they have not been updated. Would you have copies of the documents sent in to the DVLA? If you do not, can you confirm in writing" ➡

what your query was, and return using the enclosed envelope or reply to the e-mail address above." The V5C then arrived with just the colour change done.

Again I sent the V5C back, requesting it be changed to Historic Vehicle. I got this response: "I have received your application for a vehicle registration certificate (V5C). I cannot issue you with a new V5C showing the change you have told us about as it affects the rate of vehicle tax due. Your V5C will be sent separately. Before you get a new V5C you must tax the vehicle under the new rate/tax class. You will need to apply for vehicle tax, or exchange the current vehicle tax by filling in a V10 (application for vehicle tax). You will need to send this application to DVLA, Swansea, SA99 1BF. Whether taxing at a Post Office or DVLA, you will need to include all the documents we ask for on the application form."

I gave up at this point and decided to wait until the car was ready to go back on the road. A few weeks ago, a fellow 1100 Club member mentioned that he felt sure you could get your V5C amendment done at the Post Office. With nothing to lose, I took my V5C into my local PO, explained all the problems that I had had with DVLA and was told, "No problem, we can do that." Not being totally convinced, I waited a week before checking "Is My Vehicle Taxed?" on the DVLA website and, sure enough, it came up TAXED! Had I followed the DVLA's instructions, it would have cost me six months tax, probably only getting a proportion of that back when reclaiming. Don't give up - you can beat the system.

*Fernand Pinckney*

## Peeling Back the Layers

Alastair Moffat has shared these clippings with us about the fibreglass body that Peel made for the ADO16 range. Does anyone know any more about them? Where did they end up?



### BMC 1100 Body

Peel Engineering also produced two fibreglass BMC 1100 car bodies. Apparently BMC sent a man over to produce a set of jigs to allow the body to be drilled where fittings needed to be placed, however, the Peel engineers had put bushes into the mould in all the right places so that the holes were drilled before the body was removed from the mould!

## Scam Warning

We have again had an issue whereby members advertising cars and parts on the 1100 Club website have been targeted by scam purchasers once their adverts have moved out into the general public area. Like last time, this has involved the interested party offering to pay for items by cheque, sending more money than the

agreed price and then asking for some of that money to be returned to them in cash as part of the purchase. This is essentially money laundering; such requests should be ignored and reported to the relevant authorities.

**WARNING**

Our adverts always start off in the 'members only' area of the website for the first two weeks of any sale, and no issues have been reported from here as only members can access them. Adverts then move into the general public area; if you would prefer for them not to do so at all, just mention this when placing your ad. If you are advertising in the public area of our website, you are gently reminded to exercise all due diligence when responding to an enquiry and to ensure that you are happy with a course of action suggested. People who have no hidden agenda are very unlikely to offer payment through unusual means or be strangely keen to buy without knowing very much about your items.

## Wedding Bells



I thought that members might like to see photos of my Vanden Plas 1300. The restoration was completed just in time for it to be used as one of the official cars at my son Andy's wedding to Trish at the Sitwell Arms hotel in Sheffield on 24th August.



The car was purchased by Andy in 1995 as a total wreck, having sat in a farmer's field for a number of years. Ownership later transferred to me and I began a long restoration over the following years; this was only completed just two weeks before the big day. I was relieved to find it performed perfectly on the day.

The photos show the happy couple on the big day, along with the other wedding car, a Morris Oxford owned by my



brother-in-law Neil. The first photo shows Andy with his nine year old son Matthew, who was the brilliant best man at the wedding.

*Bob Nutton*

## A Dog's Life

This is my neighbour's dog, Beau. He's a big fan of the 1100, always wearing the cap when she goes out!



*Gary Bridle*

## Bermuda Blues

I think this perhaps demonstrates the need for caution when ordering paint. Using the same paint company I have used several times before without problem, I ordered two more aerosols, specifically stating BU40 Bermuda Blue, to smarten up FYF's scuttle. I had my doubts when I started the spraying, but the different shade became really obvious once the masking had been removed from the surrounding area. With these cans only marked Bermuda Blue, the fact that I had mistakenly been sent Ford Bermuda Blue finally dawned on me. I have since ordered some more from the company advertising in Idle Chatter, Autopaints Brighton, and a quick trial suggests it to be a perfect match.



*Ian Gaffney*

## Overseas Taxes

It has come to our attention that a member in the Netherlands ordering one of our 'Story of the BMC 1100' books has been asked to pay €6.50 to collect it from his local delivery office. This would appear to be VAT imposed on items from the UK post Brexit - a page on the Government of the Netherlands website states: "If no new agreements are made, as of 1st January 2021 the rules for purchasing items online from the UK are the same ones that apply when you order goods from anywhere outside the European Union, such as from the United States or China. This means that you must pay VAT in the Netherlands on products that cost more than €22 and you must also pay import duties if products cost more than €150." If you are a European member, it's definitely worth checking on how this is working in your country before you place an order.

# Your 1100 Club Membership

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

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

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

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

# National Rally 2021

*Dave Wilkins reports on a long awaited 1100 Club National Rally - it was so good to be able to meet up again!*



2020 was an unprecedented year for many reasons, but for the 1100 Club it was for one very specific one - the first year without an in-person National Rally since its inception back in 1985. So we were determined that 2021 would see a National back up and running. It still wasn't going to be easy; at the planning stage we still could not be sure that an event would be workable a few months ahead, and even if it could, whether there would be restrictions still in place that would mean a detailed risk assessment and safety measures. Then another hitch presented itself - after trying in vain to get in touch with our contacts at the brewery in Wisbech that was to be our venue, we were finally told that, with regret, it would not be open to the public at all in 2021. Back to the drawing board, then!

We made the decision that we would aim to have a one day in-person event to make organisation (and thus potential cancellation) more straightforward, and also to make last minute venue hunting easier. Events organiser Lee Robinson took the lead, trying various places in the same vicinity as the brewery and finally returning to somewhere we knew well and were on very good terms with - the Epping Ongar Railway. We were last here in 2018, and once again were offered excellent terms by the railway team, including exclusive use of the rally field at North Weald Station. Steam trains and the usual fleet of classic buses would be in operation on the day, and we could reserve part of a carriage on the 'Fish and Chip Special' train in the evening too. Given the relatively late stage we were now at, it was a great result!

This was also the first year we had run an online booking system too for the National Rally, to fulfil our duty of care in terms of potential Covid-19 contact tracing and also to make sure that we knew how many cars to expect if we were required to ensure social distancing on the rally field. In the end, of course, our show took place just after the final step in the government's road map, so this measure was not required, but it was as well to be prepared. The online booking did seem to work well, though, and made checking in at Rally Control much smoother, so you never know, you might see it again!

Saturday 31st July dawned bright but windy, the latter making the erection of Koren's tarpaulin shelter for Rally Control somewhat challenging. Eventually we abandoned the idea completely and hoped the rain would hold off! Fernand was busy setting up the regalia stall, also without the usual big marquee, and Lee took charge of the parking and layout. Some parts were on sale on the other

side of the field, which proved very useful for a lot of people. The cars rolled in over the next hour or so and by about 11am we were quite full, with around thirty 1100s present and a couple of members' other classics too.



An 1100 Club National Rally is always a friendly and welcoming place to be, but this year it was even more noticeable than usual - everyone was keen to chat, meet people, catch up with friends they hadn't seen for two years in many cases, and generally talk 1100s! Spare parts were exchanged, cars examined and problems shared. Lots of members enjoyed a train ride at some point during the day, and quite a few members of the public visiting the railway came across to look at the cars too, with the obligatory "My dad had one of those" conversations taking place on several occasions!



We had decided to have a year off from our proper concours judging due to the constraints of a one day event, instead asking members to vote for their favourite three cars on the field, using the top sheet of their 'free gift' 1100 Club notepad they collected on arrival, along with their fridge magnet and a very nice pen from one of our insurance magazine advertisers.

It seemed that we had managed to book in some typical 1100 Club National Rally weather, with dark clouds rolling

in at lunchtime and the heavens opening at about 2pm, leading to much running to cars! It didn't really stop after that (until the end of the show, of course) so we took advantage of a slight improvement in the conditions to gather everyone together and announce the vote winners as follows:

**First Place:** XAN 580G, 'Turbo' Tony Cole  
**Second Place:** BNN 241H, Daniel Edwards  
**Joint Third Place:** DHJ 196B, David Salter  
**Joint Third Place:** NTO 522M, Terry Nightingale



Chairman Robbie was also asked to award 'Chairman's Choice', and this year he very kindly decided to choose my Shed, which has been a familiar presence at National Rallies for most of the last twenty years.

After that it was time to head for home, with several members arranging to convoy for part of the journey. Chairman Robbie said to the committee team afterwards: "It was great to see so many of you for the first time in eighteen months at Saturday's National Rally and what a great day it was too. Having the cars out and seeing people again was a breath of fresh air in itself! The weather forecast leading up to it said rain most of the day, but it was dry all morning and the afternoon rain didn't dampen the spirits. The al fresco AGM was very laid back and felt like a breeze to get through, which is down to the great team that we have. Lee and Oona, thank you so much for putting this on and at such short notice following the brewery's decision to remain closed this year. The feedback I've had from members has been nothing but positive and rightly so. Koren, please thank your dad again for all his sterling work and thank you to the committee for all your work throughout the year."

On the Sunday of the National Rally weekend, we took forward a little bit of our 2020 #nationalrallyathome, asking members to submit pictures of their cars, with the rally plaque attached if they wished; some of the pictures submitted can be seen below.



Lee Robinson reprised his starring role in a Facebook Live technical session, this year filmed by our general secretary (Lee's wife) Oona in something of a double act! Lee used the rather careworn 1300 estate outside his workshop to expertly talk us through how to build and fit one of the 1100 Club's brand new front wings, which areas to look at when making a potential ADO16 purchase and how to start the engine of a car that has been standing for some while. This year we actually managed to save the footage at the end and preserve it on our YouTube channel for posterity, so you can watch it at your leisure or even right now if you wish - click on this link if you are reading the PDF magazine online:

<https://youtu.be/RfXxT-n4BK4>

....or scan the QR code on the right with your smartphone or tablet camera if you are enjoying Idle Chatter on glossy paper!



All in all, it was a great weekend, and amazing to be back in action after the difficulties of last year and the many, many cancelled events. Let's hope that 2020 will remain the only year without an in-person 1100 Club National Rally, and we will be able to do it all again (hopefully with a full weekend of fun) in 2022.



# Area Updates

## Essex

Great, fantastic, brilliant.... are a few words that can be used to sum up the way most of us here are now feeling as we have been finally able to get out and about to shows and our monthly meetings again.

Firstly, big thanks to Lee and Oona for an absolutely fantastic National Rally arranged at very short notice, with lots of members, cars, parts, regalia, an AGM and - to top it all off - a steam train ride with fish and chips and ice cream to follow! Wilma picked up the top award in 'Members' Choice' and topped off a perfect day for me.

Then what about our shows? The Wingfield Classic Car and Commercial Show was recommended by our newest member Mark 'The Panic' Button (get it?) and very nice it was too.



As we were putting up our gazebo, a lady called Alice came over and said that she loved our cars but could only drive automatics. I immediately told her they were made with automatic transmission, she sat in a few and said, "I want to join the club and the mob!" She went on to ask if we could sort a car out for her. "Yes", I said quickly and was on it straight away. I came up with a really nice Wolseley; she said yes and that she would get the money, but it would likely take about four weeks. "No problem," said the seller, "...as long as it's still in the 1100 Club and is well looked after." About three weeks later, Alice told me that her father had been taken very ill in Ireland, she



would be going over to look after him and would therefore need the money for that. Panic, living up to his nickname, said, "I'll have it!" and promptly bought it instead. He has also just told me that he bought an immaculate Vanden Plas the week before too. He is now our latest new member and has three 1100s; you just can't keep them down!

The Classic Vehicle Day at Waltham Cross was the next event a few of us went to. This is one where they line all the classics up on one side of the main road at an angle before the shoppers are let in. It is normally advertised on local radio and in newspapers, so is very well attended. There is a different type of public here too, as a lot of people are not used to seeing classic cars. It rained most of the day, but again Wilma picked up the 'Car of the Show' award and I was presented with it by the mayor and mayoress under umbrellas!



The Essex Family Fest at Havering, a charity show, was next. It was a first for us, and sorted out by Terry 'The Bus'. Matt couldn't make it as he was having trouble with his engine, and Ed turned up in his mate's Rolls Royce - we still let him park at the back of our club stand! He has got one of the 1100 Club's new exhausts, but it's not fitted yet. It was a great show with plenty of room.

Tewin was next and located on the cricket green - probably the best field we go on! Danny 'The Bike' turned up with another gazebo to match ours, saying that he had bought it for the club as we had been so good to him. It was a very nice gesture and much appreciated, so a big THANK YOU from the mob! It was soon put up and we now have twice the space to drink tea. I still don't know if it was a prank or not, but when I sat on my chair to drink my tea the back collapsed and I fell backwards! When the laughing stopped and I was back in the chair, unbeknown to me my tea had also gone onto Pete's chair, with the result that when he went to get up, the back of his trousers were wet and we still don't think it was tea! But still a great show, with lots of hot sun.



Buntingford was another Saturday town show, also very hot and very crowded. Motorbikes and hot rods are also invited to this show, but again we still had lots of attention paid to our cars. The Essex Classic Vehicle Show at Colchester Castle was another new show for us, and as it was a lot closer to our 'other half' branch of Fenland we arranged to all meet up on a big club stand. It was a

fantastic hot sunny day and it was great to all be together like old times again. Lee was having trouble with his headlamp, so all hands were on it.



In terms of our cars, Fernand 'The Professor's' MG only needs the back screen put in now as a new rubber was needed, so that will be on the road very soon. Terry 'The Dust' is waiting for his GT to have the trimming done, with new carpet, headlining and black vinyl roof planned. It's now up and running and complete with brakes and suspension, so not long now. Terry 'The Bus' now has his 'Tango's' estate car body back home and in bright orange, so he will be getting stuck in to putting it all together again; most of the parts are sprayed and ready. Matt has trouble with his engine and thinks it's bottom end - big ends and mains etc. He has been offered another engine but is not sure yet if he wants to have his one overhauled. I will keep you posted.

Monthly meetings are going well, except when Terry 'The Dust' went to pull the curtains across to keep the sun out and promptly pulled the whole lot down! Also we have outgrown the pub again and are using the big marquee.



In other news, Practical Classics magazine has been onto me again to do another article on Wilma. I told the journalist that I have done sixteen in different magazines in the last twelve years and it would make more sense if I did one on the 1100 Club instead, but I was told that it wasn't his department! It would certainly be a lot more interesting and informative for their readers than doing the same thing again, so watch this space. Hope you are all keeping well and enjoying your cars and the 1100 Club; keep them all on the road!

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

## Surrey

Hello all from Surrey! Early August saw us meeting at the Marquis of Granby as usual - we probably will not do an 'out of town' meeting this year now. We had just returned from the National Rally at Epping so that was a topic of discussion, together with more cakes for Ken's birthday (also celebrated on the train between Epping and Ongar - see picture above right). There was much discussion of campervans too, as both the Daves now have one, though rather varying in condition! The September meeting only



saw Dave W and myself attend - both in campervans, Dave W's Mercedes and my Citroen C15 on one of it's first run-outs.

We planned attendance at a few shows. I did Ashford (Middlesex) Rotary Club on Sunday 5th September, and of course there is Tilford on 19th September, which comes after I write this.



In addition, Dave W and myself took part in the second 'Alfold Scrump' rally/run, starting from the organiser's house in the Cranleigh area as we did last year. I was in my Morris (the Wolseley having been sold to a local south London member) and Dave in his Rover P4. Some lovely views to be had criss-crossing the Surrey/Sussex borders, but the road surfaces had not improved on last year.



As I write the October meeting should be held as normal at the Marquis (Boris's 'Winter Plan' has just been announced) but if there is any change to that please let me know if you intend to come.

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

## Fenland

Well, it's been a bit more like old times recently, and by old times I mean pre-pandemic of course! My role as Events Co-ordinator saw me scurrying around North Weald Station in Essex where we had our National Rally and I'd just like to say thanks again to the staff at the Epping Ongar Railway for all their hard work and dedication. They run a purely voluntary not-for-profit organisation, and all the money they make goes back into the railway and preserving and restoring heritage locos, carriages and other rolling stock, as well as the platforms and station buildings. We had a good turnout for the National Rally and the weather was nearly with us, ➡

aside from a ninety minute deluge in the afternoon which signalled an early end for many of us! Those staying on for the evening meal train were rewarded with bright evening sunshine, a trip on a steam-hauled train and of course lip-smacking fish'n'chips, Essex style.

Prior to the National I thought I'd better give Morris a shakedown test run before driving from Norfolk to Essex in him, as he hadn't been anywhere for eighteen months other than Morrisons! Three kids, wife and dog all packed into the 1100 and off we went to the seaside, where I got as far as the A47 before the engine cut out dead just as I was about to roar past a tractor! With no hard shoulder I was hoping not to be stuck there. Upon restarting the engine, it ran normally so I pulled away but didn't get much further than the next layby, where Morris conked out again! I checked all the usual culprits - fuel pump, float bowl and float, spark plugs, leads and points. It seemed a bit of a mystery. I changed the dizzy cap for a spare I had and fired him up again, but decided to head back home. All the way home Morris was fine and it wasn't until the incident was shared by Oona my wife on social media that Jack Hays of Tea-m Essex reminded me to check the coil! Of course, that's why it would restart after the coil had cooled a bit and was obviously breaking down inside. With a new coil installed, Morris made the trip to Essex and back without trouble.

Hot on the heels of the National was a much postponed and reorganised family break with the kids to Butlins at Skegness. As much fun as that was, I was really looking forward to the next show when I began sneezing and coughing! The dreaded Covid lurgy. Most annoying, as this interrupted the final stages of putting Andrew and Tash Murray's Austin back together and also meant that we couldn't work to earn money to pay for the holiday expenditure! It took quite a while after the isolation period to get back to match fitness, but it meant I was able to join Gordon Diffey with his stunning Estate on another

lengthy road trip to Essex, this time to Colchester. We decided Gordon would lead the way as he is fully equipped with 12v socket and sat nav, whereas I am positive earth and have no 12v socket. A short way into the trip and belting along at 60mph I gasped as a pigeon came diving down towards Gordon's estate before erupting into a huge mass of feathers and bouncing off into the trees. It wasn't long before I followed Gordon to a familiar layby situation! His car had a stove in grille thanks to the suicidal pigeon! We plucked feathers from many places, pulled the grill back into some sort of shape and pushed on for the show! The incident meant we were late for entry and had to wait to be led to Tea-m Essex and a cuppa! The night before, I'd uncovered Morris and left him in the side garden near the fields we back onto; sadly this had coincided with the combine harvester and a cloud of dust, so I was cleaning this off at the show when I noticed my headlight was no longer attached to the car as it should be! In fact it was held on by the headlamp ring and one wobbly screw! Closer inspection revealed a dent in the headlamp ring, so a mystery prang that I hadn't noticed had dislodged the headlamp. I suspect it was put back in by whomever hit it, and with the dust everywhere I didn't notice the dent in the headlamp ring. By the time I'd dug out the tools for the job from the boot, Gordon had already whipped it all apart and refitted it! Two running repairs completed, a great day was had and the journey home was thankfully uneventful!

Finally, with normal service mostly being resumed, this means that the Fenland branch meetings are now back on. Just a reminder to anyone in the Fenland area that we meet on the LAST Sunday of the month in Upwell at Outpost 1, which is the workshop at my house where we have a hands-on day, tea and sandwiches! We also plan to alternate this with a meal and a drink at a local pub, so do pop over if you are in the area!

Lee Robinson

[norfolk-fenland@the1100club.com](mailto:norfolk-fenland@the1100club.com)

## From Our Social Media



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

**Mike Neale** writes: "Sorting through a few piles of old magazines that I'd left at my parents' house I came across this article in the May 1991 issue of Practical Classics magazine, some thirty years ago. I wonder how many of the cars have survived and whether any are with the same owners? The MG apparently hasn't been taxed since 2000; the Riley, Morris and Vanden Plas are on SORN; the Austin hasn't been taxed since February 2005 and the Wolseley hasn't been taxed since January 1992."



**David Haycock** replied: "The Riley, Vanden Plas and

Morris have all survived and are remarkably still with the same owners after all these years. All remain in good condition and, whilst not currently on the road, can very easily be returned. The MG sadly did not survive. I can't believe it's thirty years since we did this feature. 1100/1300s were very much the frowned upon in the classic world at that time; look how that has changed for the better. Can't often say that about much these days!" **Sid Malik** added: "I own the Austin. It needs some restoration now, having been sat unused since 2005."



Above: Twin carburettors and the distinctive MG grille help to build the MG 1100's more sporty nature. Yet the car retained its four-door practicality. This is the very tidy example belonging to June and Gordon Rouse.



Right: David Haycock's immaculately presented Riley Kestrel displays frontal styling, with the vertically-mounted grille, so similar to that of the larger 472 of the 1960s. Kestrels are now particularly rare compared with other examples of the 1100/1300 range.



Austin 1100s have full-width, 'wavy line' grilles with separate lamp assemblies. Philip Pullinger's low mileage two-door saloon is still giving sterling service in daily use.

**Patrick White** admits that he nicked the picture below from elsewhere, but, he says: "Spot the 1100s outside the much admired Hastings Station. Sadly it was bulldozed in the name of progress."



**Terry Price** shared the picture below from the 1960s, somewhere in Essex. Can anyone be more specific?



We shared quite a few posts celebrating nine years since we embarked on the 1100 Club's LeJoG tour. On one of the days of the trip, members met the late Dr Alex Moulton, engineer and designer of the Hydrolastic suspension. If you would like the day by day journal of the

tour, including our visit to Bradford Hall to see Dr Moulton, it's all on the 1100 Club website homepage - click on <https://www.the1100club.com/lejoGAbout.php> if you are reading online edition of this magazine, or if you are reading the hard copy you can use your smartphone or tablet to scan the QR code on the right to go straight there.



**Tom Mortlock** shared several pictures of his Austin 1300 Mk III in scenic locations, but this one was our favourite - a classic 'chocolate box' scene that could only be in the United Kingdom. It's parked outside the Fitzwilliam Arms at Marholm, near Peterborough.



Our Hampshire local group posted a couple of pictures from a member in the area showing some braided fuel hoses and the way in which they can deteriorate under the braid. They wrote: "Looks like these ones have been changed just in time and the consequences of not doing so don't bear thinking about. When did you last check your fuel lines?" Various comments followed; **Terry Price** said, "I never use braided, I had one on a Morris Minor for nine months and it rotted through." **Joe Lewis** agreed: "Never use them, they are dangerous," and **Mark Jones** added: "Oh my, that cotton braided stuff is hateful. Use a proper SAE J30 R6 fuel hose. I use it on my aircraft fuel systems. Durable, inspectable, very good fire resistance (tested) and can be bought at very good price per metre from Advance Fluid Solutions online. **Ian Gaffney** picked up on a comment suggesting that drivers have themselves to blame by leaving old and tired hoses on their cars: "The catch is that many cautious owners will have heeded the numerous warnings by replacing their old hoses with new shiny braided stuff purporting to be suitable for modern fuel when it is nothing of the sort, in my experience being worse than the fifty year old originals. The hose shown in the Hampshire post looks very much like the one off TYW (above right) that fortunately I caught in time after just two years. By the serious cracking it was clearly way past the dangerous stage long before that." Ian then added: "Backing up Mark Jones' post, this photo shows TYW's still perfect two year old replacement non braided Codan SAE J30 R6 hose that came from Halfords, and Minispares also sell a brand of non-braided J30 R6 too, which is what I got to replace the original for FYF's revival. Like the Codan from Halfords, this is also still perfect after a little over two years. Time will tell, but this does seem the safest option we have at the moment."



# From the Events Diary



*Members often share a quick picture of their car at an event, or a car they have spotted. Here is a recent selection, plus a more detailed report from Gaydon....*

## BMC and Leyland Day

After nearly two years without a car show fix, it was gratifying to see that the British Motor Museum at Gaydon has restarted their events. The BMM is a fantastic venue, being right in the middle of the country and close to the M40, having excellent facilities, a vast area to display cars and ever changing exhibits in the museum, plus the new hall housing the Jaguar Heritage Collection and the BMM cars not previously on show.

The BMC and Leyland Show returned this year after a year off; it aims to display the whole range of those cars, plus a few Ford interlopers. The response was tremendous, with hundreds of BMC and Leyland cars of all types and sizes, including a fantastic display of works competition cars, police cars, fire engines and even a hearse. Several trade stalls were dotted around the site to help visitors find that long searched for part or that tool that is just right to do the tricky job that you have been putting off for months. Of course the 1100/1300 was one of BMC's most successful cars so it was only right that the 1100 Club should be represented and we were, very handsomely, with what I counted as thirteen cars covering virtually all makes and models, many travelling great distances to be there. There was tremendous interest in the cars from the visitors. I wish I had a pound for every time I heard "My dad had one of those". It was lovely to see one family whose eight year old is restoring an 1100 and was avidly inspecting the cars to see what his will look like eventually. Surely a future member of the 1100 Club?

Everyone seemed to take the long journey in their stride and mostly without problems, apart from me, who travelled about six miles and ran out of petrol very embarrassingly just outside of the entrance to the BMM. The lovely cars included that of John Norris, an immaculate GT complete with beautifully made ceramic models on the rear shelf, and David Haycock, who came up with him from Hampshire in his very nice blue Austin 1100 Mk II. Next in line and first to arrive was Ray Hardcastle in his Wolseley, which quite literally flew the flag for the 1100 Club. After that was Sue's 1100 automatic, celebrating its first outing since the 1100 Club National event at Gaydon in 2019, and sitting next along from that was our Vanden Plas 1300, fresh with its new

headlining. Parked behind us was Gordon Diffey's very rare Mk I Morris 1100 Traveller, which drew many admirers amazed at the amount of room inside. One along from the VP was the Harvest Gold 1100 of a non-member (hopefully soon to rejoin the clan) and last in our line-up was the pretty 1970 Riley of Paul Le Blique. Opposite this line up was Ian Creese's very unusual Apache, originally all the way from South Africa.



Sitting next to the Apache was Tony Foster's lovely Riley, and Derek Bayliss was parked a little way away with his Bermuda Blue Riley. There were a couple of other Rileys on the Riley display, one unusual with a metal sunroof. It is interesting that the majority of the cars representing models and makes tend to be the ones with the lowest production numbers, perhaps because the more expensive models lead a more sheltered life. A good example was the number of Riley 1100/1300s at the show relative to Austins and Morrisies.

We were very lucky to be blessed with fine weather as later in the evening the heavens opened. I believe that everyone had a great time and were very glad to have the opportunity to meet up with old friends and to make new ones. Here's to the next time!

*Chris Johns*

## News From North Wales

There were a huge variety of makes and models on display at the North Wales Classic Car and Motorcycle Show at Bodrhyddan Hall on 25th July, but only



one other 1100 there on a very hot day. It was the first classic car meeting for two years for me.

The Auto Club of NW had an invite for twenty-five cars to attend the RAF Valley Families Day. It was a great day out, with various displays. In the picture above right, the Red Arrows can be seen entertaining the crowds.

*Mike Owen*





## And South Wales Too!



We had a fantastic day at a local show at Hanley Farm Shop in Chepstow with a good number of cars on display. David Chard came along for the ride home as well in Walter; his partner took some brilliant pictures of Gwennie driving along! I even discovered that I can start Walter with Gwennie's boot key!

*Joel Crooker*



## Austin in Steam

I noted a post on our Facebook page a while back, shared from the Austin Ex-Apprentices Association, inviting Longbridge built Austins to visit the Midsomer Norton base of the Somerset and Dorset Railway on Sunday 15th August. The railway currently has a very special locomotive on loan called 'Austin 1' - built by Kitsons of Leeds, it was delivered new to the Longbridge Works in 1932 and provided daily service after that. The idea was for it to meet up with some Austins once again! It's not my usual geographical area, but my dad was camping down that way and planning to pop in, I was not on shift at work and the Shed always enjoys a little blast along the A303! In the end I was very glad I went along. It was a fairly small gathering (it had to be as the railway does not have a great deal of parking space on site) but some stunning machines

were on display from a variety of Austin eras, with the Shed and a few Minis from the Midsomer Mini Club representing the slightly later period. All visitors displaying a car were treated to rover tickets for the railway for the day, and when the general public started to arrive later in the morning the interest in the cars was immense; lots of people were asking about the connection to the railway and it was a good chance to remind them about just how significant Longbridge production was to the British motor industry over such a long period of time.



The icing on the cake for me was a sighting of Mike Franklin's lovely MG coming in the opposite direction along the A462 near Warminster - I can't remember the last time I was able to flash my lights at a fellow ADO16 out on the road when we were not otherwise travelling together. Great to see you Mike!

*Dave Wilkins*

I say Virginia, our Austin would be better with period radial tyres

You're right Gerald! I'll contact Longstone and get some 145R12 Michelin MX straight away.

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# Running Reports

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



Hello and welcome to my penultimate running report of the year. Looking back, one of the first tasks I undertook when I bought the GT in 2017 was to give the air filter box a bit of a clean-up, since the original paintwork was past its best. Specifically it was dull, scratched, and in places small areas of corrosion were becoming evident, particularly on the lid. At the time I gave the box a light rub down with fine grade wire wool and followed that up by spraying the whole with black paint and a coat of clear gloss varnish. The finish, whilst certainly not professional, was a reasonable improvement. In the intervening period, however, the overall appearance has once again deteriorated, becoming somewhat tatty, and it was detracting from the otherwise clean and tidy engine bay. A professional remedy was needed! I searched the internet for a local firm that undertook powder coating and found one in my local town. Whilst their bread and butter work centred on refurbishing alloy wheels, they confirmed that they would tackle any metal car components. The box was duly dropped off at their workshop, and about ten days later it was ready. And what a lovely job they made of it too, with the metalwork positively gleaming in its new gloss black finish (**Photo 1**).



To complete the job, a pair of new filter elements have been installed (**Photo 2**), and also to satisfy my 'OCD' I managed to source a replacement facsimile 'Unipart/BL' sticker to affix to the front edge of the box (**Photo 3**).



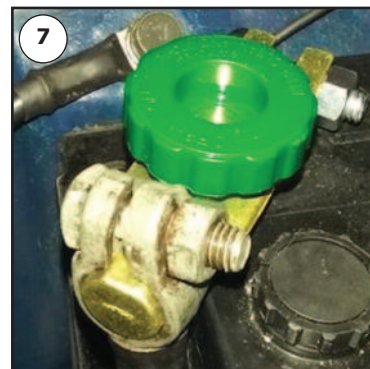
**Photos 4 and 5** show the finished product. Another little job off the 'to do' list.



As a brief addendum to the above, just prior to commencing the refurbishment the company gave me a call to say they had noticed there were two rubber seals situated (stuck, in fact) around the two openings at the base of the filter box, and these needed to be removed prior to commencing work. Reference to a more knowledgeable club member enlightened me as to their purpose! Apparently, these are known as 'elbow seals' and provide an airtight mating between the box and the top of the respective carburettor inlets. They turned out to be in satisfactory condition, so were reused. You learn something new every day whilst owning a classic car.....



Following on from the extremely cold temperatures throughout the country in February, I decided to give my newly installed battery some additional help and protection. Although the only regular power drain is the clock, as I'm sure you know even this can sap the charge between regular start-ups. Therefore I have invested a few pennies and bought an isolator switch (**Photo 6**) which has been fitted to the negative terminal. I know it detracts slightly from the 'period' look of the engine bay (**Photo 7**) and might not be appreciated by some purists, but I figure it will be doing a good job and is easily removed if required.

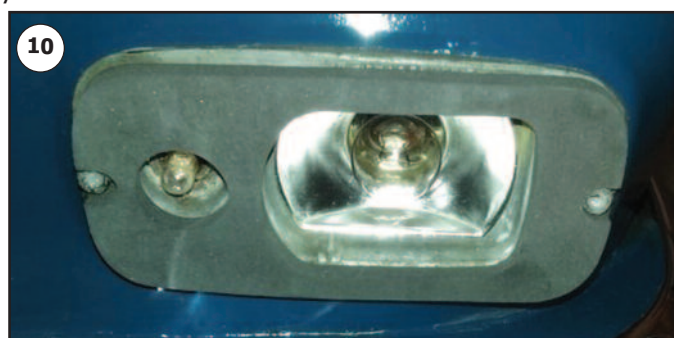


I have become aware for some time of an intermittent 'rattling' coming from the boot area of the car, especially if driving over uneven road surfaces, and more so if the boot is empty, as it mostly is. This turned out to be the wooden luggage floor moving up and down within the three supporting brackets at the rear of the boot, behind the rear seat frame. My remedy? I happened to have some unused remnants of rubber carpet underlay, which I have cut roughly to shape and glued to the underside of the board (**Photo 8**). It doesn't look very pretty, but of course it cannot be seen when the board is in place. The added weight of the underlay enables it to sit more securely, thus stopping the rattling, and as a small added bonus provides a modicum of additional insulation against road noise.



Turning now to the very front of the car, specifically the side/indicator lamps. One of my early tasks after I bought the car was to remove the lenses and trims for a thorough clean.....as one does! At the time I noticed the rubber gaskets therein were very much past their best and exhibiting extensive cracking and crumbling. It's my guess they were original to the car? At the time I could not locate new replacements and was led to believe that they

were unobtainable. This led me to try and fabricate my own by cutting matching shapes from a spare piece of sorbo rubber that I had to hand, with little or no success. But all good things come to those who wait! A recent enquiry via social media drew a positive response in that new replacement gaskets were indeed available via a supplier on eBay. Thus a little more exercise for my credit card ensued (**Photo 9**). It turned out they did exactly what they said on the tin, with correct dimensions and thickness and providing a good firm seal (**Photo 10**). With luck they should last for many years to come.

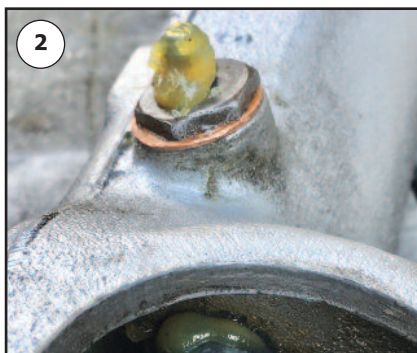
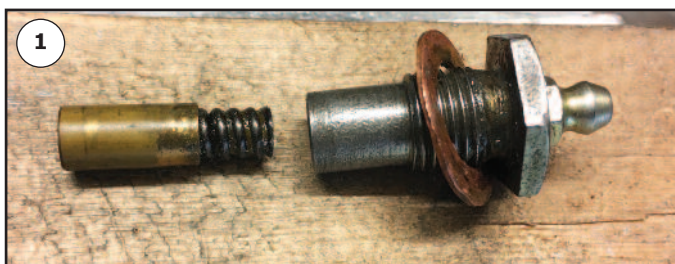


Until next time, thanks as always for reading about the car I always promised myself.

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



As a follow on from the sticky gear changing problems mentioned by Dave Wilkins in the May-June edition of Idle Chatter mag, and now the similar experience new member David Cook is having with his Riley, I've taken my grease obsession a bit further.



Although I drilled and tapped the plunger hexag' (**Photo 1**) for a grease nipple on FYF back in the 1970s (**Photos 2 and 3**), for some bafflingly obscure reason I failed to do the same for the front sliding bore (**Photo 4**).





Unlike with the hexag' being simply unscrewed, drilling and tapping the remote casing does involve removing the shaft (being sure to thoroughly clean out the swarf afterwards) (Photo 5) but it is a



simple mod that allows very easy future greasing (Photos 6 and 7).



**Name: Phil Rixon**  
**From: Central Coast, NSW**  
**Car: 1971 Morris 1500**



If you have ever moved house, you'll know what an exhausting experience that can be. If you have ever moved house in the middle of winter, you'll understand the further challenges cold mornings and short hours of daylight can provide. And if you've ever moved house with multiple 1100s and decades of accumulated spare parts and panels, you'll know the logistical hurdles that can spring up. But until you've done all that during a hard lockdown you won't appreciate just how complicated things can become.

Of course, I set this process in motion well before the highly infectious Delta variant of Covid-19 had been identified, and for months Australia seemed to be returning to normal thanks to its closed borders and mandatory hotel quarantine for those returning from overseas. The threat of another lockdown was always present as cases kept breaching the quarantine measures, and then with just four weeks to vacate my house, it happened. A case of the Delta variant led to an outbreak south of Sydney Harbour and, inevitably, a 'stay-at-home' order was issued for the greater Sydney area, extending north to include the area I was moving to.

I had to find a rental house quickly, but few were on offer, and while an exemption to the restrictions logically allows travelling for the purposes of moving house, I opted to do a remote inspection via video call rather than embark on a 160km round trip. Big mistake. When I collected the keys with two weeks left to vacate the old house, I discovered that this particular house had a long and diabolically steep driveway really only suitable for a four wheel drive and certainly not suitable for an 1100! I managed to back out of that

lease and find another house on a flat street, but with only six days left to go. What a nightmare!



While all this was unfolding, I decided to put the bulk of my possessions (and 1100 spares) into storage just minutes away from my existing house so they could all be dealt with post-lockdown. I also took the chance to replace the worn timing belt on my ageing modern hatchback, since it would be doing much of this running around as well as a number of motorway stints up to the new house. While it was in pieces, my 1500 was called upon for general duties, and before I handed the Nomad back to Geoff Eastwood, it and the 1500 took turns ferrying boxes to the storage centre just a mile away. Nothing too heavy, as a burst displacer would have been hugely inconvenient. Some old-style roof racks were discovered and quickly found their way onto the 1500, which then transported ladders and a surfboard to storage before a car transporter took it north to a friend's workshop for safe keeping.

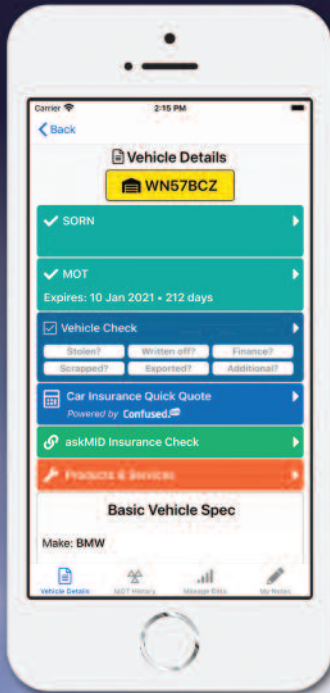


As you read this I will have settled in and hopefully the 'stay-at-home' order might have been lifted - but you never know. However, in all of the stress and drama of the past month or two it has been a huge morale boost to be able to get behind the wheel of an 1100 (or a 1500) for a short run to the shops or for other 'essential' errands - and now that is all over it is a joy to be able to just tinker and polish them again, even if I can't take them on much of a run yet.



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# Restoration Snippets

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

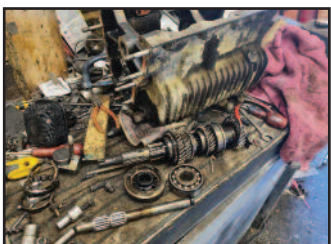
Since the last edition of Idle Chatter, **Stephen Sutton** has been working on the interior of the MG he is restoring. He writes: "After upgrading the steering wheel of my MG 1100 to an MG 1300 Mk II wheel (MG centre badge courtesy of Derek Bayliss) I decided to also upgrade the dash as well. The pictures show it when it arrived and then after a weekend's work."



The bulkhead and floor have been finished and painted in primer too.



Steve has fitted a new offside rear wheel arch repair panel. "I wasn't going to, but it became available at a good price so it seemed rude not to! After fitting a new bumper platform and brackets, I did a trial fit of the front shiny bits. I will be fitting the closing panels next. I also managed to get myself a pair of unused rear Mk I lights."



But it's not all about the shiny bits! In his latest update before we went to press, Steve writes: "I decided to give myself a break from bodywork and overhauled the gearbox instead, replacing the bearings, synchro springs, balls and baulk rings and painting the box."

**Richard Rogers** in Devon reached the point in his 1970 Mk II project where the underside was ready for painting - how about this for a decent setup for doing it?



Richard has since reported that the underside painting is complete and looking great, and the car is ready for primer on top as well.



## Shopping on Amazon?

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

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



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

## Facebook, Twitter and Instagram

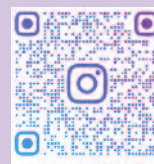
Don't forget to visit the 1100 Club's page on Facebook - it's a great place for asking questions, publicising events, posting pictures for the interest of other enthusiasts, advertising something 1100 related for sale etc etc. You can also follow us on Twitter, and on Instagram too, where it's all about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



'The 1100 Club'



@The1100Club



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**Shiron Senarathne** in Sri Lanka has sent us these 'finished article' pictures of the GT he has been restoring.



You can see pictures of his progress, including the unusual and impressive suspension and engine modifications he has employed, in previous editions of Idle Chatter.



Mark Jones has sent Shiron some tail lamps to help him complete the project. It really is a triumph and shows what can be done against all the odds with a bit of lateral thinking. Well done Shiron!

**Please don't drink the suspension system...**

Not good for you: we had to add dye to the alcohol and water mix in order to avoid paying a liquor tax on every MG Sports Sedan we import. Besides, there are greater kicks to be had from our new Hydrosach Suspension. Teamed with front wheel drive, it gives our five-passenger economy sedan the handling qualities of an expensive sports car. Permanently sealed-in fluid replaces metal springs and shock absorbers. You corner flat, ride level and hold firm to the road. Most intoxicating, whether you motor for fun or family.

The Sports Sedan earns its name in other ways, as well. MG's 1100 c.c. twin-carburettor power plant hastens you on your way. The big fade-free disc brakes impose control seldom experienced off the race course. The bucket seats and 4-speed stick shift add to the sport.

And it's all yours at a price usually referred to as laughably low.

Want a drink? See your favorite bartender. Want the sporting life in a family car? See your MG dealer. In either case... Cheers.

**MG**

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

## 1100 Club Parts, Offers and Discounts

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

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

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

**Ex-Pressed Steel Panels:** 10% off. Visit their website at [www.steelpanels.co.uk](http://www.steelpanels.co.uk) or call them on 01535 632721.

**Krown Rustproofing:** 5% off. Contact them on 0121 557 3874 or 07554 489572 or visit [www.krown.co.uk](http://www.krown.co.uk)

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

**Autopaints Brighton:** 10% off using the code 'The1100Club' [www.autopaintsbrighton.co.uk](http://www.autopaintsbrighton.co.uk) or 01273 328698

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

**Displacer rehousing:** Contact Ian Gaffney on [rehosing@the1100club.com](mailto:rehosing@the1100club.com) or 07486 115896.

**Exhaust mountings:** member to member special offer. Contact Tony Cole for full details on [essex@the1100club.com](mailto:essex@the1100club.com) or on 07979 998627.



# 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*

## Brexit and Carnets

The UK exited from the EU with a trade deal in December last year, giving little time for companies and individuals alike to absorb the 1246 pages of text. Whilst obviously the Federation is concerned about, and sympathetic towards, businesses experiencing the extra bureaucracy and costs associated with the UK no longer being a member, they must look to professional advice for assistance because of the liabilities involved. Our focus has been on clarifying matters for the individual who wants to drive or trailer his historic vehicle onto the continent. The pandemic has both prevented experience of the post Brexit arrangements and any subsequent smoothing out of difficulties as essentially there is no tourist interaction and precious few events overseas. In addition, the situation remains very fluid. For example, a study of the current government and motoring organisation websites states that insurance green cards are at the top of the list of documents required. Yet as we write this, the EU Commission is relaxing that requirement in part due to Northern Ireland Protocol issues. We are hoping to clarify soon on the website how far, if at all, carnets are required for trailered cars or bikes owned by the driver of the towing vehicle given the indication that vehicles when towed behind motorhomes do not need such documentation. Ultimately it will turn on how far the customs officials of the visiting country are satisfied that you will not be parting with the vehicle on the continent and trying to avoid duty, which is what carnets are all about. More in due course.

## Brexit and the MoT

Another issue we are seeking clarification about, this time from the Department for Transport, is whether the MoT exempt status of many historic vehicles will continue to be fully recognised by our former EU colleagues. Whilst we were a member, our road traffic legislation was harmonised with other states through implementation of EU Directives. Thus, the ability to exempt historic cars from testing was covered in EU Roadworthiness Directive 2009/40/EC, first implemented in the UK for pre 1960 vehicles, then later in 2017 on a rolling basis for vehicles of historical interest (VHIs) subject to exceptions for our HGV colleagues. With our exit, the government guidance states that an MoT is required for international travel for vehicles over three years old. Ideally we would want to see the addition of 'where required' as road traffic laws were harmonised under even older Treaty law (the Vienna Convention on Road Traffic 1968) whereby so long as a vehicle complied with its domestic legislation, other countries were obliged to recognise its documents. The main issue is not whether in law a motorist is entitled to MoT exempt status overseas, but whether 'on the ground' hassle will prevail if one is not to hand. For example, you will not be surprised that European countries have applied the Directive differently; some have stuck to the pre-1960 categories for total exemption from testing and another has retained a test for vehicles over thirty years old but at longer intervals than younger ones. Also, an MoT is at least some proof to insurers or authorities that a vehicle is roadworthy, which could be significant in the event of

an accident. Hopefully some clarity will be forthcoming with, we suspect, a similar injunction by the department to consider the wisdom of getting the vehicle tested before a lengthy tour overseas.

## Clean Air/Low Emission Zones

In the last Issue of FBHVC News, we covered proposals by the county council in North Somerset to close a network of lanes between Clevedon, Yatton, Nailsea and Backwell. Recently we were notified of similar proposals in Cornwall whereby 15 km of lanes in the Shortlanesend and Threemilestone areas of **Truro** are similarly intended to be closed to all traffic except for residential access by an Experimental Traffic Regulation Order for a six to twelve month trial. This rather confirmed the fear we expressed last time round that whilst central funds exist for such local traffic initiatives, councils would rush to copy each other to restrict access to allow greater freedoms for cyclists and pedestrians. It is clear from the Truro plans that changes in demographics have contributed to concerns about the volumes of 'rat run' traffic taking shortcuts down unsuitable byways. To be fair, the councillors proposing the experimental restrictions say they are aware of the controversy attached to restricting access hence the need to consult after the experiment based on the data collected. You will recall the North Somerset proposals were withdrawn due to considerable outcry in the area and it may be similar local objections will prevent the experimental Truro Order turning into a permanent one. For reasons we have previously outlined, these restrictions could affect historic vehicle operations and therefore we are watching matters with a view to intervening if appropriate. Understandably our preference is for local democracy to decide in a way that historic vehicles can still enjoy their natural habitat. So, readers in Truro know what to do and we ask readers elsewhere to keep your eyes peeled for similar developments in your area.

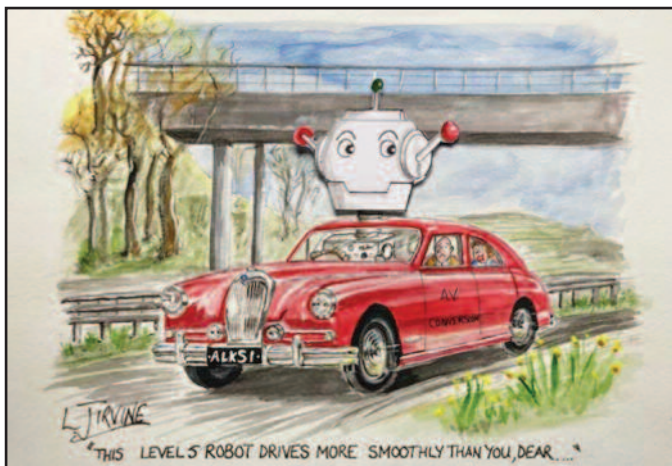
As expected, **Aberdeen, Edinburgh and Glasgow** have started consultations on their Clean Air Zones. The good news is that the proposals are all in accordance with the regulations made under the Transport (Scotland) Act which will provide exemptions for vehicles defined as historic by the FIVA international standard of thirty years and utilising the EU inspired definition of a Vehicle of Historic Interest (VHI). We await further details on how the automated identification and exemption from enforcement process will work, whether by local or national registers, or simply by age, trusting that drivers will own up to any major modification of their vehicle!

## 30/40

With Wimbledon on the TV as we write this, the heading might seem to refer to a tennis score but it is a reference to the online petition which was started a few weeks ago and already responded to by government, asking for the road tax exemption age for classic cars to be reduced to thirty years. It is one of a number of similar petitions launched since this online phenomenon was started by a previous government. The petition's demand is oddly

worded, as the impetus for the change stirred on by some in the media seemed to be the imminent extension of the boundaries of the Greater London ULEZ. The headlines were that the additional daily charges would price out the younger enthusiast who would like to use their 'classic' car for commuting. Essentially if the government could be persuaded to lower the age, then a wider community could enjoy tax and charges benefits. The Federation is anxious to ensure that the current generation of enthusiasts is replaced and supplemented by a younger one. However, the proposal is not a straightforward one in policy terms and the issues were exhaustively covered in FBHVC News, Issue 3, 2019. All we can add to this for now is that it is obvious that we will not receive a favourable ear from government at the current time. As well as the obvious bill to pay for the Covid pandemic, the decarbonising agenda will not gel with lobbying for an extension of exemptions to a sizeable number of older non-compliant vehicles, especially if used for commuting. We appreciate this is not welcome news to some, but an over dilution of the concept of a 'historic vehicle' will not assist the case for maintaining many of our existing freedoms.

## Highway Code and Automation



In the last issue of FBHVC News, we indicated we were considering whether we needed to respond to the government consultation on amending the Highway Code to futureproof it for the great autonomous future. We did, and the response is on the website. There is nothing earth shattering to report, as our proposals were more aimed at improved clarity and drafting consistency. In any event our earlier substantive response to the consultation on automated lane keeping system (ALKS) technology had suggested that the government needed to go further than tinkering with the Highway Code to incentivise drivers to take back control when the vehicle demanded a transition. We are pleased to note that, whether coincidental or not, the Law Commission agrees with us! In their Consultation Paper 3 published in December last year, they seem to have picked up on the point we had made in October that a driver who fails to take back control when the system demands it should be subject to criminal liability for whatever happens, whether something minor or major, if it causes a pile up. There is a lot more of interest in their discussion papers demonstrating that whatever we think of this sci-fi future, there is a lot of thought going into its implications. Please let us know if you have any additional thoughts. It is coming.

## GB or not GB?

When you read about 'sausage wars' in the context of the Northern Ireland protocol, it is doubtful you would have

expected that it would contribute to the 72 year old 'GB' vehicle badge being consigned to the bin in favour of a 'UK' version. It is a 1949 UN Protocol where countries agreed 'The Distinguishing Signs of Vehicles in International Traffic' with 'GB' as the sign for the United Kingdom. The government's notification to the UN that from later this year it will be 'UK' could be regarded as a blow for tradition or correcting an anomaly, depending on your view. The media are speculating that devolution pressures and emphasising Northern Ireland's place in the UK in the wake of sausage wars is behind this rather abrupt action. A more charitable view is that to allow further European concessions on the requirement for insurance green cards to encompass Northern Ireland, there needed to be a clearer delineator. At any rate, another issue to be aware of should you wish to cross the channel from late September.



## DVLA Matters

As a starting point we should point out that at the time of writing DVLA are operating under some difficulty. DVLA staff were unfortunate enough to suffer a Covid infection rate somewhat above the national average and this has now led to a dispute. The Unions claim that the precautions taken were inadequate and negotiations have not been able to prevent a number of strikes. Whilst we do not have enough information to comment on the situation as such it is obvious that it is bound to have an impact on the work of the Agency.

As you will know DVLA have from the beginning reserved the right to inspect any vehicle for which they receive a registration application. These inspections have always been sub-contracted, most recently to a company called SGS. It appears that sometime earlier this year DVLA changed their supplier and these inspections are now carried out by a different company. There is nothing to suggest that the nature of the inspections has changed; the basic objective remains confirming that the vehicle actually exists, is what it claims to be, is substantially complete and, crucially, that chassis numbers etc correspond.

A number of items arriving in our inbox recently suggest we need to return to the subject of chassis numbers - frame numbers for motorcycles and VIN for later vehicles. The chassis number is the unique identifier of an individual vehicle allocated by the manufacturer and in effect DVLA issue registrations to chassis numbers. So it is not unreasonable that if the chassis number changes, for whatever reason, DVLA consider it to be a fresh vehicle and the old registration no longer applies. One particular manifestation of this has come to light recently with a few restorations where the chassis plate, the only location where the chassis number is marked on the vehicles in question, has been replaced in the course of restoration. DVLA are now refusing to accept that these vehicles are the original vehicles they claim to be. Now, without going into detail here on cases that are probably not finally resolved, we believe that in some instances DVLA are being unreasonable in terms of rejection of other valid evidence. Even so, one can appreciate the problem they are faced with given their statutory duty to maintain an accurate record. So I would stress - remember the sanctity of the chassis number. That number is the vehicle and if that number is in doubt for any reason, so too is the identity, and possibly the authenticity, of the vehicle. That simple truth should be remembered throughout any restoration or repair work.

# Model Answer

*In Part Two of this series, Nick Atkins from South Wales moves on to the MG models in his impressive collection of Crossway and Jemini cars*



Hello avid readers! Thank you for allowing me to bore you with my previous article, and I am pleased to announce that due to popular demand, I have been formally authorised to bore the nation once again, whilst I bring to your attention 'Model Answer -

Part Two! Let's talk MG 1300s, shall we...



Branded under the Crossway brand, the variants in **Photo 1** carry the Jemini Models mark of JMR. The British Racing Green model (left) is one of only twenty produced, commissioned by Mitzler, Switzerland. This model has a Limeflower interior and is based upon the early 1968 car with a strip speedometer, produced in Swiss livery. This is a rare model indeed that was hiding in the darkest depths of Mr Tennyson's loft. I use the term 'was', as this now sits proudly in my collection - thanks Roger! Both the Bermuda Blue (middle) and Snowberry White (right) models were produced as the MG 1300 Mk II in very limited number.



This two-tone Snowberry White and Armadillo Beige model in **Photo 2** retains its original registration of MMR 459G, which is believed to still be on the road today and was first registered on 1st August 1968. This model, which was produced under Jemini, is an exact replica, sporting its deep red interior and highly detailed chrome. A limited number of one hundred only were handcrafted in the early 1990s.

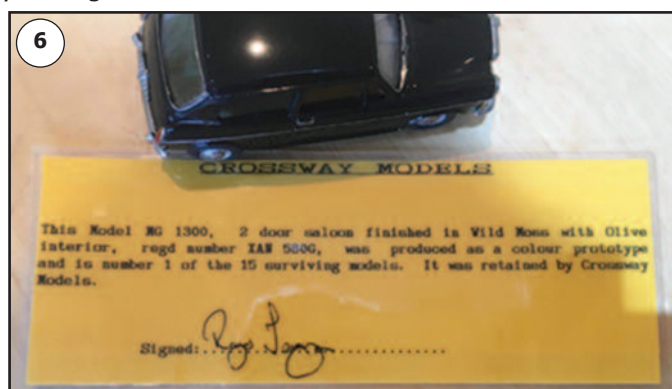
The two models in **Photos 3 and 4** were produced by

Crossway towards the end of their production. The Bronze Yellow was a 'one off' special made for one of Crossway's popular customers, whereas the Maroon was a limited number of fifty.

Vehicle registration OEV 252K in **Photo 5** was a Midnight Blue MG 1300 personally owned by Mr Roger Tennyson, who decided to make a highly detailed model to remember the car by. Thank you Roger for allowing me to purchase!

And last but by no means least, produced in the early 1990s is the gorgeous 1300 in **Photos 6 and 7**, with its Wild Moss colour code paint and Olive interior.

Sporting its original registration XAN 580G, this model was a prototype retained by Crossway Models until I was given the great opportunity of purchasing some many years ago.



**Urgent Appeal:** There is a Crossway MG 1300 in Faun Brown out there in the big wide world that I need in my collection. Can somebody please come forward?!

Stay tuned for Part Three... the world of model Austin Morris GTs!



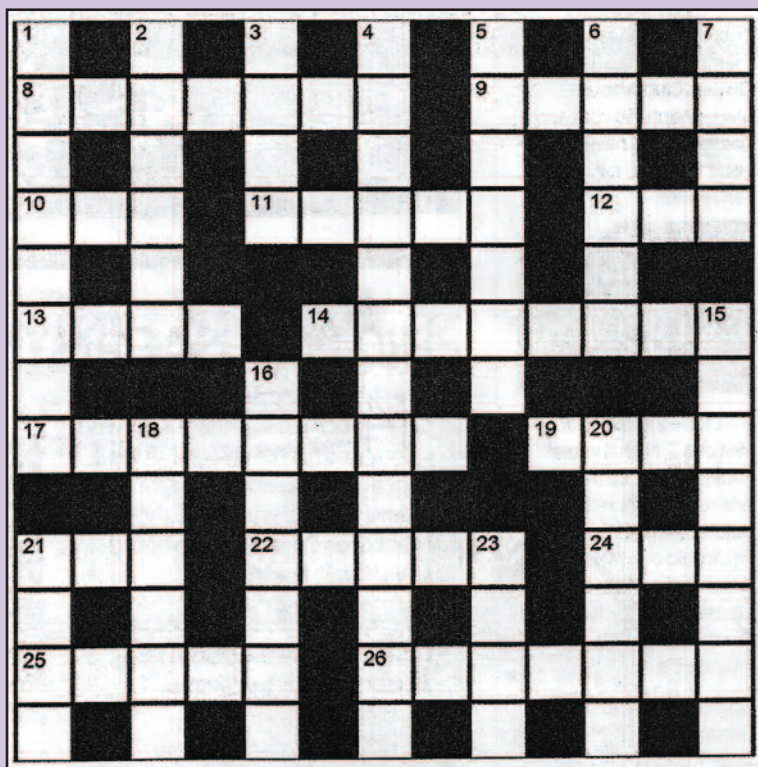
# The 1100 Club Prize Crossword No. 14

## Clues Across:

8. Rear-engined Skoda model 1977-90 (7)
9. Common term for 3-wheeler (5)
10. Pistons are linked to the crankshaft by --- rods (3)
11. Executive Lancia model 1984-94 (5)
12. The radio is on. How do I turn it ---? (3)
13. Cd: the coefficient of ---- (4)
14. Thoroughly cleaning and polishing a car (8)
17. Rays of light originating in Wolverhampton? (8)
19. Where the Hillman Hunter-based Paykan was built until 2005 (4)
21. Little devil of a Hillman (3)
22. Moving component of electric motor (5)
24. 1 Down - - - McLaren (1,1,1)
25. Turin-based maker of vans (5)
26. Brothers Louis, Marcel and Fernand who founded a car company in 1899 (7)

## Clues Down:

1. Daughter of German car-dealer in Nice 1899 (8)
2. Poetic-sounding 1980s Nissan (6)
3. Punctured tyre (4)
4. Parent company of Buick etc. (7,6)
5. External combustion engine vehicle made by Stanley, e.g. (7)
6. Model of SsangYong (6)
7. Nissan model, or Lea-Francis (4)
15. Dynamos ----- pulsing direct current (8)
16. Component to transfer energy from engine to driven wheels (7)
18. Prestigious Edwardian-era car manufacturer based in Acton (6)
20. Green Flag is a ----- service (6)
21. Shade of blue found on the MGA/MGB (4)
23. Line of waiting taxis (4)

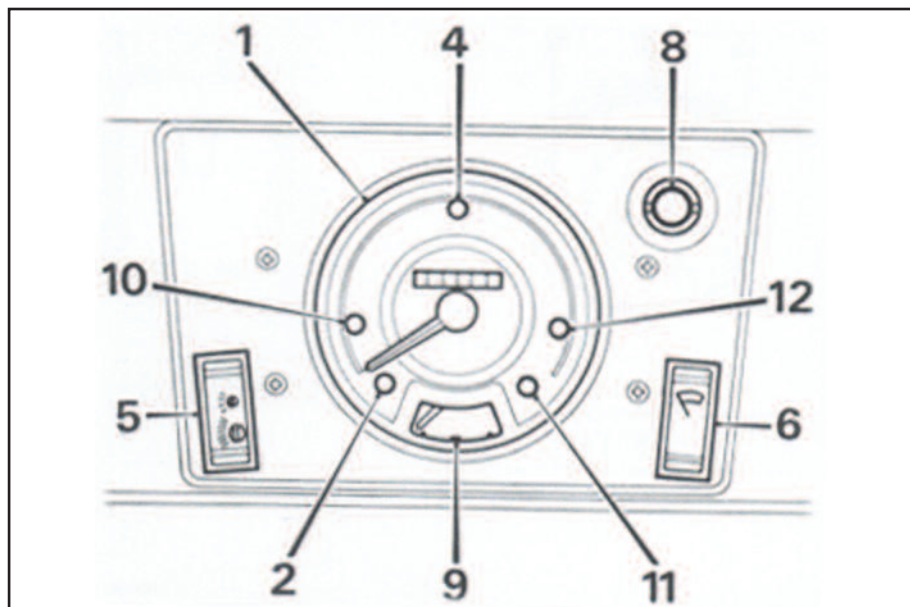


Please send your completed crossword before **5th November** by post to Chris Hayward, 30 Highfield Road, Berkhamsted, Herts, HP4 2DD, or a scan or photo by email to [cjhayward@talktalk.net](mailto:cjhayward@talktalk.net) including your name and full postal address. The winner will be chosen at random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



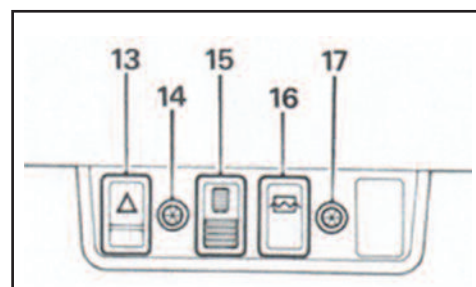
## Dashboard of the Month

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



### Key to Dashboard Controls

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



# A Tale of Two Cars

*Doug McRoberts has combined 'A New Member Writes' with 'My Other Car Is...' and the result is a very appealing comparison!*



Everybody's got a Cortina or an 1100 story. And this is mine. DPE 814J has just started her life here with Lesley and me in Inverness. She's a Trafalgar Blue 1970 Morris 1100 Mk II, and I think she might be familiar to many readers in the south. Now she's joined our other classic, a 1978 Cortina Mk IV 2.0 Ghia automatic, in very seventies Roman Bronze. Both, in their birth years, Britain's top-selling cars....over 130,000 1100/1300 sales gave it the top spot in 1970, while the Cortina topped 180,000 in '78. Enjoy them side by side in **Photo 1**. But both are now pretty rare - particularly the Ford, which we rescued from the clutches of a used Porsche dealer three years ago. Kinda' nice to have these two icons here, side by side.



We're not new to classics. We've had a selection of Stags (frustrating, but what a glorious V8 burble!), an old Zodiac (like the one I used to comfortably fall asleep in as a child, lying on the rear window shelf!), a Rover P6 V8 (smooth, but hard to live with its lack of a proper heater in the Highlands), one of the last ten Capri 3.0 Ghias made (which started life as a Ford director's car and had more bells and whistles than you could imagine). All good fun. We also had, briefly, a rubberised MGB GT. Crikey. Never again. Oh, and an E type 2+2 which won a prize or two, but which I could really never love - especially when I had to do a three-point turn at traffic lights just to get it into our road. Our three kids have variously owned a '67 Rapier fastback, a real Mini, and a Mk II Fiesta (which I secretly have a soft spot for still... really nice little car.)



But it's the Cortina and the 1100 we've ended up with. Common as muck then; rare now. We think, from available records, the Cortina is one of only about six of

its exact spec still on the road (**Photo 2**). Maybe that's part of the secret as to why they're now living here. That, and the fact that everyone's got a story about one. Pre-Covid, the Cortina became well-known up here, picking up some prizes, but also starting some great conversations. Although the Morris has only been here a couple of months, it's happening already - like the neighbour who passed his test in one ("I'd failed in a Vauxhall... gave the examiner a bumpy ride... but that 1100 was so smooth...!") And the other neighbour whose eyes lit up when he saw it: "Love that car. My friends and I drove one all the way to Barcelona and back when we were students. Even found a garage in Provence which pumped up the rear suspension!"



They've both got some secrets to reveal. The Morris, I know, has appeared in shows in the south - I've found some pictures on the interweb. So that's why I suspect it got its extremely rare Dunlop D1 alloys - the correct 1100/1300 LP937 variety, date-stamped 1969 between 2015 and 2017. And I assume the same proud owner fitted the period extra gauges, plus wiring for a heated rear window and rear foglight, and the 1300GT steering wheel (**Photo 3**). But I don't actually know - and I'd love to find out, please. Even more, I'd love to discover who put the BRDC Silverstone Club badge proudly on its badge bar (**Photo 4**).



Whoever you are, you've given me a real treat. It was those wheels which first made the car shout to me from the website of RJH Cars (**Photo 5**). I wasn't, of course,



actually looking for an 1100 at all. It was their XJS that attracted me as I looked for an interesting car to work on after completing my daughter's Fiesta. Look at that racy little 1100, I thought... just like the one my mate John used to have back in our student days. We were always nosing round Halfords, pricing Smiths gauges, Raydot fog lamps, map lights and other essential stuff like that. Him for his 1100; me for my ex-Godfrey Davis Mk I Escort. Now, in my 70s, I get to live that dream again thanks to this little Morris.

### **"I wasn't, of course, looking for an 1100 at all"**

But I digress. The Cortina's story? Well, of course I wasn't looking for a Mk IV Cortina. Who does? I was, though, looking for an interesting Ford, after my unhappy affair with the bendy MG. Why? Well, because just after I sold the Capri Ghia to someone who didn't even quibble at the asking price for a car that had been a Scottish Champion of Champions finalist, his mate said, "Do an MGB. Everyone's got to do at least one MGB." So I did. I now offer different advice to others. But, again, I digress. A web search for a suitable piece of Blue Oval machinery was fun. 60s Zephyr/Zodiac rock'n'roll? Early Mk I Cortina like my dad's, in which I passed my test (after also failing in his previous clunky Vauxhall Victor - I wonder if it was the same examiner as my neighbour?) Another Capri? A classic coke bottle Cortina? A Mk I Escort like my own first car (Have you seen what they cost now!?) Somehow, in the middle of all this, and just after I missed out on a blue Mk III Cortina in Devon, up popped the Roman Bronze Ghia on my screen. I called the guy. Turned out he was in Scotland, only about 140 miles away, and he'd taken the car as a trade-in against a classic Porsche. I heard myself saying, "Listen, I'm really interested. Please let me have first refusal. In fact, would you take a deposit right



now?" You know how this works. You've been there too. Somewhere, in the back of my brain, stuff was coming together. When did I last see another one? Had I ever seen a Ghia with the 2.0 Pinto engine in the last thirty years (**Photo 6**)? Wasn't the Dinky one also in Roman Bronze, with a vinyl roof? In fact, wasn't it a Ghia too? Like the one in the Ford brochure? And didn't he say he had a full history, so the mileage of 46,000 was right? Roman Bronze, right? Original Ford steels, right? And it's still got the trims?

Four days later, I headed down the A9 in the MG. And came home in the Cortina, grinning all the way. Especially when the guy said, "After you phoned and we agreed the deal, d'you know how many calls I got? I was swamped. The best one was a guy in Cornwall who just said, "Look, I don't care what you're advertising it for. I'll pay you anything you want!" So I guess it's actually a pretty rare car!" And its best secret is that, for many years, it really was a company director's car, somewhere north of Manchester. You'll remember how this goes - the reps got the 1.6L with solid paint, the middle managers got the GLs with metallic, and the directors got the Ghia. This director liked the car so much he kept it, squirreled it away carefully, and each year racked up precisely 38 miles as it went for its full service and MoT. Great investment - for me! Whoever you were, sir, thank you.

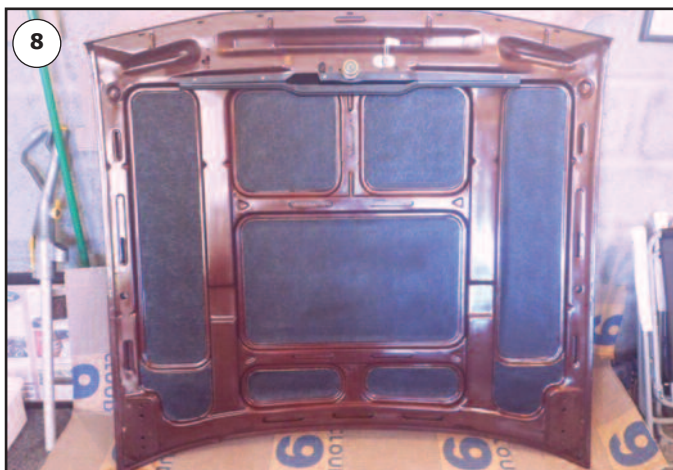


It was basically a very good, straight car. But it was a 1970s Ford with metallic paint and sharp body folds and swage lines. So of course there had been chipping and flaking. I went over it inside and out, organised the respray and a head good for unleaded, then started getting the details exactly right. An original Ford P32 FM radio was sourced in Serbia - and my great discovery, having taken the seats completely apart, was that Ford's trimmers, in 1978, used almost exactly the same stuff as our carpet fitters did in 2018 when they put foam underlay down. Result - reupholstered seats (**Photo 7**). In case you're interested, the underlay can be seen underneath the bonnet in **Photo 8** and it is called Cloud 9...a good description of driving the Ford!

### **"...it is called Cloud 9...a good description of driving the Ford!"**

Only one thing was going to let it down. The front and rear screen inserts - the 'chrome' plastic had faded to brown. What a day I had putting new ones in. The special tool they sold me was useless. The only way turned out to be blunt screwdrivers, my grandad's old ninety degree pliers and real concern over what could happen to either the rubber or the paintwork. But it worked - the Ford's a class winner.





When the Morris arrived, it didn't need a respray. The mechanics are excellent - thank you, those who've cared for her before me (**Photo 9**).

small matter of the faded, jaded front and rear screen inserts. \*£\$\*%\*. But guess what? The tool that was utterly useless on the Ford worked a treat on the Morris (**Photo 11**). Who knew? And it's an absolute hoot to drive. Could get us to Barcelona and back. Even if the displacers need pumping up. Turns out I know this guy who found a little garage outside Avignon.....



The interior did need work, but we're doing that (**Photo 10**). Positive earth 1970 FM mono radio? No problem. Found one in the Netherlands - a Hitachi that fits the dash slot. That interweb is so useful. But then there was the

## A New Member Writes....



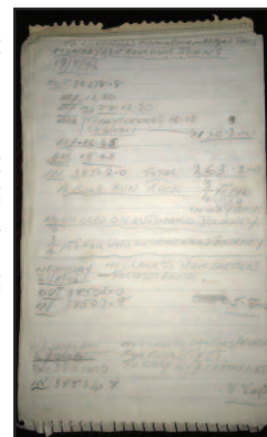
*Zac Lawrence joined the 1100 Club in June and began his quest for an MG 1300; it didn't last very long! He is now the proud owner of SBR....*



I am already very fond of this car! Sometimes you regret buying a car, others are OK. Occasionally you realise that you have that lovely feeling that you've bought a real gem. Something special. That's the case with SBR (Sir Bobby Robson). He is extremely comfortable, has a very quiet engine and drives beautifully. He has a certain

aura about him. With his twin carbs, he can certainly shift, and the lovely wooden dashboard sets off the opulence beautifully.

SBR, like Sir Bobby, is from the north-east and was one of the last few cars in Sunderland to be registered on a 'J' plate on 21st July 1971. Only six others followed before the new 'K' registrations started. Ziebarted when new, SBR spent most of its early life in the Cochrane Park area of Newcastle upon Tyne and was registered to at least three family members at the same address over about twenty years. A detailed notebook of trips, including mileage and destinations and the odd comment about the car, was kept. The history file of this car is comprehensive from the early 80s, especially from around 1990 to 2000, and there are tax discs as



well as the old MOTs and petrol receipts. Edward Glaholm, who wrote the notebook, kept SBR longer than other previous owners.



Mr Glaholm sadly died in 1997, but I have been fortunate enough to trace his son, John, who the car passed to on his death. It turns out that SBR was actually John's all along. He told me that on his 21st birthday in 1976 his grandfather gave him the money to buy a decent car. Responding to a lineage advert in a local newspaper, he and his father went to look. Dad liked the MG so much that, despite John paying for it, he registered it in his own name! John did take the car to London where he was at university, but later agreed to swap it for his dad's older Mini Clubman estate, not wanting to use the MG around London where it could become damaged more easily in the busy environment. It was too precious. This proved prophetic, because some years later the Clubman was written off after a shunt by a truck at some traffic lights on the A40. His dad really treasured the MG and always kept it under a dust cover in the garage. John told me that his father had the Lokari under-wing shields fitted to preserve the front wings. They have worked well! He said that SBR was always an impressive performer and they almost reached 100mph on one occasion with no great effort; the car was steady as a rock. He did say, though, that although the brakes were good enough normally, you had to be on your guard when travelling at high speed. On one occasion he was only just able to stop in time when the motorway traffic came to a standstill.



Having qualified as a doctor, John took up duty at Selly Oak Hospital in Birmingham. He kept SBR there and, when he had time, took the Ziebart pips out and filled the sills with waxoyl. No wonder the car is so well preserved. He eventually sold it to a dealer in 2000 and not long after it was sold to a new owner (Richard Lowe) by Thornfalcon Classic Cars. SBR later spent some years in the south-west corner of England in Somerset and Devon before the last owner, Andrew Inglis-Taylor, took it to Forest Hill in South London for six years. The mileage is still only 47,500 even now.

I've now had Bobby for seven weeks (amazingly he arrived on his 50th birthday) and I've got to know him

very well. I have completely rustproofed the undercarriage, wheelarches and subframes after a close inspection and cleaning. I only found one very small area (about the size of a 10p piece) which needed attention. The rest of the car was sound. Mechanically there were only little things such as hoses that needed replacing, the nearside CV boot has a hole in its depths (most likely caused by a trapped stone), slight bearing noise from the rear nearside and a (now cured) oil leak. I have invested in old fashioned Turtle Wax polishes of various types to protect the mostly original paintwork, which gleams.



The mark of my feelings towards this car was how much I immediately missed him when I took him into storage in Porthmadog last week in order to get my Escort out for its MoT. I would like to say a big thank you to 1100 Club members Derek Porter, Dave Wilkins and 'Spannerman' for their help and guidance when buying SBR.

## A Racing MG

Paul Martin in Spring, Texas, sent us these pictures of this 1964 MG 1100 he has just finished restoring.



# Duotone Paintwork...Revisited

*Phil Rixon's article in the May-June issue of Idle Chatter generated some interesting discussion, and here he explores a couple of the points raised*



Ian Mackenzie posted a question on our Facebook page (**Photo 1**) alongside a photo of his lovely Wolseley 1100 wearing a Duotone combination of Toga White and Island Green. Naturally he was surprised to see this colour combination wasn't mentioned in the previous feature.

Interestingly, the second version of this brochure (H&E 6551A) with identical cover but dated January 1966, shows instead a completely different photo of a Wolseley 1100 on the corresponding page. This time it is in blue-grey Duotone wearing number plate EEL 530C, and with a seascape background (**Photo 3**).



This photo also appears in subsequent versions of the same brochure. The 'C' registration ties that car to 1965 and the brochure print date of January 1966 suggests perhaps a decision may have been taken not to continue with the Island Green and Toga White combination - or maybe a car in that combination simply wasn't available for the photoshoot on location. Who knows?

I was also intrigued by the colours mentioned - Island Green and Toga White - as they aren't generally found on the single colour Wolseley 1100 - although both were popular Wolseley colours for its predecessor, the Wolseley 1500. From the late 50s, both were used as single colours and also as part of Duotone treatments, although neither Island Green (nor Duotone itself) were available on the Mk III Wolseley 1500. So there may have been some Duotone experimentation going on at the beginning of the Wolseley 1100 production. Some examples may have been painted in various colour combinations pre-launch and for the initial brochure, but from 1966 onwards, older colours like Island Green and Toga White may have been retired in favour of newer BMC colours.

A little bit more digging has turned up a rare launch time colour finishes card for the Wolseley 1100 (**Photo 4**). It does seem to confirm that Toga White and Island Green was an official combination, at least at the very beginning.

Another question that arose (from Christian Rutishauser in

In my research for the article I did also remember seeing a similarly coloured Wolseley 1100 in the 'Story of the BMC 1100' book. It is a studio photo with a white background (**Photo 2**), but as that combination wasn't listed in the paint colours section I presumed it was just a promotional photo. A wider search has now traced the original photo to a brochure (Publication H&E 6551). It is dated October 1965 - the initial version - and likely its artwork (and the photo) was created near to the September launch. The photo shows the car (with blank numberplate) against a plain white background with a man in the driver's seat and a lady standing on the passenger side with the door open, whereas the other photos - including the brochure's cover - are outdoor shots.



# WOLSELEY

# 1100

## COLOUR FINISHES

**WOLSELEY 1100 COLOUR FINISHES**

|                    |                   |
|--------------------|-------------------|
| <b>Body Colour</b> | <b>Upholstery</b> |
| Toga White         | Reef Blue         |
| Trafalgar Blue     | Reef Blue         |
| Maroon             | Heron Grey        |
| Glen Green         | Green             |
| Black              | Green             |

**DUOTONES**

|                            |                   |
|----------------------------|-------------------|
| <b>Body Colours</b>        | <b>Upholstery</b> |
| Toga White/Island Green    | Green             |
| Farina Grey/Trafalgar Blue | Reef Blue         |
| Farina Grey/Maroon         | Heron Grey        |
| Trafalgar Blue/Black       | Reef Blue         |
| Glen Green/Spruce Green    | Green             |

**TOGA WHITE—WT.5**

**TRAFALGAR BLUE—BU.37**

**MAROON—RD.23**

**GLEN GREEN—GN.40**

**ISLAND GREEN—GN.6**

**SPRUCE GREEN—GN.13**

**FARINA GREY—GR.11**

With Duotone models the first colour is the main colour and the second colour is printed black on the illustration

Wheels: Snowberry White

The colour finishes illustrated are those in current use at the time of publication of this folder. Wolseley Motors Limited and the BMC Export Sales Limited reserve the right to change or withdraw any colour finish at any time without notice.

**WOLSELEY MOTORS LIMITED**  
(Incorporated in England)

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LONGBRIDGE · BIRMINGHAM

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Switzerland) was for information about which colour the interior panels were painted on the Duotone MG 1100s (**Photo 5**). Chris Bryant responded and explained that the Duotone MG was initially painted in the main colour and then the second colour was applied to just the lower exterior panels over top of the first colour. So the door interior panels will be the same as the upper exterior panels.

This leads us to another point of confusion in that the Duotone colours are frequently described as being one 'over' the other. Taking the example of the MG, those combinations would be described as 'Old English White over Connaught Green' or 'Old English White over Smoke Grey' because - quite literally - the Old English White has been applied over top of the main green or grey (pale blue). However, sometimes when this production sequence is not known, the 'over' is assumed to refer to the upper bodywork colour being above that of the lower panels. This isn't a problem with the Riley or Vanden Plas Princess 1100 because their second colour is applied only to the upper panels anyway - it is 'over' in both senses. But not with the MG.

The Wolseley 1100 is where the 'over-upper' really falls down as its colour divide is more front and rear rather than upper and lower. In this case the main colour is that of the roof, rear and lower panels, as well as the interior of the boot and the door inner panels. The second colour is applied just to the front panels, plus the engine bay and the waistline stripe where it is applied over the first colour. So 'Maroon over Farina Grey' and 'Island Green over Toga White' would be the correct descriptions.

Of course, if all this terminology seems a bit excessive (dare I say 'over the top'?)

to you, you can always take a leaf out of BMC's book and just use 'and' or 'with' when describing the combinations, like they did in many of their brochures...

5

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# 'A Pretty Little Car'

*Simon Edgecombe in Kent has recently added a 1970 Vanden Plas Princess to his collection and has been restoring the seats as part of the recommissioning....*



I always think that first impressions matter when viewing a car you intend to purchase; if you like the seller and sort of like the car, it goes a long way towards helping you to part with your money. All those factors came into play when I purchased what my wife refers to as 'a pretty little car', and that alone was a shock - she normally just tuts and throws her head back in astonishment, or option two is that she goes off and buys some expensive handbag in retaliation. I viewed this car after it did not receive any worthwhile bids on eBay, and fortunately it was fairly local to me so I thought I would contact the seller and pay them a visit. When I arrived I was only fairly impressed, but I had taken my favourite telescopic magnet on a stick - I was shocked when it seemed to stick everywhere I was expecting it would not. How strange - this is a 1970 Vanden Plas, why was it sticking, I wondered? It turns out that this Princess was still made from metal!

**"It turns out that this Princess was still made from metal"**

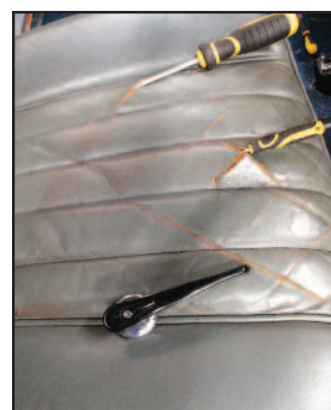
I decided to purchase the car on the production of a new MoT. Again, I was rather surprised that it got one, yet the only items that needed attention were the washers not being great and the fuse for the horn was blown. I paid my money over and drove it home, then the work started!

The one thing you have to understand but not follow about me is that I have strange habits. I have to line up screw heads, then I decide to remove the screws and replace them with new stainless ones, then I take them out again and polish the heads on the polisher before lining them up again. I got this from my father, who was in the RAF. I sort of think "thanks Dad", then on the other hand perhaps not - it can get tiring, but I still do it!

When I got the car home and into the workshop, I still kept looking for the bits I had missed, but they just were not there. All I have found so far is two small holes, one in the driver's footwell where the wheelarch panel joins the floor and this was only around a quarter of an inch; the other was on the passenger side inside wheelarch panel, and that was an oblong hole once I had finished digging it about and turned out to be around three quarters of an inch wide by an inch and a half long. I considered that to be a positive - the last Vanden Plas I purchased in around 2000 (knowing nothing about them) required a sweep-up whenever I slammed the door; it was VERY rotten.

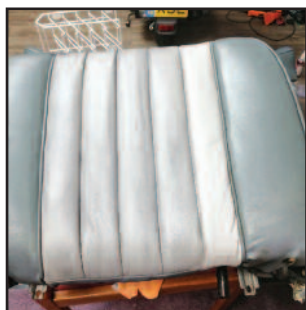
So having stripped this one down to basically a bodyshell, it was time to look at the interior. The seat leather was rather hard and unloved; it had splits, as can be seen from

the pictures, so I had to decide what was the best course of action bearing in mind the lining up screw head crap! In the end I embarked upon what was to be a labour of love. Now, I have to say I am very fortunate - I still have an ex member of staff who was our coach trimmer when we had a large bus company; he is now a friend as he retired at the age of 76 from trimming. I asked him to strip the two seat cushions and repair the damage, but we decided that rather than replace just the sections that were damaged, we would remake the two fluted cushions again from scratch. He stripped them and made detailed plans and measurements based on how they had been made originally, then using an Andrew Muirhead hide in a lighter shade I already had, we re-made it again.



As you can see, the seats had lighter sections when complete, but having used products from the Furniture Clinic previously, I obtained a matched kit from them in order to re-dye the lighter leather; with the kit if you obtain one, just take a small section of spare Ambla from under one of your seats, send it to them and they will match it for you. If you have never done this before, it is very rewarding but you do need to take your time and be patient; nothing is hard about it, just follow the directions and work in a fashion that first of all seems alien to what you would expect. I started by cleaning the entire seat with the leather cleaner from Gliptone, a little warm water and the toothbrush; this gets rid of most forms of years of grime. It will then also reveal any areas that may need attention later with the colourant. The way to do it is to clean back the actual leather surfaces with a fine grade wet and dry paper used dry, sanding carefully and lightly over a period of time. Do NOT use real pressure. You will find this does remove the top surface of colour, but this is fine. Once you have cleaned off the dust you have created, I used a leather cleaner with a toothbrush to clean back the leather and get between the seams and

the piping around the edge, wiping it down constantly with a clean microfibre towel, getting into all the flutes and edges. The next stage is to treat the leather to soften it again; for this I used a combination of Gliptone Gentle Cleaner first, again with a toothbrush and a small amount of warm water (don't make it too wet), then over a period of days I rubbed in Connolly Hide Care. This I did probably six times over some days, allowing it to soak into the leather. Finally I used Leather Revive from the Furniture Clinic; this again is rubbed in using your finger tips and a pair of gloves - just keep massaging it into the leather. The good thing is that you cannot really overdo this process; the more you massage over a period of time, the more supple the leather will become. It's down to time and patience, as I said, and it will reward you over time, more so if your leather was as hard as mine was.



in a position to have the services of a coach trimmer as I did, so if you have splits in your leather that need repair, you can also get from the Furniture Clinic a strip that reinforces the crack from behind and a bonding agent that will bind the leather together. I did try it and it does work, so again have confidence. With the kit you also get two bottles of gloss and matt enhancer; I found in my case

Once this has all had time to sink into the leather, I suggest a final massage with a little Leather Revive; let this dry in, and then the following day you can start the colouring process. If you obtain one of the Furniture Clinic's kits, you will get all you need; they will supply you with a cleaner you can use to remove the top coat left on the leather, which will also take off any oily deposits on the leather ready for the colouring process to start.



Keep changing the cloth so you are not spreading the same material all over it again. Allow the solvents to dry from the top surface of the leather. I then suggest you use the painters' blue masking tape to cover around the edges of the Ambla used around the sides of the seats, then the recolouring process can start.

It will probably seem alien again to you how to apply the colourant, but trust me, this does get the results you will want. You will apply a small amount of the colourant to the sponge provided with the kit and simply wipe this on the leather surface, applying a little more to the sponge as you go; just do not saturate the surface with the colour, as this is NOT how to get the best results. Once you have achieved a slight colour to the seat, walk away. I suggest the next day you do the same again. You are building up another layer to the seat; the first will have been absorbed by your leather, the next will give it some depth. Finally you will need to probably give the seat one more coat; this should again be done the next day. The application method is always the same - use a little and wipe it on gradually, and the results will be as per the factory when you are done.

The ultimate stage would be to again use the spray equipment supplied with the kit to give a very VERY gentle final top coat to the leather - do not be tempted to get too close or to use too much colourant. You can use this to colour the Ambla as well. In my case I found that I did not need to do this, as after cleaning the Ambla I found that mine was the right colour and only had one small area of damage from years of getting in and out of the car. This was covered by the final spray. You may not be

that I did not need them, but yours may be different. Perhaps if you have the dark blue leather you may need to mix in a little matting agent with the final coat.

The kit as I said does come with an air brush; this is self-sufficient, has two cans of pressurised air and all you will need to complete the job. Unlike many kits, this is complete, and they even supply cloths and sponges. All you need to do is follow the instructions and as I said, take your time, it really is worth it in the end. I took all my seats out and stripped them - you do not need to do this, but it will be a better job if you do.

Be careful when you use the filler included in the kit. You should use this very sparingly, never a heavy coat, and also bear in mind that natural leather is never smooth - like your own skin it will have graining to it, and this is also embossed into the leather when it is made. To apply this you can use a fine body filler spatula or even a stirring stick from your favourite takeaway! Once this has had time to dry, use the same fine grade wet and dry (used dry) to smooth off the surface. I always use a little of the binder agent in any cracks present, and for this I use a small modelling paint brush. The maxim for all this work is little and often - just build up layers very gradually and sand back between coats of filler/binder.

On another note, I have now obtained another dashboard and have sent all my wood off to our carpenter to refinish. It will be re-dyed again back to the colour I want as it has been bleached over the years. When it returns and I am 100% happy with it, it will be my intention to perhaps offer an exchange service to other 1100 Club members, should you feel this would be an advantage to you all. I only have the VDP dashboard, so sorry I cannot offer this same exchange service to Riley and Wolsley owners, but let's see what transpires. If this is something you feel would benefit you, please by all means get in touch - I would be pleased to help other members if I can.

#### Links to suppliers mentioned:

<https://gliptoneeurope.com/>  
<https://www.furnitureclinic.co.uk/>  
<https://www.connollyengland.com/products/connolly-hide-care-n-a>

You can contact Simon on [info@mercuryarv.co.uk](mailto:info@mercuryarv.co.uk) Ed

# When Harry Met Peggy

*In Part Eleven of his amusing restoration story, Harry Taylor gets the engine back in and invites Len round for dinner....*



And so it came to pass.....words I often heard from the great biblical epics shown on the TV during holidays. As I recall, these 'epics' often featured people like Charlton Heston, James Mason, Elizabeth Taylor et al. A gathering of gods and revered actors of which we mere mortals were in awe of. The arrival at our house of Len and his partner Kerry never quite reached those heights. In truth, I had no great expectation that it would. I had already looked out of our front window for a 'sign', some type of burning bush or something of that nature. Indeed, even parting the local river 'The Beck' would have been difficult to record as you can walk over it anyway without any great difficulty. However, there was a sign - not biblical, possibly more financial.

Kerry knocked our door at the agreed time. I opened it up to greet her and beyond her shoulder noticed Len. Len had just parked and climbed out of a brand new and very shiny Nissan NV400. Now I realise that the reader may gauge that the next few sentences reflect more on me than Len. That is a perfectly reasonable stance to take. However, all I ask is that you consider the fact that I was probably Len's sole source of income and, at times, support. While I otherwise would have been ecstatic at Len and Kerry's evident progress in acquiring a brand new top of the range vehicle that I could not afford, I was somewhat troubled by the notion that I had probably, single-handedly and unwittingly, funded that progress while at times being unemployed.

We all settled down at the table and exchanged niceties and the evening actually went rather well, apart from the nub of the issue being continually dodged. I needed progress on Peggy - I needed to know timespans and costs. Len and Kerry just needed to know what was for dessert. Marilyn and I said goodbye to Len and Kerry and breathed again as they left. I was no further forward with the Peggy project though. I considered pulling the plug on my relationship with Len, but how could I? He had me in checkmate. Peggy was still not reconstituted and was on axle stands in his garage with all her accompanying bits. I talked to Marilyn and she advised a more subtle approach than the ones adopted by the characters in *Goodfellas*, which I had been motivated towards since seeing Len's new mode of transport.

**"...she advised a more subtle approach than the ones adopted by the characters in *Goodfellas*"**

I took the approach of encouraging Len by way of motivating him with praise. Praising him for being only a half an hour late at the garage was difficult but generally what he did do was good. We lowered the engine back into Peggy on a rope and Len's hoist, which was made of discarded Meccano. I have to tell the readers that we even managed this feat without scratching the newly sprayed engine bay. It was not an easy ten minutes as you will all know. The engine, dangling on the end of a very frayed rope, reminded me greatly of the 'grab' at the



amusement arcade that allows you to all too easily pick up your prize but as soon as you manoeuvre it in to position to be deposited into the collection chute, just when you are absolutely sure you have beaten the machine, just when you are beginning to formulate your look of superiority over everyone else in the arcade, it drops. It not only drops but your 'prize' buries itself in the man-manufactured plastic detritus at the bottom of the glass container. I was prepared for the engine and gearbox to crash into the bulkhead or inner wings at any moment. It didn't. I at once realised that I had now become ecstatically happy that there hadn't been a disaster and this was now the level of expectations I had in my life, thanks to Len and Peggy. Where was Charlton Heston when I needed him?

**"Where was Charlton Heston when I needed him?"**

Things were not easy but we did move stuff on. With the engine now in place, new mounts and all, other stuff took shape. A new radiator, dynamo, change in polarity, new old stock master cylinders for the clutch and brakes (OK, they were plastic ones but practicalities dictated). A new old stock single carb was added. The dash went in, albeit without a properly working strip speedo, something that I dealt with later.

It was now 2013 and finally (in the words of Oliver Hardy) we were getting someplace. Having accomplished a lot at the front end of the vehicle, our attention now went to the rear. With my reliance on Len almost complete, I needed to consider whether dropping the rear subframe out was really necessary. Actually it was, but I considered the situation carefully. If Peggy had been sitting in a field for six years, it occurred to me that it may be very unwise to start the car up and pull all the accumulated sludge through the fuel system and our newly fitted carburettor. So, I suggested that rather than take the subframe out, we could just take out the petrol tank, clean it up and while it was out we could inspect the subframe without needing to remove it.

I congratulated myself on such logical thinking. Not only finding a practical way to deal with a restoration problem

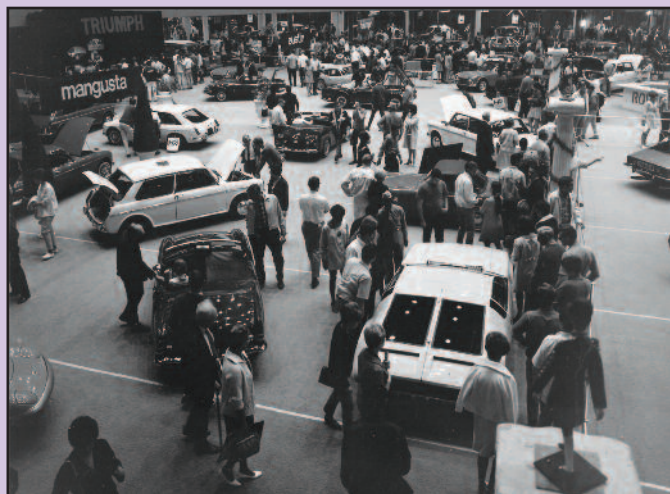
but also to side-step any elongated reliance on Len. Many of you will be familiar with the trials of refitting a petrol tank on one of our cars. During this action, I became cognisant of the exploits of Archibald McIndoe and his guinea pigs during the Second World War. By the time Len and I had cleaned the petrol tank and finally tightened home the last bolt on the tank, the garage floor was littered with skin and blood. I am fairly confident that even Mr McIndoe would have struggled to put back to usefulness what remained of our hands.

And so it came to pass...that sitting in the pub later one evening I considered that Len and I had indeed mixed our very blood and genetic material in the service of Peggy. I wondered how many pints it would take to remove that thought from my mind.

*Next time: Pump it up, Peggy back on four wheels, Len back on two cylinders...*

## From the Quilter Collection

*John F Quilter in Oregon, USA, has very kindly shared some of his archive collection with the 1100 Club. This time, we have another couple of photos from the New York International Autoshow in 1967 or 1968. "From the beginning, when the first New York Auto Show opened in November 1900 at the original Madison Square Garden, the annual exhibition of automobiles, and the pageantry they create, has been a hallmark of the industry", says its website!*



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# Feeling Fuelish



*Standard unleaded petrol across UK forecourts is now E10. Here is the latest FBHVC advice on what we should do about it.*

After an extensive consultation process, the Department for Transport has introduced legislation to mandate E10 petrol as the standard 95-octane petrol grade from 1 September 2021; in Northern Ireland, this will happen in early 2022. 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 change in fuel applies to petrol only. Diesel fuel will not be changing. Petrol pumps now show new labels designating the grade, the maximum ethanol content and an advisory cautionary notice. Other information regarding the introduction of E10 petrol may also be provided by fuel retailers such as the 'Know your Fuel' sticker. For some time, service station pumps have had E5 and B7 labels consistent with the BS EN16942 standard that has been adopted across Europe. This standard also sets out the labelling requirements for other renewable fuel grades such as E85, B20, B30 etc that can be found across Europe either on service station forecourts or for captive fleet use.

At the petrol station, a circular 'E10' or 'E5' label will be clearly visible on both the petrol dispenser and nozzle, making it easy for you to identify the correct petrol to use together with the warning text 'Suitable for most petrol vehicles: check before use'. The 'E10' and 'E5' labels look

like the picture at the top right of this page. New vehicles manufactured from 2019 onwards should have an 'E10' and 'E5' label close to the filler cap showing the fuel(s) they can use. Almost all (95%) petrol-powered vehicles on the road today can use E10 petrol and all cars built since 2011 were required to be compatible. If your petrol vehicle or equipment is not compatible with E10 fuel, you will still be able to use E5 by purchasing the 'super' grade (97+ octane) petrol from most filling stations.

**The FBHVC 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 at <https://www.gov.uk/check-vehicle-e10-petrol>. However, please note that many manufacturers are missing and there are some discrepancies regarding particular models.

Additional information on vehicle compatibility issues is available on the fuels page of the FBHVC website at <https://fbhvc.co.uk/fuels>.

**What is ethanol?** Ethanol is an alcohol derived from plants, including sugar beet and wheat. Increasingly, waste products such as wood are also being used to manufacture ethanol. Therefore, it is renewable and not derived from fossil fuels.



**Why are we using it?** Principally ethanol is being added to fuel in order to reduce carbon emissions as Britain heads towards its target of net zero emissions by 2050. According to Government experts, this will reduce greenhouse gases by 750,000 tonnes per year which, they say, is the equivalent output of 350,000 cars. The move will bring the UK in line with many European countries which have been using E10 fuels for a number of years already. In some parts of the world, such as South America much higher levels of bioethanol have been in use since as early as the 1970s.

**What is E5 petrol?** E5 petrol can contain between 0% and 5% by volume ethanol. Other oxygenated blend components may also be used up to a maximum petrol oxygen content of 2.7%. There is a variation at the pumps, not just between brands but also between different areas of the country; some will contain a lot less but the absolute maximum is capped at 5%. It should be noted that some Super E5 Protection Grade fuels do not contain ethanol as the E5 designation is for fuels containing up to 5% ethanol.

**What is E10 petrol?** E10 petrol contains between 5.5% and 10% ethanol by volume. Other oxygenated blend components may also be used up to a maximum petrol oxygen content of 3.7%. Again, there is a variation at the pumps, not just between brands but also between different areas of the country, some will contain a lot less but the absolute maximum is capped at 10%.

## What might happen if E10 is used?

Corrosion or tarnishing of metal components, elastomer compatibility (swelling, shrinking and cracking of elastomers, which are seals and flexible pipes, and other unsuitable gasket materials), and air/fuel ratio enrichment.

Some historic vehicles use materials in the fuel systems that are damaged by ethanol. These include some cork, shellac, epoxy resins, nylon, polyurethane and glass-fibre reinforced polyesters. In later cars these have largely been replaced with paper gaskets, teflon, polyethylene and polypropylene which are all unaffected by ethanol. Very old leather gaskets and seals are also resistant to ethanol. As the ethanol molecule is smaller and more polar than conventional petrol components, there is a lower energy barrier for ethanol to diffuse into elastomer materials. When exposed to petrol/ethanol blends these materials will swell and soften, resulting in a weakening of the elastomer structure. On drying out they can shrink and crack resulting in fuel leaks. If your fuel system has old hoses or any degradation of components, then ethanol may appear to advance these problems very quickly. You may experience leaks or fuel "sweating" from fuel lines. Some fuel tank repair coatings have been found to breakdown and clog fuel systems, although there are plenty of ethanol resistant products on the market.

**What can we do about it if we use it?** The most important thing is to ensure your fuel system components are regularly inspected and renewed as part of a routine maintenance programme for your historic vehicles. Ultimately owners should look to renew fuel system components such as hoses, seals and gaskets with ethanol safe versions as a long term solution and more of these are entering the market through specialists every day. If you should decide to make the necessary vehicle

fuel system modifications together with the addition of an aftermarket additive to operate your classic or historic vehicle on E10 petrol, the FBHVC strongly recommends that you regularly check the condition of the vehicle fuel system for elastomer and gasket material deterioration and metallic components such as fuel tanks, fuel lines and carburettors for corrosion. Some plastic components such as carburettor floats and fuel filter housings may become discoloured over time. Plastic carburettor float buoyancy can also be affected by ethanol and carburettors should be checked to ensure that float levels are not adversely affected causing flooding and fuel leaks. Ethanol is a good solvent and can remove historic fuel system deposits from fuel tanks and lines and it is advisable to check fuel filters regularly after the switch to E10 petrol as they may become blocked or restricted. If your vehicle is to be laid up for an extended period of time, it is recommended that the E10 petrol be replaced with ethanol free petrol which is available from some fuel suppliers. Do not leave fuel systems dry when storing, as this can result corrosion and the shrinking and cracking of elastomers and gaskets as they dry out.

**Will we need to tune the engine to use E10?** Ethanol contains approximately 35% oxygen by weight and will therefore result in fuel mixture enleanment when blended into petrol. Petrol containing 10% ethanol for example, would result in a mixture-lean effect equivalent to approximately 2.6%, which may be felt as a power loss, driveability issues (hesitations, flat spots, stalling), but also could contribute to slightly hotter running. Adjusting mixture strength (enrichment) to counter this problem is advised to maintain performance, driveability and protect the engine from overheating and knock at high loads. Modern three-way catalyst equipped vehicles do not require mixture adjustment to operate on E10 petrol because they are equipped with oxygen (lambda) sensors that detect lean operation and the engine management system automatically corrects the fuel mixture for optimum catalyst and vehicle operation.

**Should I use an additive?** Ethanol has increased acidity, conductivity and inorganic chloride content when compared to conventional petrol which is typically pH neutral. Ethanol can cause corrosion and tarnishing of metal components under certain conditions. These characteristics are controlled in the ethanol used to blend E5 and E10 European and UK petrol by the ethanol fuel specification BS EN15376 in order to help limit corrosion. Some aftermarket ethanol compatibility additives claim complete protection for operating historic and classic

vehicles on E10 petrol. The FBHVC is not aware of, or has tested, any additives that claim complete fuel system protection with respect to elastomer and gasket materials for use with E10 petrol. The FBHVC therefore recommends that elastomer and gasket materials are replaced with ethanol compatible materials before operation on E10 petrol. However, corrosion inhibitor additives can be very effective in controlling ethanol derived corrosion and are recommended to be added to ethanol in the BS EN15376 standard. It is not clear if corrosion inhibitors are universally added to ethanol for E5 and E10 blending so as an additional precaution it is recommended that aftermarket corrosion inhibitor additives are added to E5 and E10 petrol. These aftermarket ethanol corrosion inhibitor additives often called ethanol compatibility additives are usually combined with a metallic valve recession additive (VSR) and sometimes an octane booster and have been found to provide good protection against metal corrosion in historic and classic vehicle fuel systems.

**What happens if I fill up with E10 by accident?** Don't panic – your car will continue to run, just fill up with E5 at the next opportunity and avoid storing your vehicle for long periods with E10 fuel.



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# Technical Tips and Advice



*This time, mushrooms, window seals, fuel starvation, rust, hydrolastic pipes, dashboards, and the first in a new series of Spannerman's technical tips*

## Mushroom Soup

Referring once again to the different automatic and manual displacer mushroom lengths, there is another aspect in that an owner could unknowingly have a mix on the front of their cars. Emphasising this point is that my friend Pete Terpeluk's white Austin estate had been converted from an automatic, and at some point since then one of the front displacers had been unwittingly replaced with a used one from a manual car. As with me and TYW, it was only Derek's mention of the 3/8" difference in IC a couple of years ago that prompted Pete to investigate further into his particular problem on the Austin of the pressures needing to be different on either side to balance the ride height. Even then though, things must have been slightly askew. With just these two examples, I strongly suspect TYW and Pete's estate are not the only 1100s out there affected by this pesky little 3/8", with the possibility that one of the longer mushrooms could also have easily found its way on to the back of someone's car after so many years of repairs. Regarding my extenders, although the 3/8" inner ring was a very tight fit, for added strength I drilled indentations on the join, filled them with weld, then filed the welds flush. Hopefully that would be enough to reassure any doubters!



*Ian Gaffney*

## Sealed It

**QUESTION:** I'm after two side rear window rubbers for my 1972 two door Austin 1100, 1972.

**DEREK'S ANSWER:** East Kent Trim should have what is needed - they have a wide selection of self grip seals, not specifically for 1100 but one might fit.

Fernand Pinckney added on the Facebook post: "I have just installed the rear (opening) windows into my Mk II two door MG and I purchased a seal by the metre from East Kent Trim Supplies - see photo. This has worked a treat. The rubber is soft and easily compressed when closing the windows." Derek Porter also spotted an eBay auction for two opening windows and highlighted the fact that the seller did have the seals with them.



## Fuel Starvation

**QUESTION:** I think I am having trouble with fuel starvation. I was out last weekend at a classic car show when on the way back, travelling at about 60mph, the car

starting 'jumping'. I eased off the accelerator to around 40mph and the car drove fine, but when I tried giving it more power the 'jumping' started again. When I got home I changed the plugs to see if this was the problem, but no, it was still the same. I suspected that the fuel pump was faulty and not sending enough fuel through to the carburettor, so disconnected the fuel pump and bench tested it - it seemed to be working OK. Well, it was making a pumping noise, anyway. I replaced it back on the car, making sure the two spade clips were on tight, and started her up in the garage. She started up with no problem and was running sweetly on tickover, was still OK when I gently pressed down on the accelerator but when I started to give her full revs, that's when she started to die on me again. Could the fuel pump be failing and only working to half its capacity?



**SPANNERMAN'S ANSWER:** It certainly does sound like fuel starvation rather than an ignition issue, but sometimes it can be misleading. Being able to reproduce it whilst stationary will help a lot. I'm assuming this is

a single carburettor set up. Did the old plugs indicate a weak (white) or rich (black) mixture? If very white, I would expect it to be fuel related, but black may suggest an ignition issue. Are you sure the air filter is of the original type, and the element is not heavily contaminated? Then I would carry out the following:

- 1) Remove the top of the float chamber and check for a partial blockage above the float needle valve. Clean out the float chamber.
- 2) Remove the carburettor piston assembly after ensuring it is marked to refit the right way round. With a length of flexible pipe, blow through the passage from the main jet into the float chamber.
- 3) Ensure the carburettor piston and the housing it moves in is clean using an alcohol or brake cleaner. Rebuild the carburettor, and top up the carburettor damper.
- 4) When you've been running the car, check a vacuum is not being formed in the tank by a faulty breather system. Less likely but you never know!
- 5) Taking great care, disconnect the fuel pipe to the carburettor. You might need to extend this pipe. Place the end into a container and check for adequate delivery by getting someone to switch on the ignition. If delivery is low, check the supply voltage at the pump when it is operating, and that the pump earth is good.

Furthermore, has anyone fitted a fuel filter to the system, which could be restricting petrol flow? Did this problem start after adding fuel? Bear in mind that the increase in ethanol in fuel will dislodge more dirt in the system and can attack the fuel pipes internally, softening the rubber and allowing them to kink etc. It may be wise to replace these with suitable new ethanol proof flexible piping. I would also keep to BP or Shell high octane fuel.

**UPDATE FROM MEMBER:** Thank you for the advice. I think I have got to bottom of my problem. After checking the flow of petrol from the pump to the engine bay, which was pumping up petrol OK, I then blew through the main jet with a piece of pipe and my compressed air line - still

no joy. I suspected the inline fuel filter that was sitting vertical at the side of the carburettor, one of the 1.5" diameter type. I disconnected this to give the petrol free flow and it seems to have cured the fault, so I will buy a smaller filter and then see how it goes.

## Fuel Leakage

**QUESTION:** I filled up with petrol today and found there was petrol coming out under the car near the rear wheel underside. Is there some sort of overflow?



**SPANNERMAN'S ANSWER:** I'm afraid this is 'normal' as the overflow pipe is on approximately the same level as the filler neck. A few years ago I modified my car's breather and fitted a fuel filter in the lengthened breather pipe. There has been no more leakage!



## Rust in Peace

Not the most scientific of experiments, but I'm returning to the topic of rear subframe mounting cutouts that will have filled every time every 1100 ever made has been driven in the rain, through standing water or salt laden slush, I decided to make this crude mock-up to clearly establish how bad a water trap this normally hidden design flaw really is. With the only way to drain being between the two surfaces, I think it is now obvious why this area killed off so many of our cars very early on in their lives. To see how the rust develops I intend leaving it under the water butt overflow to replicate as near as possible the conditions under a car each time it is driven in the rain.

*Ian Gaffney*

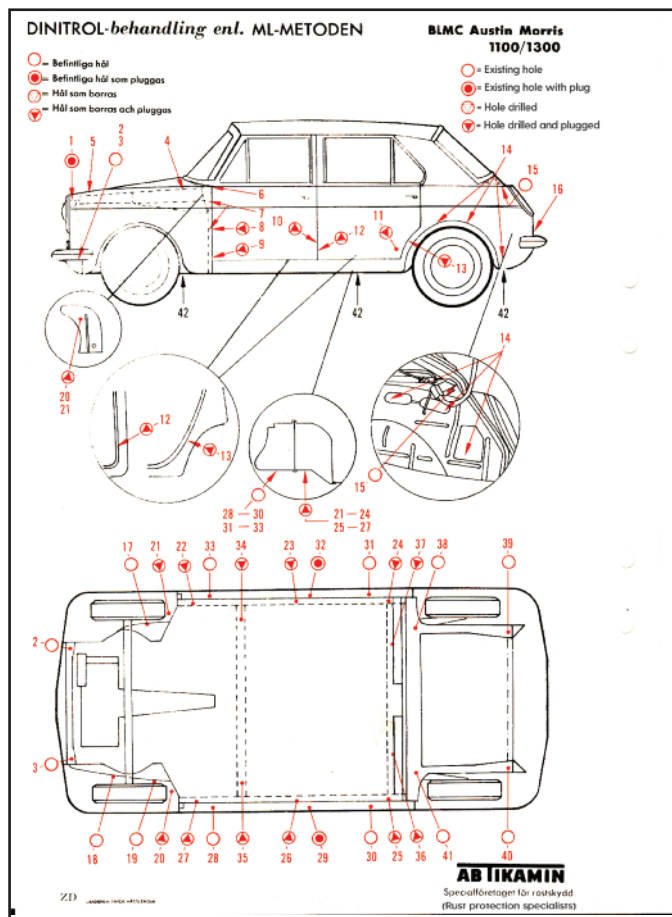


## Bust That Rust

New 1100 Club member Simon Edgecombe has been in touch with this fabulous diagram from the suppliers of Dinitrol rust prevention fluid.

Simon says: "We have been an agent for Dinitrol since the 1980s; we normally treat the motorhomes we deal with, but have also done a lot of work for Jaguar/Land Rover direct and for local dealers. Now I am the proud owner of a little Princess, I thought as it was in such good structural condition and not welded everywhere (in fact, I can find

very few areas it has ever been repaired) I would twist the arm of the agents in Sweden to delve into their archives to find me an application diagram, and they did!! So I have attached it as other members may find it useful perhaps."



We hope we have translated the key correctly; we've added an English version on the right hand side. A full size version of the diagram is also now available in technical section of the 1100 Club website.

Simon adds: "If any member requires Dinitrol, I would be happy to supply it at a little above our cost price plus the shipping and VAT. We have been using it for so long I know it works, hence why we keep using it. All our company vehicles get treated as soon as we get them, and when it comes to MoT time, everyone has commented just how clean and corrosion free they are." You can contact Simon by email on [info@mercuryarv.co.uk](mailto:info@mercuryarv.co.uk), letting him know where you saw this information.

## Pipe Dream



We had a productive day installing new hydroelastic pipes to Dad's 1300GT, which were a pleasure to fit, aided by the fact we already had the fuel tank removed to try and fit the copper ones we had previously sourced. The pipe was fitted within twenty minutes, bled up nicely, and



when we checked the following morning it was still up! I can't recommend these enough for ease of fitting and quality - I'll be fitting a set to a Ranger kit car soon for a another 1100 Club member.

*Damien Orchard*

*Terry Waller has commissioned another run of these pipes, which is happy to sell to fellow members. You can contact him on 07903 979682 or [terryjwaller@aol.com](mailto:terryjwaller@aol.com)*

## Rehosing That Displacer

As you know, our good friend Ian Gaffney produces a superb DIY displacer hose repair kit for the 1100 Club and supplies it to members for free, just in return for a small charity donation. It's pretty straightforward to fit, following Ian's guidance and instructions, but he will also fit the kit to a displacer for you if you can get it to him in south-east London.



The other day he went for a bit of a spin in TYW to meet up with Mike Barnes from the Surrey group in Westerham - he collected the displacers from Koren's orange car, which Mike is currently working on, to rehouse at Gaffney HQ and return. Here is a picture of that meeting (brilliant that the displacers were handed over from ADO16 to ADO16) plus also a before, and after shot of Ian's work. Remember, however much you might spend on displacer refurbishment elsewhere, it's still a derust, a paint up and a rehouse that you'll get - we're very lucky to have Ian's support with helping members to do that at no direct cost.



## Dashboard Removal

**QUESTION:** How do you go about removing the dashboard of an Austin 1300GT Mk III model in order to access the gauges behind?

**DAVE WILKINS' ANSWER:** I have actually done this so I can help with this one! When I last carried out this

process on my own Mk III, I removed the entire dashboard assembly to gain access to the bulkhead area behind it for welding, so I had to detach everything - speedo cable, all the wires, choke cable etc. I don't think you will need to do that if you just want to pull the dashboard forwards a little to get to the back of the gauges. So therefore I think these are the bits you will need to do...

- 1) Remove the shear bolt on the steering column so that the column drops downwards a little.
- 2) If you find you need to take the steering column right out of the way, remove the pinch bolt at the base and detach the wiring from the indicator stalk before pulling the whole steering column up and out, although I suspect you won't need to do this for your purposes.
- 3) Remove the two screws at the top right hand and left hand corners of the dash top - they are underneath a little flip-up lid that you can carefully open with a small screwdriver, although my flip-up lids are long gone!
- 4) Remove the two screws at the bottom left and right corner of the dashboard.

The dashboard should now come away from the front of the car and just hang there, enough for you to access the dials etc behind, with a bit of luck, with no further disconnection of all the switch wires etc.

## Spannerman's Technical Tips - No 1



On cars with a cartridge oil filter, the pressure or seating plate, which should be located against the filter element, is sometimes missing, and was probably thrown away during a previous filter change. Without this plate being fitted, oil can bypass the element and will not be filtered. The part number for cars with a manual transmission is 17H1148. An exploded view of the component parts of the filter housing are shown in most workshop manuals, like this one here from Haynes.

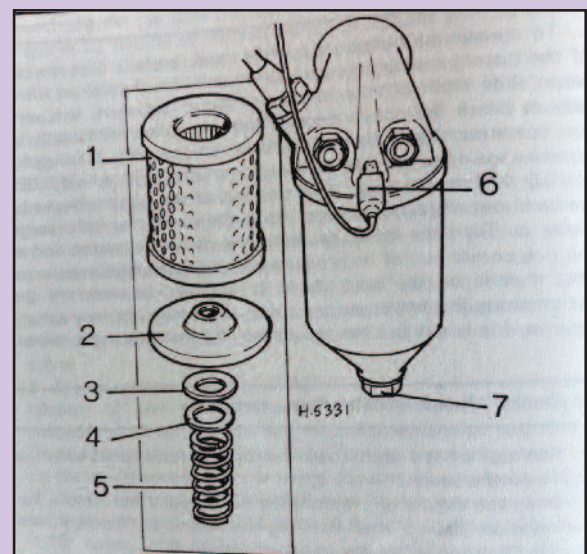


Fig. 1.15. Engine oil filter (renewable element type) (Sec. 27)

- |                  |                         |
|------------------|-------------------------|
| 1 Filter element | 5 Spring                |
| 2 Seating plate  | 6 Warning light switch  |
| 3 Seating washer | 7 Filter retaining bolt |
| 4 Steel washer   |                         |

# Tips From Down Under

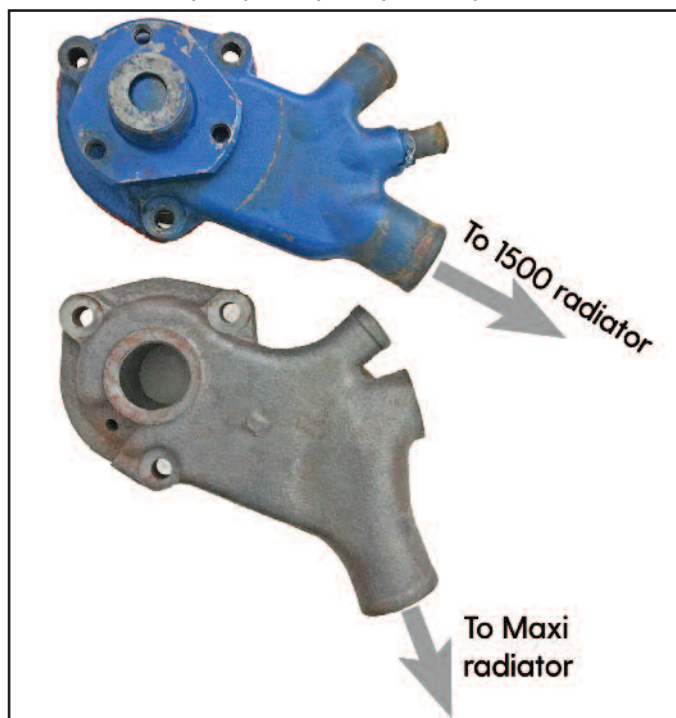


*Continuing his popular series of Australian tips, Phil Rixon looks at OHC water and fuel pump compatibility for the 1500/Nomad*



We are told time and time again that the Morris 1500/Nomad shares its engine and gearbox with the Austin Maxi, and that is broadly true. So when it comes to sourcing replacement parts no longer available locally, you'd expect to simply jump onto eBay and click on some Maxi parts in the UK and have them find their way to the Southern Hemisphere. Seemed logical to me ten years ago before I became a Maxi owner and could compare the two setups.

At the time, my 1500's water pump had begun imitating a garden sprinkler so I phoned around the local BMC spares places for a replacement - or even a repair kit - but none were to be found. I turned to Earpart in the UK and they had new Maxi pumps for just £10. That seemed good value, but since they are quite heavy compared to an A-series equivalent, the shipping cost was about £80 on top for just one - or as many as four. A fortnight later, four pumps arrived and at that point I discovered that the Australian factory had made significant changes to the casting that forms the body of the pump! This was mainly because of the tighter confines of the 1500's engine bay and, with the engine placed much closer to the bulkhead, the pump body was a little more compact and the radiator hose connection needed to emerge at considerably shallower angle to align with the smaller radiator and avoid the rear engine mounting bracket, both of which make the Maxi pump completely incompatible.



What about the OHC Allegro, you ask? Well, those pumps are different in an even more incompatible way, since the Allegro radiator is front mounted and the radiator outlet points forwards. Happily the pump innards (impeller, bearing, shaft and seals) were interchangeable and I managed to swap those instead. This does involve a deal of careful persuasion to extract the worn parts. The fan pulley flange needs to be prised off the shaft - not always an easy task for the DIY owner. Next, the bearing complete with shaft and impeller needs to be drifted out.

Sometimes, though, if the pump has been allowed to deteriorate over a long period, the bore of the casting may become enlarged so the bearing is no longer a tight fit. Also, the earliest pumps had a bearing retaining clip made of wire which is necessary to stop the bearing from wandering sideways. Later pumps relied solely on an interference fit which might not be completely effective if the bore has worn.

Talking about pumps, surely the mechanical fuel pumps these engines use wouldn't have compatibility issues? Again, experience shows things still aren't that simple. On the E-Series, the mechanical fuel pump is mounted low down on the gearbox casing largely hidden from view by the alternator. You'd think that with their respective fuel tanks and carburettors in the standard locations, the associated plumbing would follow similar paths - but no. Each model has a different arrangement for mounting the power unit to the body and this influences the direction of the pipe connections on the pump so as to avoid the various mounting brackets, and for this reason, the 1500/Nomad has one connection aimed straight ahead and one off to the right. While some original pumps were of the design that allowed the angle of one connector to be varied, replacements are frequently not. Consequently the Allegro version of the pump has its connections 90° apart and pointing forwards, one to the left, one to the right. This aims the left one on a collision course with the 1500/Nomad's engine mounting bracket, so that's ruled out. The Maxi version is a better proposition. Since the Maxi's fuel travels from the tank along the right hand side of the car, and up over the engine to the carburettor, the connections on the pump both point to the right.

Just like the Aussie built 1100 before it, the 1500/ Nomad sends its fuel along the left hand side of the car. But instead of the direct path up the bulkhead via a mechanical pump on the rear of the engine block, the 1500/Nomad metal pipework continues below the radiator and around the corner to the pump on the front of the gearbox. It then does a U-turn and travels back below the radiator and finally up to the carburettor behind the engine! This is probably done to keep the metal pipework away from the hotter zones of the engine bay to minimise the chance of vapour lock occurring. To deal with this convoluted path, the original pumps have extensive metal pipework attached to them with nuts and olives. Moulded rubber hoses are used in strategic places to avoid engine vibration causing metal fatigue in the pipes. Some new short lengths of rubber hose can be used to connect the existing metal pipes to a modern replacement pump if the pipework is trimmed appropriately.

*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.*

# Membership News

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

|                           |                                     |                  |
|---------------------------|-------------------------------------|------------------|
| Mr Carl Ontong            | Chelmsford, Essex                   | Austin 1100      |
| Mr James Summers          | Largs, Ayrshire                     |                  |
| Mr Richard Joyce          | Spalding, Lincolnshire              |                  |
| Mr Paul Darley            | Stamford, Lincolnshire              | MG 1300          |
| Mr Shane Flippence        | Andover, Hampshire                  | Austin 1100      |
| Mr Craig Grundy           | Rangiora, Canterbury, New Zealand   | Morris 1100      |
| Mr Paul Duffin            | Derby                               |                  |
| Mr Chris Lewis            | Tunbridge Wells, Kent               | Vanden Plas 1300 |
| Mr Chris Sweeney          | Seaford, East Sussex                | Austin 1100      |
| Mr Wilco Boer             | Nieuw-Vennep, Netherlands           | Vanden Plas 1300 |
| Mr Ian Hodson             | Ventnor, Isle of Wight              | Vanden Plas 1100 |
| Mr Reinier Oosterling     | Kollumerzwaag Frysland, Netherlands | Austin 1300GT    |
| Mr David Pomroy           | Whitby, North Yorkshire             | MG 1100          |
| Mr Jack McConchie         | London                              | Morris 1100      |
| Mr Adrian Goddard         | Urmston, Greater Manchester         | MG 1100          |
| Mr Pål Kristian Rødsdalen | Rena, Norway                        | MG 1300          |
| Mr Andy Bigham            | Dudley, West Midlands               | Austin 1100      |
| Mr Daniel Basham          | Doncaster, South Yorkshire          | MG 1100          |
| Mr Ioannis Angelidis      | Limassol, Cyprus                    | Morris 1100      |
| Mr Eamonn McGettigan      | Grantstown Village, Ireland         | Austin 1300      |
| Mr Sachin Joshi           | Watford, Hertfordshire              | Austin 1100      |
| Mr Ulf Rosen              | Västerås, Sweden                    | Morris 1300      |
| Mr Duncan Meyers          | Thornbury, Victoria, Australia      | Austin 1300      |
| Miss Lindsey Boon         | Rushden, Northamptonshire           | Morris 1100      |
| Mr Arjan van Mook         | Elshout, Netherlands                | Austin 1100      |
| Mr Simon Edgecombe        | Faversham, Kent                     | Vanden Plas 1300 |

## Classified Adverts

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

### Cars For Sale

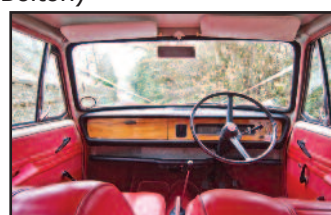
**1966 Vanden Plas Princess 1100 Mk I**, warranted 17,858 miles from new, one family owner, stunning nut and bolt restoration over six year period, all original body panels, never been welded or repaired. Full photographic record of the restoration available. Possibly the best you will ever find! Absolutely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



**1964 MG 1100**, four door, made in South Africa and imported last year. MoT to September 2021, mileage 40,000, not documented but feels about right. Lovely condition and drives well. Small split in driver's seat but very smart interior. £7250 ono. Contact Peter on 07900 273464 (Swindon)



**1968 MG 1300**, four door, Old English White with red vinyl interior. 45,000 genuine miles from new. Immaculate inside and out with excellent chromework. MGOC Premier Conditions Class winner August 2021. Engine bay professionally restored. Cylinder head converted to unleaded petrol. Lots of new parts including starter motor, regulator, coil, re-con steering rack, re-hosed displacers and many more. Car drives like new. £7500 ono. Contact Mel on 07434 155690 or email [mel.martinmgb@gmail.com](mailto:mel.martinmgb@gmail.com) (Bolton)



**1972 Wolseley 1300 Mk II** automatic, engine overhauled with hardened exhaust valves and seats fitted, new oil pump, radiator, water pump and thermostat, plus exhaust and mountings. Torque converter checked and overhauled by specialist. Car drives but has problem with gearbox kickdown. Brakes overhauled, new master cylinder, servo fitted. Five new tyres. Body and paint original and basically sound but a few areas need TLC. Interior in very good condition. £2500 ono. Contact Al on 07365 489770 or [alscarab3@googlemail.co.uk](mailto:alscarab3@googlemail.co.uk) (Somerset)



**1970 Morris 1100 Mk II**, automatic, stored since start of Covid and undergone some work, fully undersealed and inside doors, new inertia front seat belts fitted, runs well, starts first time, changes through gears as it should, restored in 2011 after being off road for a few years, lots of paperwork with it. Needs a bit of TLC in some areas, including tear in back of passenger seat and in head lining. £4000 ono. Contact Chris on 07985 940797 (Sheffield)



**1966 Riley Kestrel**. Very solid, complete, early example with only 21k miles, will need absolutely minimal effort to get happily running along again! Dry stored for thirty years, only used sparingly before. New, fully rebuilt and powder-coated rear subframe, new copper rear brake pipes, differential valve and flexi hoses, rebuilt brake drums with new cylinders, rebuilt and refurbished radius arms, both sills properly repaired, both carbs fully refurbished with new jets and needles, clutch master and slave refurbished. Interior complete, good condition and dry stored. Needs front brake caliper refurb and associated flexis, brake master cylinder refurb, suspension pump-up, plating over of small gap at the sill closing point near the subframe mounting, and interior re-fit. At good point for respray if desired. Loads of spares offered with car. Trailer required to collect. Open to sensible offers. Contact Andy on 07961 973691 or [andy.m.bennett1975@gmail.com](mailto:andy.m.bennett1975@gmail.com) (Redditch)



**1969 Morris 1100 Mk II**, white, very good condition throughout, has tax and current MoT, 44,490 genuine miles, forced sale due to ill health. £4400. Contact Bill on 07478 032727 (Troston, Bury St Edmunds)



## Parts For Sale

**Two early manuals**, one dated 1/3/63. One is a workshop manual, the other some kind of service manual covering various Morris models. Contact Susan on [suepnelson@btinternet.com](mailto:suepnelson@btinternet.com) (Epsom, Surrey)

**Various parts** in superb condition. Full set of brand new displacers, pair of genuine BMC front wings, pair of genuine rear wings with dog legs attached, petrol tank, hydrolastic pipes, full boxed set of proper door seals in green fabric, GT gutter trims in stainless steel. Plus many other spares, especially for Vanden Plas, Wolseley, Riley and MG. Contact George on 01704 224468 (Southport)

**Austin 1100 Handbook**, from a 1966 car. Very good condition. Contact James on 07540 054786 (Bucks)

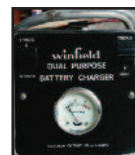
**Brand new sets of front/rear door glass** and also **four doors** in excellent condition that came off a Vanden Plas Princess. Contact Ray on 01299 269187 or 07971 937620 (Dudley)



**Various parts**. Fuel tank, sender might need checking, £20. Front grille and front and rear bumpers, in need of a bit of elbow grease, together with overrides on rear bumper, £40. Collection only. Contact Chris on 07985 940797 (Sheffield)



**Battery charger**, purchased from Woolworths and dated 1965, with most original packaging. Still seems to work - needle flickered when tried against totally flat battery. £20 including postage. Also **door handles** for two door 1100, Countryman or Traveller. £20 plus postage. Contact Steve on [steveandlara@onetel.com](mailto:steveandlara@onetel.com) or 07982 539121 (Wolverhampton)



**Austin 1100 factory workshop manual**, offered for cost of postage. Contact Joe on [joelewisoutdoor@gmail.com](mailto:joelewisoutdoor@gmail.com) (South Wales)

**Clock from Mk I Vanden Plas**, positive earth, stripped cleaned and tested and keeping excellent time. £30 plus postage. Contact Simon on [info@mercuryarv.co.uk](mailto:info@mercuryarv.co.uk) (Kent)



**Various parts**. Two pairs of new brake shoes, pair of wing/door mirrors, distributor points etc and some small suspension bits. £15 the lot. Contact Brian on 023 9225 1612 (Waterlooville)

## Wanted

**Hubcaps and hubcap badges** for Vanden Plas 1300 in excellent condition. Contact Simon on [info@mercuryarv.co.uk](mailto:info@mercuryarv.co.uk) (Kent)

**Gearbox casing** for 1971 Vanden Plas 1300, as pictured. Contact David on 07731 691126 (South Wales)



**Rear offside chrome body trim moulding** for two door MG 1300 Mk II. Contact Alan on 0151 638 8017 or 07958 598167 (Wirral)

**Pair of sunvisors** to fit 1964 MG 1100. Contact Daniel on 07769 205248 (Doncaster)

**Mk I Austin 1100 ribbon speedo dashboard**, in good condition with or without radio blanking panel. Contact Tim on 07702 203806 (Norfolk)

**A nice ADO16 with no major work needed**. Ideally Vanden Plas, Wolseley or others. Contact John on 07772 513095 or [johnrenaut@hotmail.co.uk](mailto:johnrenaut@hotmail.co.uk) (Dorset)

**Austin Morris 1300 GT**. Contact Paul on 07905 905486 or [moggy1000@hotmail.co.uk](mailto:moggy1000@hotmail.co.uk) (Manchester)



**WINNER!**

Club Magazine  
of the Year

Idle Chatter,  
The 1100 Club

