In this issue:
Duotone 1100s: Spot the Difference
My Other Car: 1969 Renault 16 TS
Restoration Snippets



Idle Chatter

WINNER!
Club Magazine of the Year
Idle Chatter, The 1100 Club

National Rally Information INSIDE

May-June 2021

The magazine for members of the 1100 Club

www.the1100club.com

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Copy Deadline for July-Aug Issue
8th July 2021 (earlier than usual!)

Ed Lines



Welcome to the May-June edition of Idle Chatter, as the year flies by! There is definitely more activity in the world of classic cars, with some small area meetings going ahead and plans for some shows to take place as restrictions allow. Lots of members and friends posted pictures on our social media of what they did with their 1100s on Drive It Day - I was away in the campervan for a few days, but the following weekend I took the Shed for a spin and went to see whether Brooklands Museum was still safe and well. I am pleased to report that it was!



On the subject of shows, it's great news that we have a National Rally in the diary, after a few difficulties with securing a venue in these odd times - you can see the date and location in the purple box below, plus there are some more details as we currently know them on p12.

So that we can provide you with the final information you will need about the National, the next magazine will be running a little earlier than usual, hence a **copy deadline of 8th July** instead of the usual 18th of the month. Please bear this in mind if you are submitting material.

Dave Wilkins
magazine-editor@the1100club.com

National Rally 2021

Saturday 31st July
North Weald Station

FRONT COVER

POPPY, OWNED BY MEMBER STEVE DAVIES, AT UPPER GREEN, TETTENHALL

REAR COVER

DUOTONES! SEE P26 FOR PHIL RIXON'S ARTICLE THAT HAS INSPIRED THIS MONTAGE

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

Club Information



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Technical and Spares Support for Members

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

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

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

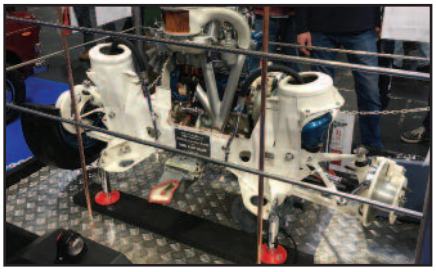
Brand new front wings are available from Lee Robinson on events@the1100club.com or 07943 842166

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

1100 Club Heritage Preservation

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





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

Classified Advertisements

All advertisement enquiries to: advertising@the1100club.com

All private classified adverts are FREE to club members – 1100/1300 and related items only.
Adverts are accepted at the discretion of the 1100 Club team and longer adverts may be edited for space reasons. We usually limit the number of photos displayed on the website to six per advert, and in the magazine to whatever space allows.
'For Sale' adverts are also free to non-members - 'Wanted' adverts are accepted from members only.
Adverts will appear on the club website to members only for the first two weeks and then to the general public thereafter, and also in the following Idle Chatter unless the Magazine Editor is advised that the item is sold. 1100 Club members can log in to the members' area of the website at any time to see the latest adverts before they become public.
Please state your area - adverts with no area may not appear.
Trade and display adverts: please make contact via advertising@the1100club.com for details of advertising opportunities on our website and in our magazine.

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

'The 1100 Club' @The1100Club THE1100CLUB

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

Area and Overseas Contacts

Area	Contact	Contact Details	Meeting?
Buckinghamshire/ Oxfordshire	Andrew Patterson	01296 483335 or 07940 981944 bucks-oxon@the1100club.com	Second Wednesday, 7.30pm, *Bottle and Glass*, Gibraltar (HP17 8TY)
Essex	Tony Cole	020 8500 7059 or 07979 998627 essex@the1100club.com	Last Wednesday, *The King and Tinker*, Enfield (EN2 9HJ)
Hampshire	John Norris	07896 639640 (text preferred) hampshire@the1100club.com	Last Thursday, 7.30pm, *Cams Mill*, Fareham (PO16 8AA)
Hertfordshire	Harvey Foster	01763 261250 hertfordshire@the1100club.com	First Wednesday, 8pm, by arrangement
Lincs and Yorks Wolds	Dave Bedlow	01472 840364 or 07548 127162 lincs@the1100club.com	Meetings by demand Contact Dave for more details
Manchester	Paul Tubby	07905 905486 manchester@the1100club.com	Contact Paul for more details
Midlands	Chris Johns	07899 923149 midlands@the1100club.com	Third Wednesday, 6pm, *Caffeine and Machine*, Ettington (CV37 7NS)
Norfolk/Fenland	Lee Robinson	07943 842166 norfolk-fenland@the1100club.com	Contact Lee for more details
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USA (West Coast)	Kelly Wood	Portland, Oregon	1-503-679-2766 usa-westcoast@the1100club.com

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

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

Chair Chat



Hi everyone, I do hope wherever you are in the world that you and your loved ones are continuing to stay safe and well. Here in the UK we are starting to see some signs of normality returning, and I hope that is the same for you wherever you are reading this.

It's great news that we have a National Rally booked in for this year. Fingers crossed we will be able to go ahead and hold it. Please see elsewhere in this edition for details; my thanks to Lee Robinson for all the work he has put into organising this in these very strange and ever changing times.

On the subject of changing times, it seems that our new member system is now working well. There have been one or two teething problems with transition, as all new systems tend to experience at first, but Koren and Dave have been able to iron these out, and I'm hoping moving forward the new system will make it easier for us all to renew our memberships and also help our volunteer membership secretary Koren with her role.

Talking of volunteers, I know the vast majority of you all know this already, but do please remember that everyone on the committee team is a volunteer and most of us have to work for a living as well as having other day to day responsibilities. So if we can't answer an email or voicemail straight away, please bear with us and rest assured we will do so when we are able.

As reported in the last couple of Chair Chats, I've been fascinated by the number of projects taking place right now and by the pictures many members have kindly shared with us. So please keep the stories coming to Dave to share in the magazine and on our social media.

That's it from me for this edition. Hopefully by the next Chair Chat, I'll be able to report on a couple of shows that finally may have gone ahead.

Stay safe, everyone.

Robbie Claydon
chairman@the1100club.com

Facebook, Twitter and Instagram

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

'The 1100 Club'

@The1100Club

THE1100CLUB

Looking Back

Memory Man is enjoying the delightful Wiltshire market town of Marlborough....

This picture recently appeared on a Wiltshire History Facebook group and permission has been kindly granted by the poster, Jack Matthews, to reproduce it here. It features the High Street (actually the old Bath Road, the A4) in the market town of Marlborough, Wiltshire, looking east towards the Town Hall and St Mary's Church in the distance.

Parked on the left is a 1969/70 Ford Capri and a BMC JU250 van (or similar). In front of that is a Jaguar Mk II pulling out of a parking space. Last in the traffic queue, beyond the pedestrians, is a Triumph Herald convertible.

Parked in the centre of the High Street, from right, are a Standard 8 (or 10), a Triumph 2000, an ADO16 (Austin 1100 Mk I), a Morris Minor convertible (in bright yellow!), an Austin Cambridge A60 and a Jaguar XJ6. Beyond the 'P' sign, there is a Ford Cortina Mk II, and on the opposite side of the road, behind the caravan, there is a Rover 2000 and possibly two more ADO16s.

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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Chest Size Chart

Small	34 in	87 cm
Medium	38 in	97 cm
Large	42 in	107 cm
XL	46 in	117 cm
XXL	50 in	127 cm
3XL	54 in	137 cm
4XL	56 in	143 cm

Black, Navy and White only

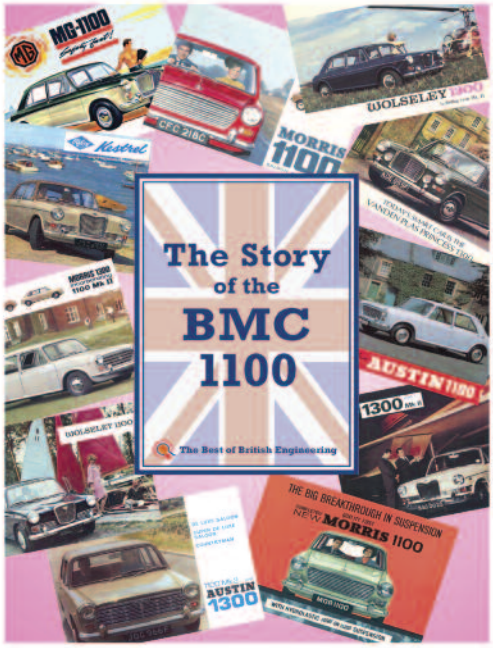
Colours for rough guidance only

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

Cheques payable to **"The 1100 Club"**
For Overseas Postage please contact me via website

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

1100 CLUB REGALIA for 2021



A must have for the 1100 enthusiast

The Story of the BMC 1100

ISBN 978-1-84549-539-8

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

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

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

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

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

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In Brief



News, views and stories from the world of ADO16s

Technical Article Search Update

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

Hitting the Right Note



This is David, my piano tuner! *See David's memories of his family's history of 1100s in the last issue of Idle Chatter. Ed.* As you can see, he finally got to spend some time with a Mk III in the colour he had as a kid. He had a really nice afternoon looking at all the cars here and trying them out. Sadly none of my fleet are ready for a drive, so I couldn't give him a road trip, but I have promised that for next time. Even in this state, these cars bring smiles a mile wide!

Lee Robinson

Designed by a Duke?

I thought a short article would be a fitting tribute to one of Prince Philip's throwaway lines that resulted in the 1100 being a Pininfarina design rather than an Issigonis design. Part of this story is taken from the Cambridge-Oxford Club's 'Badge Engineering Play' which I saw performed at Cofton Park in 2005, celebrating 100 years of Austin.

In 1955 Prince Philip was invited to visit Longbridge by Leonard Lord as a strategic political move to ensure BMC had access to sufficient supplies of steel while it was still rationed. Steel was allocated according to how many cars each manufacturer exported as Britain desperately needed foreign currency, particularly US dollars. After a tour of the production lines and lunch in the directors' dining room, the afternoon was rounded off by a visit to the design facility where the abrasive boss of BMC proudly showed off the next Dick Burzi designed A55 Mk I, adding that they had great hopes for the car in export markets. Prince Philip took one look at it and then retorted that, "there are much better designs coming out on the continent - you need to talk to someone like Pininfarina". I subsequently heard the only reason he mentioned Pininfarina was because he couldn't think of the name of any other car stylist. Nobody spoke to Leonard Lord like that unless they wanted a P45, but Prince Philip could!

Lord called Sergio Pininfarina, inviting him to Longbridge to quote for the design of the next mid-range car but emphasised he could not change the floor pan. Pininfarina quoted £80,000 and the deal was done. This led to a beneficial twelve year relationship between the two companies, with Issigonis in charge of engineering while Pininfarina styled the cars. The marriage resulted in the first small split hatchback, the A40, then the A55 Mk II, the Austin Westminster, detailing on the Mini, the MGB GT, the Morris 1100 and the front and rear ends of the 1800. The 1100 became the template for the VW Golf ten years later, establishing a whole generation of Eurobox derivatives which still dominate the world today.

It all fell apart when Pininfarina was asked to style the Maxi, but was told he had to use the 1800's doors. "That's monstrous," replied Pininfarina, so BMC recruited Roy Haynes, who had the Cortina Mk II to his credit and went on to style the Maxi, Mini Clubman and Marina. Haynes left BMC in February 1969 after management dismissed his ideas of shared platforms for different cars. It's commonplace now, so Roy Haynes was right on the money in 1968.

If it wasn't for Prince Philip's caustic comment to Leonard Lord suggesting he find an alternative stylist, would the 1100 have gone on to become Britain's top selling car in the 1960s? The club owes him a great debt.

Spencer Hall

Picnic Time



This odd looking piece of plywood is a gem found in my dad's shed. In 1969, some close family friends, May and Jack Watkins, also pictured here, bought their first 1100. Jack was a carpenter and soon made this tea tray to fit between the front seats. The idea was to find a picnic spot, park, switch off and engage first gear. Place the tray between the seats and rest the front edge against the parcel shelf with the gear knob popping through the cut out, set out your picnic and voilà!



But on one memorable occasion when picnicking in a farm gateway in Shropshire, the farmer arrived requiring access. No problem, they just needed to move slightly and pull in again, except that there was NOWHERE to pull in again. The picnic was resumed some three miles later, all covered in first gear with tea cups, sandwiches etc all still in situ! The hydrolastic suspension guaranteed that no spillage occurred. What a story! To help you visualise the scenario even better, the car in question was a white Morris 1300 four door superdeluxe model, registered FDA 139J, and



the occurrence took place in either 1971 or '72, so the only information missing is what they were actually eating that day. They MAY have been drinking from china cups, but I can't swear to that either. They were not 'posh', but they were 'old school' and well brought up, both born in 1916. I can say the tea would have been made fresh by boiling a kettle on a Gaz camping stove.

Steve Davies

Member to Member Support

Although I have owned many classic cars over the years, currently owning a Mk I A40 Farina and a very early Mk I Midget, I have not yet owned an ADO16 and am on the lookout for a really good example, but I now realise they seem to be few and far between. I joined the 1100 Club after a chat with Fernand, who I have known for a few years, and I now realise what a helpful club this is - fellow members will gladly give up their valuable time, as well as their expert knowledge, to help me look for the right car.

This week was a prime example, as I had seen what looked like a really nice Riley Kestrel on t'internet and was put in touch with Dean Oakey (thanks Ed) who lives not too far from where the car was for sale. As I have very little knowledge of 1100s, Dean's expertise really came into its own as he went over the car on my behalf with a fine tooth comb, and not to sound too brutal, tore it apart (not literally), highlighting the usual areas of rot and rust, most of which had been painted or waxoyled over! A lot of it was so bad that Dean doubted the overall integrity and safety of the car, should it be driven by any new buyer!



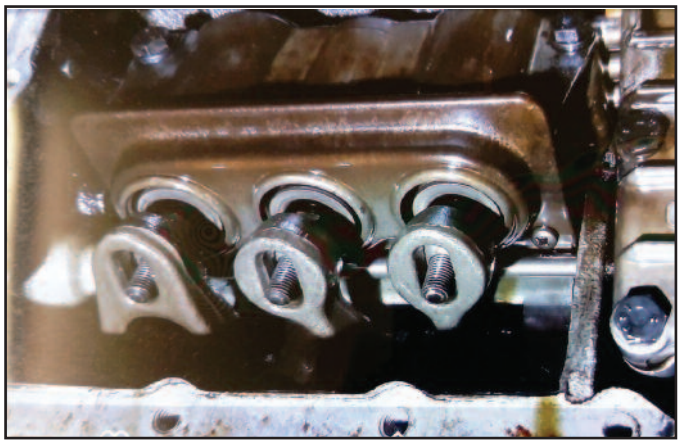
This really goes to show that having the support of a good club - and the 1100 Club is obviously one of them - is invaluable to people with little knowledge of the cars' foibles and areas to look out for. Thank you to Dean, Dave and Fernand and the rest of the members who really do go above and beyond to help their fellows.

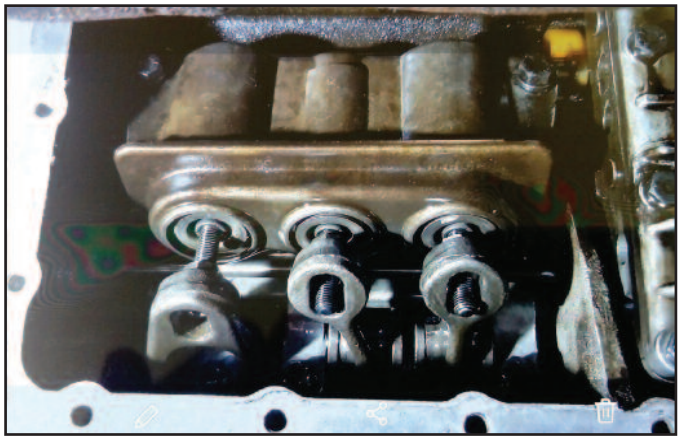
One quick footnote - Dean told me about his 'cup of water' test which, as you can see by the photo of the front footwells shown here, the car failed miserably!

David Smith

Progress in Reverse

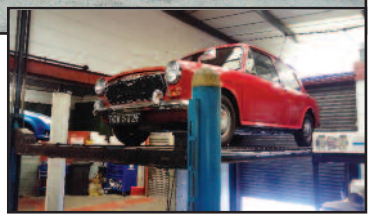
I am pleased to report a complete success regarding Poppy's gearbox after a visit to AGS in Cannock and an adjustment to the reverse gear band that should keep her going for now. As a reminder, I should mention that when I bought her, the owner said that reverse gear was temperamental; I'd had no issues until I was out on a country picnic and found that the car wouldn't move off in reverse up a slight slope. My mechanic then couldn't get her to reverse off the rolling road she was on, and on a couple of occasions reversing at walking pace produced a short sharp judder. The photos show the three servos which activate the gear bands in the automatic box. The first shows the situation before the reverse servo adjustment and the second shows it afterwards, clearly now adjusted to its limit.





The other photo shows the car at AGS, including the phone number. Proprietor Mick King, a most obliging and knowledgeable chap, also knows of a company near to him who rebuild torque converters on the AP transmission.

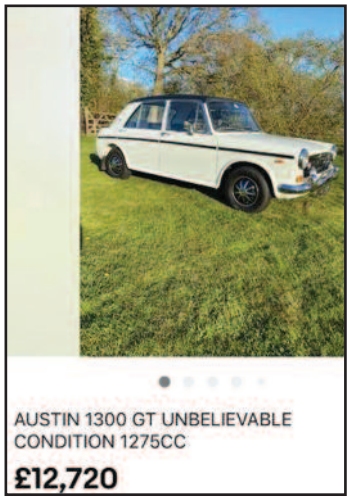




Steve Davies

Poppy is a 1968 Austin 1100 superdeluxe two door automatic, and Steve introduced her to us in the November-December 2020 edition of Idle Chatter. She is also on the front cover of this edition! Ed

GT Sale



Is this a new record for a GT sale price? It's a familiar car to many 1100 Club members, having been a regular at National Rallies and on the wider show circuit.

Smart Envelope



We hope you are enjoying receiving your Idle Chatter in our rather smart new envelopes! The introduction of Membermojo as our membership system means that we can now submit all of our name and address data to the printers in an encrypted spreadsheet file before each edition of Idle Chatter goes to press. This has the dual advantages of being more secure for your personal data than posting labels (even though we always used secure special delivery) and also being simpler for the printers to print directly onto the envelope rather than spending time sticking labels to the best part of 500 of them - hence why they were able to give the envelopes a bit of a makeover at the same time. With apologies to our web-only members, of course, although they do still get a nice bi-monthly email from your editor instead!

Conveyor Belt

This picture of an 1100 turned into a stacking conveyer was shared on 'Mining Mayhem', an Australian Facebook page and website dedicated to providing entertainment to the mining industry. And to 1100 Club members, it would seem!



The Great British Car Journey

Some of the cars that will feature in the brand new 'Great British Car Journey' museum have been unveiled, and two ADO16s have been spotted in the collection. So what's it all about? The museum's website explains:

Great British Car Journey is a brand new visitor attraction and is all set to open later this year. The announcement follows the signing of a lease on the former Wire Works site in Ambergate, Derbyshire. The site, which is located just off the A6 between Derby and Matlock, is currently undergoing an extensive refurbishment ahead of Great British Car Journey opening in summer 2021. Originally due to open in 2020, plans for the attraction had to be shelved following serious health issues with two of its founders. Now they are back to full health, Great British Car Journey is out of the garage, back on road and all set to open later this year with even more cars joining the original line up.



Located beside the River Derwent and within the Derwent Mills World Heritage Site, more than 150 classic British cars which were at the forefront of a global transport revolution, will be exhibited at the new family-friendly attraction. The visitor attraction is the brainchild of former Auto Windscreens and Blyton circuit owner Richard Usher. He explains: "Signing the lease is a real line in the sand and puts us on track for opening in 2021. The enforced break, through both ill health and the pandemic, means Great British Car Journey is coming back stronger having given us the opportunity to acquire even more fantastic British made and designed classic cars."






The covered exhibition features vehicles from a bygone age, including Austin Sevens and Morris Minors as well as the more modern classics including the original Mini, Ford Cortina and Vauxhall Cavalier. Great British Car Journey will take visitors on an interactive journey through the golden years of British design and manufacturing from the 1930s to the 1990s using a unique audio-visual device. Alongside the exhibition, Great British Car Journey will also boast a gift shop, café and onsite driving route on the four-acre site for the special 'Drive Dad's Car' experience. 'Drive Dad's Car' will allow visitors to go for a drive with an instructor in a selection of over thirty iconic British cars from the Austin Seven to a Rolls Royce Silver Spirit. That old car smell and an analogue driving experience guarantees a wave of nostalgia for times gone by. Richard adds: "The team and I are tremendously excited about the launch of Great British Car Journey and the 'Drive

Dad's Car' experience in 2021. It will be a fabulous addition to the many attractions in and around the Peak District and Derbyshire."

After the pictures were released, member Paul Tubby commented on our Facebook page: "My late father's and my 1300GT is there. We had it for twenty-four years and rebuilt it. I'd love to have it back in my life more than anything, but it's part of the collection now. It is nice to see it though and at least it's going to be enjoyed by the public."

Mk II or Mk III Wanted

I've been looking for an Austin 1300 to purchase (or Morris equivalent) but I have not had much luck at present and I thought the best option would be to join the 1100 Club.

As with many people, my very first car was a Mk III Austin 1300 in Harvest Gold, reg NWT 986K. I know the fate of that car and sadly it was scrapped - I know, like so many others. I've bought and restored many cars over the years, usually Fords and many Anglias, but I have also had a dabble with Singer Chamois, Standard 10, Austin 3 Litre and BMW 2500. However, I still think back to that first car and the fact I never returned it to the road. Having shown a picture of the 1300 to my wife she really likes them and shares my enthusiasm to purchase one again.



Ideally I am after a late Mk II or ideally a Mk III, a four door saloon in any colour, an Austin or Morris variant (not a posh version) with manual transmission. I can weld and paint, although I am not looking for a full-on restoration project - ideally a Condition 2 to Condition 1, and would consider 1+ if the right car and spec came up. I don't mind a little welding or recommissioning work, with or without MoT. Location is not an issue - as I am based in Yorkshire, any in that area would be good, but as I say it's the car that's important so I will travel if it's right. My budget is dependent on the car, but I am realistic.

I have included a picture of my first car taken in 1986 - that's my sister on the bonnet! Any help in finding a suitable vehicle would be greatly appreciated. I have been a member of owners' clubs since I was eighteen and have always appreciated the work they do.

Simon Athorne

STOP PRESS - Simon has just purchased a GT project that was advertised through the 1100 Club website! Ed.

A Wolseley Estate

We have often seen 'Madge', the very special MG estate car owned by Harvey Foster, at 1100 Club events and in this publication, but we didn't know there was a Wolseley variant in existence! It is currently for sale via TradeMe by RPM Classic Cars in Christchurch, New Zealand. Here is the description from the advert:

1966 Wolseley 1100 hatchback - traveller or estate car? This car brings a smile wherever it goes! Mechanically, this car is great. The motor runs well and it drives really well. The body is very sound. Upholstery is also good for its age. There does not appear to be any perforating rust on the entire car. This make and model of car is extremely rare, and online, there are many debates over whether they were ever actually manufactured. Come and see the car and come to your own conclusions. Note that the speedo is in kilometres.







Dashboard Delight

I am currently in the process of restoring a Mk I 1964 MG 1100. These are rare here in the USA, and it just so happens that I owned this very same car almost twenty years ago. When the chance to buy it back presented itself, I made the rather silly decision to buy it sight unseen. Needless to say, it was in far worse shape than I had hoped. One of the real disappointments was that the dash had completely delaminated due to the car being stored under a plastic tarp outside in a wet environment. There was literally nothing holding it together except for the dash instruments and switches. I looked for a good used replacement dash, but wasn't able to find one that was reasonably priced in a LHD format.



I had previously replaced the wooden dash in my 1968 Triumph TR 250 with a burl walnut dash from a company in Connecticut called CG Autowood who specialise in British car dashboards and shift knobs. This was a perfect fit and a beautiful burl grain, but not surprisingly, they didn't offer anything for the ADO16 range of cars. After a few emails and a couple of telephone calls to Gary, the owner of CG Autowood, he said that if I would mail him the original dash and all the instruments, he would look at it and see if they would be willing to set up the tooling to make one for me.

Well, it took a little while, but the dashboard arrived yesterday, and I am thrilled with the results! It looks amazing, with a beautifully grained walnut burl and the edges finished perfectly. The front and back of the door are also finished in show burl as well! The original holes are all drilled, except for the glovebox knob as I didn't have an original to send up at the time. I haven't yet fitted the dash to the car, but it certainly looks like it will be a perfect fit. The good news is that they have made several blanks in both LHD and RHD variants. These are just waiting for whoever orders them to choose from their many choices of the veneer, which are readily seen on their website, which is www.cgautowood.com. Prices are competitive with the regular parts suppliers. And if you buy a specialty dash from Moss Motors (USA) you are probably getting one of CG Autowoods dashes anyway!

Larry Miceli



National Rally 2021

STOP PRESS - after a year off, a change of venue and a bit of a rethink, we now have a National Rally in the diary!

Great news! The 1100 Club National Rally returns and will be held this year at North Weald Station on the Epping Ongar Railway in Essex. The ongoing recovery from the global pandemic has sadly meant that the original planned venue, Elgood's Brewery, has remained closed, so with a bit of quick reorganising and many thanks to the team at the EOR, we have secured the event for one day, Saturday 31st July, with the Sunday being a 'virtual' rally. We felt that a single day for the physical event this year would be a better fit with the ongoing situation, so the format will be slightly different but we still have plenty to keep you occupied.

"...we still have plenty to keep you occupied"

Those of you who attended the National Rally in 2018 will know that the Epping Ongar Railway has a lot to offer for fans of classic trains, buses and of course our cars, as well as being a stone's throw from historic RAF North Weald, the North Weald Market and local towns of Epping, Ongar and North Weald, so this really is an event that has something for everyone.

As in 2018, and in addition to the railway's daily timetable and rover ticket for the buses and trains, there is also an evening meal train serving fish and chips, as well as having a fully licensed bar on board. The Fish and Chip Meal Train is an event that needs to be booked in advance, and the 1100 Club has secured a limited number of seats. They sold out fast last time around, so if you are planning on attending this evening event, we strongly recommend that you reserve your place as early as possible. Because we have arranged this a little later than we normally would, more details on what meal options will be available etc will follow to those people who have made contact to express an interest in a place. You can register your interest in a prebooked seat on the evening meal train by sending our events organiser Lee Robinson an email at events@the1100club.com stating how many seats you will require, or contacting him by phone on 07943 842166. He will confirm costs for this in due course.

We have made the decision that this year we will not be undertaking concours judging at the National Rally - it would be very tight to fit it into a one day event, and we feel that people will actually just want to catch up with friends and fellow members they haven't seen for a long time in a more informal setting. We will still be running 'Members' Choice', however, so be prepared to come to the event and vote for your favourite 1100s on the field! Final details of the event, including timings etc, will appear in the next Idle Chatter, which will be brought forward by a week or so to ensure that UK members have their copy before the show takes place. They will also appear on the members area of the 1100 Club website as and when we know them. You can contact Lee if you have any queries about the event in the meantime.



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Area Updates



Essex

Hello all, at last it all seems to be coming to an end and we can see the light at the end of the tunnel.

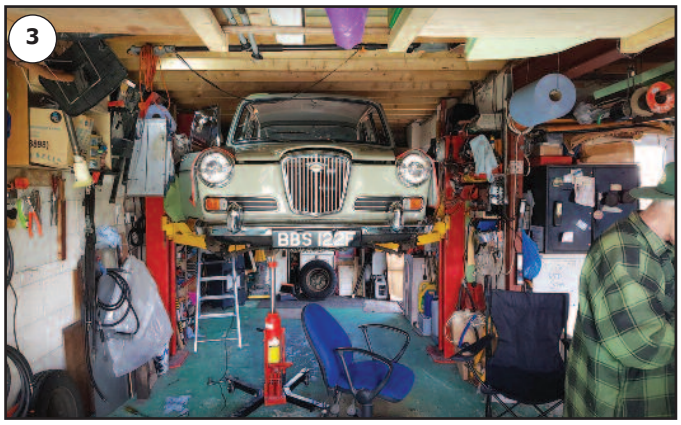
One of our new members, Julian (with a Vanden Plas 1300) phoned me about getting all his interior wood redone. I gave him some company details, he stripped it all off and put it on a courier van, but the next day he had a phone call from the courier to say that they had lost it all! Panic set in and we were frantically phoning around to locate a second set; it was then that I learnt that they were different - you learn something every day. I must have made about twenty calls that day and thanks for all the help that people gave me, especially our spares man Derek Bayliss who told me about them being different and also found a set. It all ended well though when the wood company phoned Julian to say that it was all done. They were completely oblivious to what had happened, so all's well that ends well.

The Tea-m decided that as we were now able to have up to six of us gathering outside it was time we got off our backsides and started doing some 1100 work. Fernand 'The Professor' is progressing well but it will be a while before he is fit to work (it was nice to see you and Mercedes for an outside meal, Fernand); Terry 'Dust' is working on his GT and also was going to a funeral; Jack 'Farside' had hurt his shoulders and was recovering, so it was down to 'Turbo' Tony (me) and Terry 'Bus' to get things rolling. First on the to-do list was Pete Smith's Mk I estate that would not start, had no washers and a noisy speedo; it also needed my exhaust modification. A date was set and I loaded up my car up with all my parts and tools (**Photo 1**) and at Pete's (**Photo 2**) we soon had all the jobs done and were drinking tea, plus munching a hot sausage roll - thanks mate. A warning to you all here that 1100 petrol hoses may need to be changed for unleaded and ethanol fuel - under Pete's car at the petrol pump they had all perished and all the pump was doing was sucking in air.





Next on the list was June, Ed's Mk I Wolseley. It was booked in for a new steering rack, a big service, an engine tune, my exhaust modification and a general check over. I obtained the rack from 1100 Club member Steve Lee on an exchange basis, as he overhauls them for our members.



We decided to do this at Terry's house as he has a lift in his garage workshop (**Photo 3**, taken by Terry Waller) and we decided it would be easier to fit the rack with the car on that.



In the middle of the job Pete turned up (**Photo 4**, taken by Terry Waller), saying that he was just road testing his car and all was well. All went OK on the Wolseley and it was soon on the ground and being road tested too. Here we are with June in **Photo 5**, taken by Ed McAllister.





Next on our calendar was Drive It Day. So as to stick to the six people rule, we decided to meet at Cressing Temple, which is about thirty miles away and has a large

field to park up and sit in a few groups. This worked well except that it was rather cold, but it was great to see members and have a few cups of tea, chat, look at 1100s and drive our cars - see **Photo 6**, taken by Ed McAllister.



Whilst there I had a phone call from member Ken Knust to say that on his way there in his Mk I Wolseley there was a big bang and the car stopped. He and the car were taken home on the AA relay; the problem turned out to be that one of the 'U' bolts on a driveshaft coupling had broken and the coupling was missing. So that became my next job; on the right in **Photo 7** is all that was left, and on the left side of the photo is the new coupling and 'U' bolts. All was soon fitted and is now working OK.

I have been in contact with the pub that we usually meet in each month; they say that as our next meeting is after the pub opening date, they are going to reserve our four tables for us. If you have not heard from me by then, you can just turn up between 6pm and 10pm (you don't have to come in your 1100) for a chat, plus a meal and drink if wanted. Note that we will now be meeting on the last Wednesday of the month, rather than the fourth Wednesday.

Terry 'Dust' has been busy and has already made up a list of a lot of shows that have confirmed dates, so we are now booking them up. Our first is a double club stand at Stockwood Park in Luton on 27th June. The Fenland branch is joining us too, and if any other members want to do the same, entry tickets are available online.

That's it for now, but keep your cars on the road and get out to as many shows as you can this year.

Tony Cole
essex@the1100club.com

Surrey

Hello all from Surrey. At last we were able to meet in person, on the first Thursday in May at the Fairmile pub in Cobham, on the old A3 Portsmouth Road, south of Esher. Our usual venue of the Marquis of Granby was not reopening until May 17th, which meant we had to move.

A dry but cold evening saw six of us - the usual suspects plus Mike's son Dan (the welder) - convene in the front garden of the pub. Three ADO16s were present - my Morris, the Shed and Mike's lovely Mk I VDP. The front area of the pub does not get the sun in the evening so it was not too warm, but we were well wrapped up. The staff were very well organised and friendly, and the evening was marked by Koren's cakes, provided in honour of her birthday. The picture shows us in the fading light; by 9pm we called it a day as it was getting too cold and dark. We were joined by some Triumph Heralds and a Vitesse, members of the Triumph Sports Six Club, whose usual meeting venue this was.



We plan (if government restrictions do not change again) to return to the Marquis of Granby on Thursday 3rd June; please let me know nearer the time if you are coming as I will still need to book a table or tables.

In other news, Mark Parratt has just acquired another rescue car - a Mk II MG two door, which he hopes to get going and then pass on. No doubt it will feature in Idle Chatter at some point!

Dave Laing
surrey@the1100club.com

Your 1100 Club Membership

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

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

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

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

Running Reports

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





Hello, and thanks for stopping by to read my third running report of 2021! Those of you familiar with my car will know that when I bought her she came fitted with an original, period FM/MW radio and twin speakers on the rear parcel shelf. The latter were replaced with better (Pioneer) units very soon after purchase, with the radio being left in situ. For some considerable time though, I have had the growing desire to upgrade the radio too, but was conscious that a 'modern' CD player would perhaps look a tad out of place, so started leaning towards a radio cassette. Another factor in my thinking was the fact that at least 50% of my music collection is still available on tapes (yes, really!) and they would look more in keeping with a car of 1970s vintage than shiny silver discs! Indeed, with well over three hundred tapes in my collection, I have plenty of music to choose from!



Thinking back to my first car in 1981, I fitted a cassette/radio unit made by the Sharp company, and recall it being of excellent quality, durable, and giving a good sound reproduction. So my search began for a similar unit. Good old eBay seemed the obvious place to start, and indeed there were a fair number to choose from, but unsurprisingly they were either 'used', non-operational (or both) and most were without a bona fide history. Seemingly my hopes were to be dashed, but as they say, patience is a virtue! It was looking like I might need to consider fitting a 'modern' unit after all, when a despairing final search hit the jackpot! I found a listing from a person in Spain, and not only was he offering the exact Sharp model I was after, it was 'NOS' and unused. I couldn't believe my luck (**Photo 1**)! The price was agreed and money paid; the unit (and unopened accessories - **Photo 2**) arrived in just over a week.



Now it was my intention to fit the new unit immediately, but other more pressing jobs reared their collective heads so it had to be delayed. An update on the fitting will appear in a future running report.

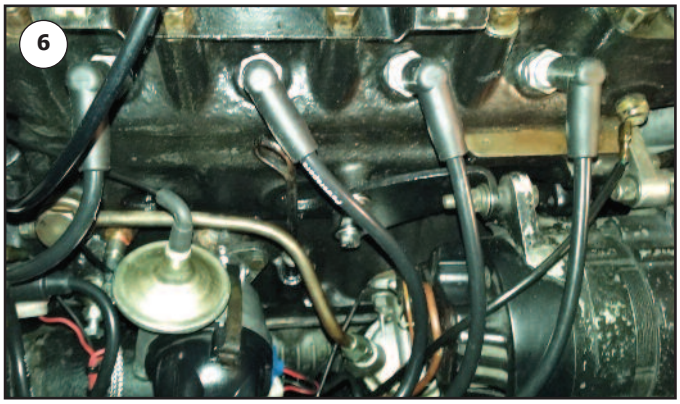


As mentioned above, I already have rear mounted speakers, so I thought it would be nice to augment these with a pair at the front, situated conveniently and unobtrusively on the under dash parcel shelf. Since the latter is not very deep, the additional units would by necessity need to be compact. Yet another visit to eBay revealed a listing for a pair of miniature 'tweeters' from a dealer in China (**Photo 3**), and at a very good price. Fitting them to the parcel shelf proved straightforward, with the application of double sided tape to their miniature stands avoiding the drilling of holes (**Photo 4**). As with the stereo, I'll provide a further update on these at a later date.





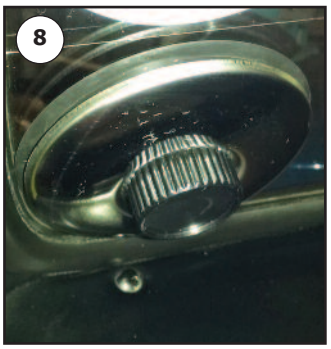
For some time prior to the replacement of the original radio, I had noticed what appeared to be ignition generated interference when using it, and suspected that the original plug leads might be the cause - were they non-supressed? Therefore a little more retail therapy was thought to be the answer, and I started to look around for a new set. I didn't have far to look! I contacted regular Idle Chatter advertiser Robbie Claydon, who had previously supplied my replacement discs and pads. He had sets in stock which were self-supressing, and at a very reasonable price. They arrived within a few days (nice quality - **Photo 5**) and were duly fitted (**Photo 6**), although not without a customary 'bugger' moment! On turning the key, the car refused to start, despite several attempts. Panic time! What had I done wrong this time? Yes, you've guessed it, yours truly had failed to fully push home the lead into the coil, thus no circuit. What a numpty! Once it was fully located, the car started on the button, and best of all - no radio interference!



Throughout my almost (as I write) four years of owing the GT, she has had the luxury of being kept in a garage, and therein covered by increasingly tatty dust sheets. Since they were not large enough to cover the entire car, I considered it time to treat her to a bespoke indoor cover. I noticed in the discounts section of Idle Chatter details of 'Classic Additions', who offer a trade price on their covers to members of the 1100 Club, so I duly contacted Robbie Claydon again, who kindly provided an introduction for me. The company have several types of cover available, and I chose their 'super soft stretch' item in a light grey material (there are several other colours to choose from) which arrived the very next day. Great service. The material is exceptionally soft and stretchy, and therefore very gentle on the bodywork, and allows it to reach under both front and rear bumpers and down to just below sill level on each side **(Photo 7**). Elasticated hems hold it in place, and even wing mirrors can be accommodated without being pulled out of alignment.



Back to the interior of the car. Last year I purchased a facsimile period tax disc for the car and an 1100 Club holder to mount it. Unfortunately I have never been successful in getting it to firmly adhere to the windscreen, despite thorough cleaning of the glass. Recently a friend drew my attention to an eBay site that supplies vintage holders that affix to the glass by suction, using a knurled wheel and rubber seal. Remember them? They also look smart due to being made of polished metal. Needless to say, I indulged in a further bit of shopping and bought one, duly affixing it to the screen (**Photo 8**). That's all I have for you this report, so until next time, thanks as always for reading about 'the car I always promised myself'.



Name: Terry Waller
From: Aveley, Essex
Car: 1970 Austin 1300GT





Early last year, my offside rear hydrolastic unit blew the pipe, so I used a spare one I had to replace it. Then early this year I turned my GT round, and as I did so I heard a pop and down went the offside again! Over the following many weeks I did a bit to it here and there - one day I put the car in between my two post hoist, then on another day I put the arms under car and lifted it up, then I did a bit more here and there - wheel off and release what (if any) pressure there was left.

Eventually I was able to inspect the unit, expecting another hose to be blown but alas not this time! I have never seen a unit with the pipe end completely blown out before, making the whole unit twist out of line (**Photo 1**).



When removing it, I found one of the hardest parts was to hold the radius arm down, so I made a wood strut and ratchet strap to hold the arm down (**Photos 2 and 3**). The unit was tightly jammed in the subframe, so I had to





lever it backwards to release the rod. As the unit had twisted I had to cut the pipe off inside the subframe before I could remove the rod etc - I used a wood chisel and hammer to cut as close as I could to the unit – and it still resisted being removed. In the end I had to remove the pipe end rubber as it was twisted out and jamming the unit body. After the rubber was out, the body of the unit finally came out (**Photos 4 and 5**).





As I did not have another unit to hand, Lee Robinson had one for me - he rehosed and clamped it for me using a Gaffney clamp (thank you, Lee) and even painted it too! So the next stage was the refit. I manoeuvred the fresh unit into place using the Chinese jigsaw puzzle method - up a bit, twist a bit, back a bit…..and in it went. Then I made a little funnel from an old mastic tube (visible in **Photos 4 and 5**) and filled the unit up, connected the pipe to the hose not fully tight and got my wife Jenny to pump the fluid till it dribbled out of the rear union. I then tightened the pipe, put the wheel on, lowered the car to the floor and pumped the system till the car was level, checking for any leaks. It's a case of so far so good, and a road test is next.

Name: Colin Richardson
From: Sunderland
Car: 1967 Austin 1100





It's been a while since I last wrote a running report, as Old John Brown has pretty much behaved himself - until recently, that is! Having not had a working petrol gauge and also a petrol leak from just above the seam of the tank, I always carried a gallon of petrol just in case - it has now been needed three times, with the most embarrassing of those being when I was in the petrol station waiting in the airline queue to blow the tyres up! The guy in front had to be checking all his tyres on his 4x4, so I was hoping there was going to be some air left by the time I got there, and just as it was my turn, OJB ran out of petrol! So it was a short push forward to check the pressures, then (as the man behind me looked on in amusement) I had to push it to the pumps. Thankfully the electric pump did its job and the car started straight away after putting some petrol in, so we were off for a run along the coast.

A couple of weeks passed and we enjoyed some local runs out with no problems, then on a short journey he seemed different - after being parked for a couple of hours he was reluctant to start and when he did, he wouldn't tick over. It was a frustrating drive home - cutting out, starting, a few yards and cutting out again, but I made it home. Once outside the driveway he was ticking over nicely and taking the revs OK, so I reversed up the driveway with no bother. The next day, thinking I'd maybe had a blockage that had cleared, I started him with no problem at all, set off down the street with no problem and then two streets away it was back to the same situation, and yet another long drive home in fits and starts. Time to investigate!

After removing the float bowl cover the problem became obvious - a rusty red sediment in the bottom of the bowl with clear petrol above it. A stir with a small screwdriver soon clouded it all up. At this point it seemed a good idea to remove the petrol tank to clean it out, so once jacked up onto ramps it was taken off. The leak became obvious when tipping the tank sideways - two small holes above the seam were fixed with a metal weld putty, which is brilliant stuff and cost less than £6. Worth carrying a tube in case of emergency! The tank was re-checked for leaks (now none), rinsed with petrol then emptied (cloudy red petrol) and left to dry out overnight. At this point I cleaned up the sender unit to get a better earth, tested it and found it to be working.

Next afternoon I put a long length of new chain in the tank and slid it around to loosen any rust which may have been left, and after rinsing it twice we had clear petrol on the second empty. Sorted.

While the tank was removed, I noticed a small weep of hydro fluid from the rear coupling on the offside pipe, so as it's easier to get to with the tank removed I lowered the suspension, uncoupled the pipe, then cleaned and re-sealed it. After re-fitting the tank etc, I got out the trusty Churchill pump and vacuumed the system. I had my eldest son pump the suspension to height and everything was fine until we were removing the fitting from the pump to the valve, when the valve decided to stick, spraying fluid all over everything and promptly dropping the car back down. The phrase I used rhymed with clucking bell! On the second attempt, the suspension went up and stayed up without a problem.

The only thing left to do was to remove and clean the carb, after which I decided it was amazing that the car had run at all, given all the gunge that was in it! My spare gallon of petrol was put in and the car started with no problem and I even had a working petrol gauge (it's the little things that please us) so it was off to the garage for more petrol and a good run out. He now has decided to give out a rumble from the steering rack bush! Never mind, at least my petrol gauge works.

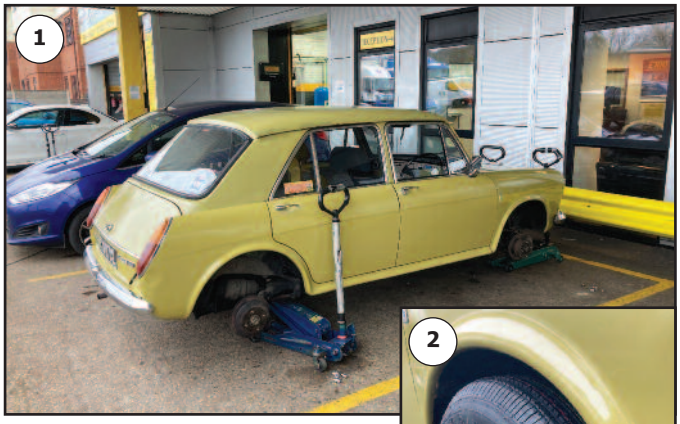


Name: Dave Wilkins
From: West Molesey, Surrey
Car: 1973 Austin 1100





It's been a while since I last wrote a running report on the Shed, mainly because not a great deal has happened with it! It doesn't tend to do the mileage it used to these days anyway, but with the repeated lockdowns it hasn't really been out much at all. That said, I have worked through some routine maintenance in he past few months, including cleaning out and adjusting the rear brakes, regreasing my radius arms through their retro fitted grease nipples and bleeding the brakes through with new fluid. I have also replaced the tyres with a full set of Nankang 155/80 R12s, a bargain at £33 each from Tyreleader.co.uk, which have improved the handling very nicely over the elderly mismatched tyres they replaced (**Photos 1 and 2**).





More recently I have been investigating why my gearchange becomes awkward and notchy when the engine is hot, yet is slick and smooth when the engine is cold. It's possible that there are some internal clutch issues or perhaps some wear issues in the arm or linkages, but the arm is not that old and I can't quite see why that would be so affected by engine temperature. So, following some advice from Spannerman, I have now removed my remote gearchange (**Photo 3**) and given it a good clean out and lubrication.



In doing so, I discovered a missing bolt on the engine side of the sandwich plate, reminding myself that when I last put the engine back in there was one that had a slightly odd thread that went on forever! It may not have been the problem, but it was allowing a bit of additional movement in the remote change unit when any force was placed on the gearlever, so it certainly wasn't helping matters. This time I replaced it with a bolt from my 'box of inspiration' that was the same length but had a slightly coarser thread, and it tightened up nicely. Then I moved on to the exhaust, and in a nod to the motorbike community, I encased it in heat resistant exhaust wrap along the length of the gearchange and up to the engine bracket (**Photo 4**), trying about ten different tools to cut off the stubborn excess from the metal ties that hold it in place before finally achieving success. Initial testing shows that at least one of those three approaches has had some impact, as hot gearchanging is definitely improved.



Whilst under the car, I discovered that my middle exhaust bobbin had busted (not a surprise, as it is usually busted) and the two bobbins on the rear mount were only holding on by the grace of god and a following wind. All three were replaced - I did consider upgrading to Tony Cole's setup, but decided in the end that I had enough standard bobbins on the shelf to make use of those first!

Shortly afterwards I made another decision - I had finally had enough of the clonking under the passenger footwell floor caused by the bush in the steering rack. I could just about make it go quiet if I forced oil into the rack via the nearside boot, but a leak in the same rack boot meant that it didn't last very long in there. I debated replacing the boot, but I would have to disturb a track rod end to do that, and it would only delay the inevitable anyway. Steve Lee expertly rebuilds steering racks for club members for a very reasonable price, so it seemed silly to put up with it any longer.



I contacted Steve, who very kindly offered to send me a rebuilt rack in advance so that it could be a straight swap and it quickly arrived (**Photo 5**), superbly packed in a strong tube with a neat cutout for the male end of the steering column (**Photo 6**)! Knowing my limits of time, skill and space, I entrusted this job to my local classic friendly garage, who made the whole thing look quite easy and did it in a morning - and the result? No more clonks! It's such a pleasure now to float over those little bumps and undulations that used to set it off like a percussion orchestra. Is it just me though, or is no garage, classic friendly or otherwise, capable these days of putting the exhaust to manifold clamp back on properly after disturbing it?



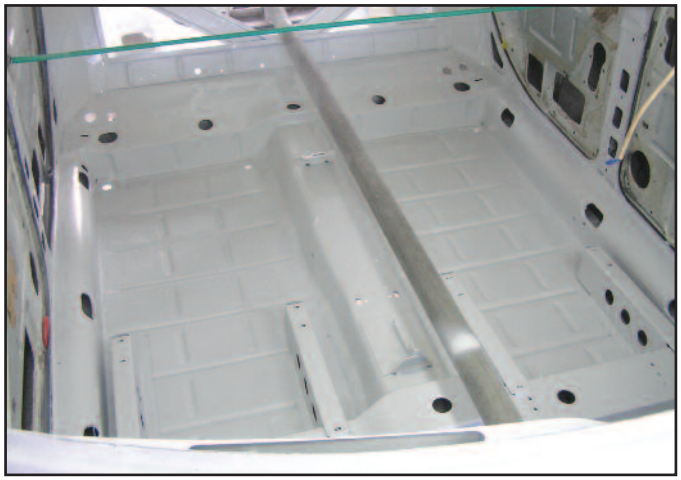
Sure enough, it was chuffing when I got the car back, not badly but just enough to be annoying. So my final task to mention in this report was to remove it, clean up all the mating surfaces and reattach, using my tried and tested method of filling up the inside of the clamp with Holts Firegum, together with a little bit on the exhaust and manifold to cover the parts where the clamp has a gap. I should add that Ian Gaffney does his with no sealant at all, after a bad experience with a piece of Firegum breaking free and dropping down the pipe, creating an irritating rattle, but I still seem to find I need some splurge to make it work. Again, perhaps I just don't have the skill! Anyway, all is now quiet from the back of the engine bay for now.

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

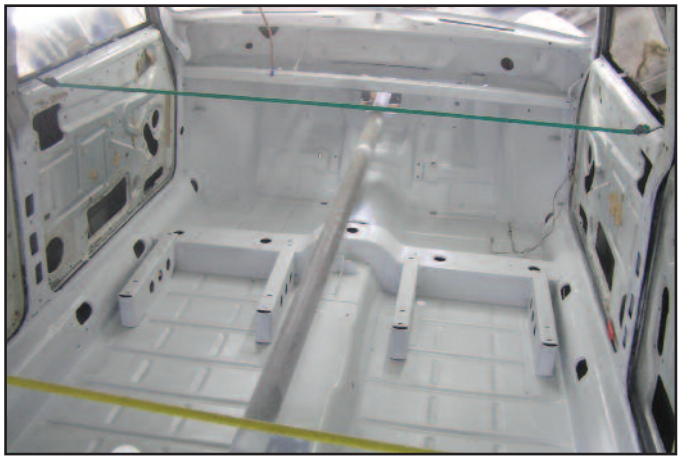




There have been lots of setbacks since my last report, one being the fitting of the grille. As the car is on my rotator, I had to remove the grille centre section to trial fit the surround. It took me two days to tweak the front panel and wings to get it to fit correctly. But I thought it prudent to try the complete grille, so assembled it and took the car off its rotator and…..pooh, the grille wouldn't fit. This resulted in much cutting and welding for a sensible compromise. Why? It seems the grille is larger when it is assembled, although it didn't look like it.







Then it was on to fitting all of the doors and getting the panel fit right. Considering all of the doors have had new six inch bottoms fitted, I eventually got a good enough fit. That must have taken me three weeks of filling, sanding, hammering and swearing - this was not anywhere near my favourite bit of restoration.

"That must have taken me three weeks of filling, sanding, hammering and swearing"

The interior has now had a coat of paint to protect it and the rest of the car bar the roof, bootlid and bonnet are in primer.

Soon I hope to start on the mechanical bits. Any thoughts out there about uprating the engine? I have a Metro head, but looking at camshafts, does anyone have any experience with this or should I just try the Mini guys? That's all for now; off to plant some veggies!

If you would like to offer Allan any thoughts on engine uprating, please do drop him an email on allisme47@gmail.com - he would be delighted to hear from you. Ed



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Restoration Snippets

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

Devon based member **Richard Rogers** has shared a very cheering progress update. He says: "The shell is finally in prep. Wings have been ordered from the 1100 Club. The engine and gearbox have been fully reconditioned, and the front subframe and suspension components have all been powder coated and refitted with new components from Longbridge Motor Spares. In a couple of months it will be absolutely brand new."








Stephen Sutton in Cambridgeshire has been sharing regular updates on the restoration of his MG on our Facebook page. A recent post contained these pictures, and Steve says that "after three months' work I feel like I'm finally getting somewhere." The third picture shows an 1100 Club wing trial fitted into place - so far, so good!





Ben Macphee tells us that his 1964 Austin 1100 Mk I has spent some time in primer and has now been painted - we think you will agree it looks stunning! Ben says: "It was done in a dusty barn with no heat, but it looks OK!"

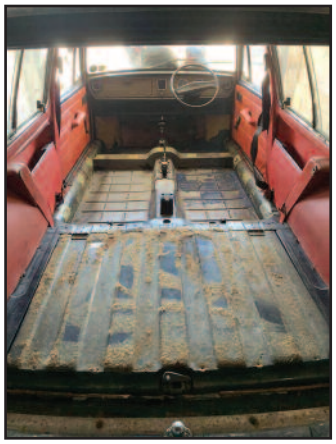




Joe Jones is making progress with his Morris 1300 Traveller too and has shared some pictures with us. He says: "Last weekend I took the tank out to clean and replace all the pipes. It didn't look bad under the car, considering it has been off the road since 1992! I have now painted the tank all round and it's looking much better."








Shiron Senarathne in Sri Lanka is just embarking on the restoration of this GT and has promised to keep us updated with his progress. We can't believe how quickly he has already set to and dismantled the car, including removing what was left of the floor. Shiron isn't an 1100 Club member yet but will be our only member in Sri Lanka if he does join us.













A bit closer to home, **Eric Cano** in Normandy, France, has made use of lockdown to start the restoration of his Wolseley, focussing so far on disassembly and identification of the various bodywork problems the car has. He had some dramas getting the doors off, facing the usual challenges with persuading the hinge bolts to shift and then working out how to remove the chrome finishers from the doors.

Shopping on Amazon?

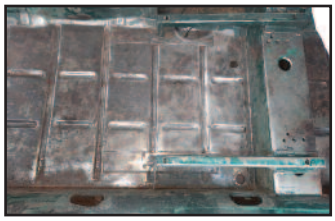
If you shop on Amazon, please consider going to the Amazon website via the banner at the bottom of the 1100 Club homepage. Any purchases you make that way generate referral income for the 1100 Club.

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






David Baller in South Wales rescued the Vanden Plas with the broken windscreen that was advertised in the last issue of Idle Chatter, and has wasted no time with getting it stripped down to work out what he needs to do to it.






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.

Help your club!

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

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

LED Bulbs

'How far that little candle throws his beams……so shines a good deed in a weary world.' A rather apposite quote in this trying year, which we link to the fitment of LED lights to historic vehicles. The following entry in the MoT manual for cars and passenger vehicles updated in January of this year raised a few eyebrows:

4.1.4 Headlamps - Compliance with requirements - Changed sentence from 'Existing halogen headlamp units should not be converted to be used with HID bulbs. If such a conversion has been done, you must fail the headlamp.' to 'Existing halogen headlamp units should not be converted to be used with high intensity discharge (HID) or light emitting diode (LED) bulbs. If such a conversion has been done, you must fail the headlamp.'

However in an amendment issued by DVSA on 19th March and coming into effect from 22nd March, these rules are changing so that not all vehicles will fail the MoT test if their halogen headlamp units have been so converted.

Class 1 and 2 motorcycles must not be failed for the defect 'Light source and lamp not compatible'. Headlamps must comply with all other requirements of the test and headlamp aim. The motorcycle inspection manual will be updated shortly, and the ability to select the defect within the MOT testing service will be removed. For class 3,4,5 and 7 vehicles, the defect 'Light source and lamp not compatible' only applies to vehicles first used on or after 1 April 1986. Should a vehicle be presented for an MoT test with conversions before 1 April 1986, they must not be failed with immediate effect. Vehicles presented with converted halogen headlamp units first used on or after 1 April 1986 will continue to be failed. Headlamps must comply with all other requirements of the test and headlamp aim. The cars and passenger vehicles inspection manual will be updated shortly. The vehicles which will mainly be caught by any offending conversions will be those post 1986, the oldest of which are only on the cusp of becoming historic vehicles. Thus the majority of historic vehicles are not affected by this change to the MoT requirements.

The regulatory position on the use of LED light sources in historic vehicles has been covered so extensively and comprehensively before in the FBHVC newsletters that rather than repeat that guidance verbatim here, we invite you to read an article in Newsletter No. 5 of 2017, available in the Federation archives. In basic terms, for vehicles registered before 1st April 1986, there is no requirement for type approved headlamps as set out in the Road Vehicle Lighting Regulations 1989 (RVLR 1989) in Schedule 4 Paragraph 5. However, those Regulations require that where an approved lamp is required, an approved light source must be used. The date applicable depends on the lamp function. Based on a letter from the DfT in 2017, the article goes on to summarise the dates when lamp approval became mandatory for certain motor vehicle lamps. For many older vehicles, there is no specific prohibition in RVLR 1989 about the use of LED sources. However, it should be noted from the article mentioned above that those Regulations also include a requirement that lamps (and specifically headlamps) should not cause undue dazzle or discomfort to other persons using the road.

With particular reference to headlamps, a light source of a different type and in consequence of different physical size and shape is very unlikely to work correctly with the optical design of the lamp and the risk of causing undue dazzle or discomfort becomes a very real one.

In addition, given the fact that LEDs are greatly more energy efficient than their tungsten or halogen predecessors, the fact that the Regulations quote minimum wattages for certain lamps creates a barrier to their use across the board. LEDs are of too low a wattage to comply with the regulations even though the actual light output may be entirely adequate.

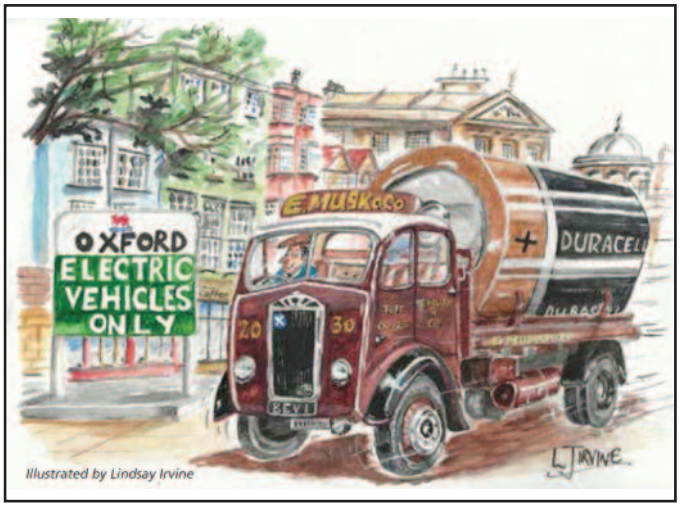
So whilst any change to Government motor vehicle manuals can cause a frisson of concern, I think the change mentioned above will be of limited application to most historic vehicle owners. That said, even those no longer taking their vehicle for a test should ensure that any conversions to LED headlamps do not dazzle other road users which could fall foul of a roadside check. A more remote but still plausible issue could be the implications of a modification which is alleged to have contributed to a road accident.

Clean Air and Low Emission Zones

In the last newsletter we covered the welcome news that in its final consultation on the implementation of Low Emissions Zones under the Transport (Scotland) Act 2019, the Scottish Government confirmed its undertaking to provide exemptions from prohibition of entry into these zones in **Scotland** for vehicles defined as historic by the international standard of thirty years. Our response was confined to welcoming this indication and an expression of hope that the enforcement process would be as user friendly as possible. With a choice between basing the exemption on a simple requirement that the vehicle is more than thirty years old and a more complex one based around the EU inspired definition of a Vehicle of Historic Interest (VHI), you can guess which has been chosen. This will make the implementation process 'interesting'. The VHI definition in the regulations almost exactly replicates that in the Motor Vehicles (Tests) (Amendment) Regulations 2017, save for substituting 'thirty years' for 'forty years'. The VHI definition used in the context of roadworthiness makes sense since a substantial modification could have safety implications. Clean air zone exemptions in England are simply based on the vehicle being VED exempt (because it is more than forty years old) and this simplifies the enforcement process largely carried out by ANPR which recognises the 'historic' registered status of the vehicle. It is appreciated that thirty years poses a problem in relation to using that same system (since thirty years is not a matter of significance in DVLA registration records). Thus, imposing the VHI definition to qualify for an exemption would seem to imply a need for registration of a vehicle with the Scottish

authorities. In accordance with our 'user friendly' request, let us hope that such registration will apply across Scotland and not require separate registration for each city setting up its own LEZ.

Having previously indicated we were still looking at **Oxford's** proposals for what they termed a Zero Emissions Zone (ZEZ), we did respond as can be read on the Federation website. Having hinted at a system akin to other cities in terms of identification of vehicles by ANPR, the consultation then referred to registration requirements which would not be very suitable for our members. The systems now operating in some cities, where a checking system is available to put minds at rest, is what we have advocated, and we expect will ultimately be the system put in place.



One of the 'post bag' items related to an oft mentioned topic in this newsletter. As publicised on the Federation website, from 25th October 2021 the **London** ULEZ boundary increases, to cover 'inner London' as defined as the roads within, but not including, the North Circular Road and South Circular Road (A406 and A205). Quite a healthy number of emails from correspondents were received on this change. Given where they lived, some had received pamphlets informing them of this change and others had seen it in the media or on the TfL website. Having taken up the invitation to use the ULEZ checker on whether their vehicle was exempt, they had been concerned to see an information box telling them they were subject to the £12.50 charge. This is not very helpful, given that the checkers for other cities work well.

To allay any fears that a sneaky reneging from the settled position was taking place, we examined the original legal mandate for the zone and exemptions. It is not entirely straightforward to follow the amendments to the Greater London Low Emission Zone Charging Order 2006 made under the Greater London Authority Act 1999, but looking at the latest variation orders, there is no indication of the historic vehicles exemption being repealed. Indeed, the extension to historic vehicles on a rolling forty year basis was only inserted by the 2018 Amendment Order. However the small print on the checker facility explains why there is a problem:

The checker ONLY checks the emissions standard of the vehicle. To check if a discount or exemption applies to your vehicle - and whether you need to pay the charge - go to 'Pay to Drive in London'.

On proceeding to the 'Pay to Drive in London' page, as if intending to pay, it will then correctly show the vehicle as exempt. Unlike the checker facilities for other towns and cities, the ULEZ 'checker' is only checking the emissions standard and not the VED status or age of the vehicle.

A frustrating issue, but there does not appear to be any 'reneging' on the exemption by stealth. However, we will remain vigilant.





Duotone Paintwork

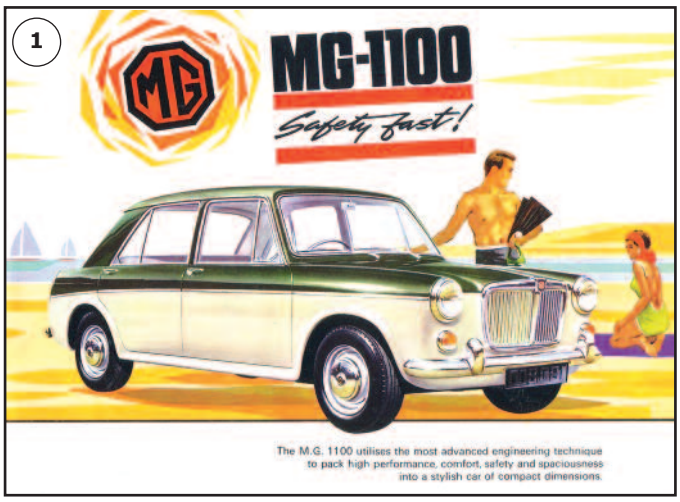


Phil Rixon explores the quintessential 1960s dual colours on the various 1100 models, and the differences between them

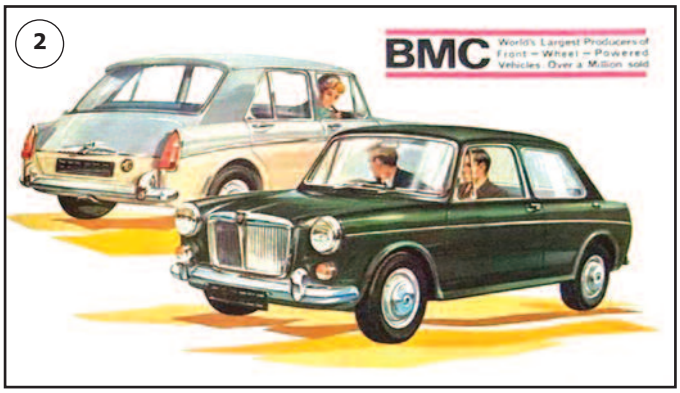


My Vanden Plas Princess 1100 has Carlton Grey paintwork, but when I noticed in the 'Colour Finishes' card that two of the three dual colour combinations involved Carlton Grey, I wondered what that might have looked like. Then it occurred to me that I'd never actually seen a Princess 1100 in any factory two-tone, so I began to investigate.

But before we delve into the Vanden Plas, let's start by looking at the more popular two-tone 1100s as there are a few well known cars within the 1100 Club that have appeared in Idle Chatter and attended National Rallies over the years. *Some photos are on the back cover. Ed.*



The MG (**Photo 1**) was the first 1100 to be offered in what BMC called 'Duotone', and in much the same way that its grille and frontal styling had a traditional MG look to it, so too did the Duotone treatment. The bigger MG Magnette saloon was offered in Duotone from 1960, and not only did the MG 1100 follow the pattern of dividing the colours at the waistline trim, it also shared the combinations of Old English White with Connaught Green; Smoke Grey (light blue); or Sandy Beige. Duotone MGs were also prominently featured in the advertising material (**Photo 2**) and remained available into the Mk II era, with later cars having Snowberry White in place of Old English White.



The Wolseley 1100 (**Photo 3**) was offered in Duotone from launch and its treatment was a little more complex and striking than on the MG. It also followed its larger Wolseley saloon siblings in having the front of the car in one colour, and the roof, rear and lower sides in the other, with a diagonal division on the front wings leading to a wide stripe along the side above the waistline. Four combinations were offered: Glen Green with Spruce Green; Maroon B with Old English White; Trafalgar Blue with Old English White; and possibly the rarest combination of Black and Trafalgar Blue.



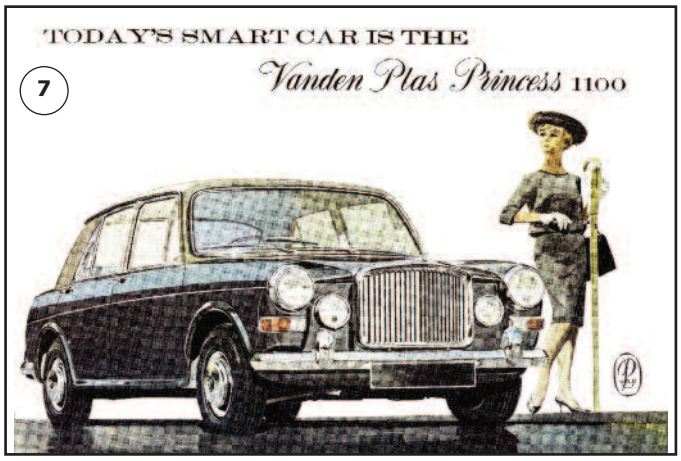


That brings us to the Riley Kestrel (**Photo 4**) which has a different treatment again. It is as subtle as the Wolseley is bold, with just the windscreen surrounds, roof, pillars and the top half of the boot lid in the secondary colour - although some examples have been repainted with the waistline being the dividing line (as on the MG). In fact, some versions of the Riley 4/72 left the factory with this Duotone treatment and it does nicely accentuate the

Riley's distinctive bonnet. The Kestrel was offered in Snowberry White paired with Cumberland Green, Aquamarine or Sandy Beige. Or Sandy Beige with Arianca Beige or Fawn Brown.

"So what about the Vanden Plas Princess 1100? After all, the big Vanden Plas saloons were frequently finished in two colours"

So what about the Vanden Plas Princess 1100? After all, the big Vanden Plas saloons were frequently finished in dual colours. Well, it transpires that the very first 1100 that Vanden Plas upgraded was finished in dual colours, so let's start there. It all began in late 1962 when Fred Connolly (whose company supplied Vanden Plas with hides) asked Vanden Plas to work their magic on a new Morris 1100.





The vehicle had subtle paintwork in the traditional Vanden Plas colours of Deep Green and Sherwood Green (**Photo 5**), while its interior had been done out in walnut and 'Champagne Beige' leather. A chunkier chrome grille sat in place of the Morris original, although it was still recognisably Morris shaped. Subsequently, BMC asked Vanden Plas to build a prototype Princess 1100 and not only was this car was also given the same Deep Green and Sherwood Green colour scheme, it had the familiar Princess frontal styling. This car was displayed at the 1963 Earls Court Motor show to gauge public opinion and possible demand. To that end, a double sided promotional leaflet was printed for the occasion (**Photo 6**). This A4 sized leaflet showed an illustration of the car in dual colours and, in outlining its features and specifications, it explains: *A distinguished Duotone exterior of Deep Green and Sherwood Green identifies the Princess 1100, and its interior is completed in Champagne Beige trim.*



Of course we all know that the design was given the thumbs up, and it went into production in 1964. The subsequent brochure that accompanied the launch of production was an eight page affair with a new illustration on the front cover showing a Princess 1100 in greyish Duotone (**Photo 7**) - Carlton Grey and Stone, possibly. Interestingly, on the back cover of the brochure, the list of optional features does not mention 'Duotone colours' like the equivalent MG, Wolseley and Riley brochures do, but in the text it simply mentions 'a number of dignified single and dual colours are available' so perhaps it wasn't considered an optional extra in that sense.

"....perhaps it wasn't considered an optional extra in that sense"

The colour finishes card on the following page (**Photo 8**) detailed five Vanden Plas colours and three Duotone pairings, which included the Deep Green and Sherwood Green of the prototype. Ironically, few production cars were given the Duotone treatment, and to my mind that is a bit of a shame. Most examples of Princess 1100s with two-tone exteriors have clearly had custom paintwork and not always to a high standard nor to the exact factory Duotone pattern. The colours officially offered were Deep Green and Sherwood Green, Midnight Blue and Carlton Grey, and Carlton Grey and Stone.

8



According to Bryan Peebles from the Vanden Plas Owners Club, the following combinations were produced:

Vanden Plas 1100
Carlton Grey over Midnight Blue - 1 car
Carlton Grey over Stone - 7 cars
Dark Blue over Light Blue - 1 car
Sherwood Green over Dark Green - 5 cars
Stone over Carlton Grey - 2 cars
Tudor Grey Metallic over Satin Bronze - 1 car

Vanden Plas 1300
Black over Glacier White - 1 car
Connaught Green over Sherwood Green - 1 car
Dove Grey over Green Mallard - 1 car
Gunmetal over Carlton Grey - 1 car

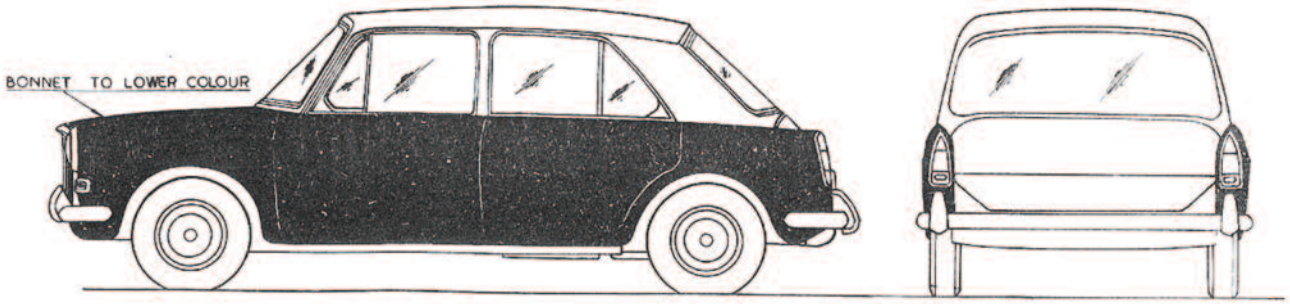
Bryan also supplied the line drawing (**Photo 9**) showing which panels received each colour and it confirms that the VP's Duotone treatment was not shared with any other 1100 model. From the front it is similar to the Riley in that the windscreen surround, roof and roof pillars receive the different colour. At the rear, however, that colour continues all the way down the bootlid and over the panels below it (**Photo 10**).

Interestingly, the locating of the larger VP overriders directly below the tail lamps exposes the small triangular bodywork panels normally obscured by them on other models. Could the initial dual colour scheme have played a part in their positioning?

Given the initial assertion, in 1963, that a dual colour scheme identifies the new Princess 1100, it seems a shame that as few as twenty ultimately received the treatment, and today the Duotone Princess is all but forgotten.

*Acknowledgements: The book 'The Story of the BMC 1100' was used to verify many of the details in this article. Further information was kindly provided by Bryan Peebles of the Vanden Plas Owners Club, and permission was given to use the line drawing (**Photo 9**) and Photos 5 and 10. These two photos were in black and white and the author has colourised them specifically for this article. The resultant images have been offered back to the VPOC in return.*

9



10



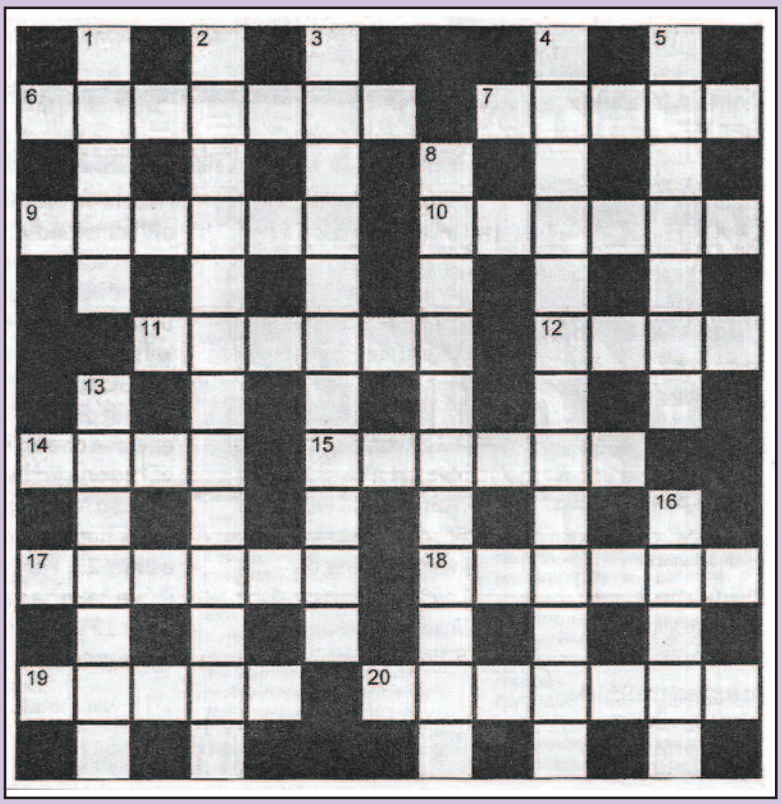
The 1100 Club Prize Crossword No. 13

Clues Across:

6. See 9
7. Dodge sports car (5)
9. & 6. Successor to ADO16 (6,7)
10. Container with spout for dispensing lubricant (6)
11. Mythical Honda? (6)
12. Shaft with road wheels at either end (4)
14. Sounds as if Greek alphabet starts with Italian car (4)
15. 'Author' of car price guide (6)
17. Model of Toyota, or what to use it for? (6)
18. Describing a gear-change requiring precise selection (6)
19. Shape nickname, especially for certain 1970s BL models (5)
20. Brooklands 280: final limited ------- of the Ford Capri (7)

Clues Down:

1. Silver meteorological phenomenon for Rolls-Royce (5)
2. Crewe-built car launched in 1998 (7,6)
3. What to get if standard Renault people-carrier isn't enough! (5,6)
4. Utility version of Rootes family car in mid-1950s (7,6)
5. Maker of the Dauphine (7)
8. Executive car initially produced in Dagenham (4,7)
13. Sunbeam models (7)
16. Strong regular engine beat (5)





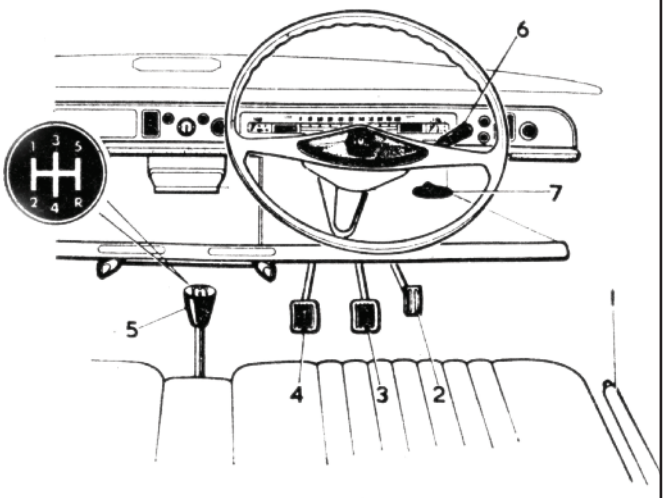
*Please send your completed crossword before **5th July** by post to Chris Hayward, 30 Highfield Road, Berkhamsted, Herts, HP4 2DD, or a scan or photo by email to cjhayward@talktalk.net including your name and full postal address.*

The winner will be chosen at random from the correct entries received and will win a car safety escape tool to keep in your glovebox. Good luck!

Dashboard of the Month

The fifth in our series shows the dashboard of the Morris Nomad/1500 from 1970-71

1. **Hand brake.** Pull the lever upwards to apply the rear brakes. To release the hand brake, pull the lever upwards slightly, depress the lever button, and push the lever down.
2. **Accelerator pedal.** Depress to increase engine speed.
3. **Brake pedal.** Operates the hydraulic brakes on all four wheels. The red stop lights operate automatically when driving. The ignition switch must be on for these lights to operate.
4. **Clutch pedal.** Depress fully to enable the desired gear to be selected.
5. **Gear lever.** The gear positions are indicated on the lever knob. In the neutral position, spring pressure holds the lever opposite the third and fourth speed gear positions so that slight side pressure is required on the lever when selecting the first, second, fifth or reverse gears. To finally engage reverse, lift the lever. Later 4 speed model controls require the lever to be lifted before moving to the right.
6. A triple action switch to perform 3 separate functions, as follows:—
   Direction indicator. Pull towards the driver for right hand turn indication and push away from the driver for left hand turn indication. The indicator is self cancelling.
   Horn. Press the end of the direction indicator switch to sound the horn.
   Headlight dipswitch. Push down — high beam.
   Move up — low beam.
7. **Bonnet release.** Pull to release the bonnet catch. The final release from the safety catch is made from outside at the front of the vehicle. (Refer locks and fittings.)



BRITISH LEYLAND MOTOR CORPORATION OF AUSTRALIA LIMITED
AUSTIN-MORRIS DIVISION

The Car With Ten Lives

A recent feature by Jon Pressnell in 'Enjoying MG' magazine profiled the different guises of the MG 1100.....

Harvey Foster and John Baker are both members of the 1100 Club and the MG Owners' Club, and both kindly brought a recent article in 'Enjoying MG' to my attention regarding the MG versions of the ADO16. Harvey also wrote to the publication's editor, Jon Pressnell, seeking permission for us to reproduce the article and also with the text below, highlighting an MG variant that didn't get a mention! Ed.



I very much enjoyed reading the article in the latest edition of 'Enjoying MG' regarding the MG 1100/1300 range. You touched on the production of cars in South Africa when referring to the Austin Apache. You did not, however, go on to mention the MG variants which came from the Blackheath factory near to Cape Town. This facility was built in 1955 and later became Leyland Motor Corporation South Africa (or Leykor). BMC initially relied on CKDs for production in South Africa before branching out with the Michelotti designed Apache in 1971.



The company put their own local spin on the vehicles, producing models such as the Wolseley 1000, which was a Mini with a Hornet front end, and the Austin and Wolseley 11/55, based on an 1100 Mk I shell. They also produced an MG1100S. This was also based on a Mk I shell.







It had a number of distinctive features, which included colour schemes unique to the South African market, an 'S' badge on the boot, oil cooler and a prominently located rev counter. The 'Car Cave', a company based in Scotland that regularly brings Fords into the UK from South Africa (Salvage Hunters bought a Cortina GT from them for the last series), imported one a few years ago. Here are some pictures that I downloaded from their website at the time.



Harvey is of course the owner of his own VERY unusual MG variant, a regular visitor to these pages! Ed.



With thanks again to Jon Pressnell for permission to reproduce the feature on the facing page from 'Enjoying MG', the journal of the MG Owners' Club. Apologies that the text is rather small in our reproduction, but we like to try and pack a lot in!



Left-hand-drive export two-door, complete with whitewall tyres

THE CAR WITH TEN LIVES

Or should that be eleven? **Jon Pressnell** looks at all the many versions of the MG 1100/1300

I am not going to get drawn into a debate about whether or not the MG badged version of BMC's front-wheel-drive ADO16 series was a real MG. Argue amongst yourselves on that one. More important are two things.

Firstly, sticking an MG radiator on a gussied-up Morris 1100 might have seemed cynical, but it was an adequately successful marketing exercise. With the 1100/1300 range, higher-priced badge-engineered variants accounted for 12.3 per cent of output, of which the MG 1100/1300 alone represented 7.3 per cent of the total – a decent although hardly spectacular 157,409 cars. In contrast, Wolseley and Riley derivatives together accounted for just 3.1 per cent of the mix. Conclusion: the MG badge had some clout, so why beat BMC too hard over the head for capitalising on it?

Secondly, the MG 1100 and 1300 were cracking little machines. With its transverse-engined front-wheel-drive layout, Alex Moulton's ingenious interconnected fluid-and-rubber Hydrolastic suspension, and front disc brakes, the 1100/1300 was the most advanced small-to-medium saloon in the world, until the Citroën GS came along. For many years the UK's best-selling car, it had all the good points of the Mini with none of the bad points.

There's a reason for this. Mini creator Alec Issigonis, to become BMC's Technical Director in 1961, was anchored to Longbridge. Preoccupied with sundry other projects, he largely outsourced ADO16 development to Charles Griffin at Cowley. Griffin was widely respected as a brilliant and pragmatic development engineer. He was a very different character from the hair-shirt aesthete Issigonis, and built into the 1100 the refinement and comfort the Mini lacked. Better still, a delay in production start-up gave Griffin time to build more prototypes and continue fine-tuning the design.

When I spoke to Griffin back in the early 1990s he was still proud of ADO16, not least on account of the 14.5 per cent of the British market that it once held. It was a car he had wanted to develop further, over the years of its life, and it saddened him to see all his behind-doors work on improvements thrown away in favour of the inferior Allegro.

MG 1100 four-door – 1962 to 1967

This is the version of which the most were made – 95,864 in total. Current until October 1967, it was largely unchanged over the years, other than a very early switch from the Formica dashboard to one with a facing in real wood. Seating was in Vynide, with leather as an option. In its best year of 1964, a full 27,757 were built, but in the two following years output fell away.



Publicity shot of a MG 1100. Two-toning was very much of the era, but was retained by BMC for too long

The 1100 was a quantum leap ahead of the Morris Minor, the model it was intended to replace, as I was reminded when I did a back-to-back driving comparison of the two cars. In terms of space utilisation, roadholding, ride comfort and overall refinement, the 1100 knocked the Minor into a cocked hat. Bringing this up in conversation with Alex Moulton one day, he almost embraced me on the spot: he too regarded the 1100 as a magnificent achievement, largely attributable to Griffin.

The first model in the range, the Morris, was announced in August 1962 and the MG version followed swiftly on its heels, being unveiled at the beginning of October the same year. Other than the MG grille, there was a higher standard of interior trim, notably with a horizontal strip-type instrument panel set into a wood-effect Formica dashboard, while under the bonnet was a twin-carb 55bhp version of the 1098cc A-series engine.

Those of you with long memories – maybe prompted by having built the Airfix kit as a kid, or played with the Spot-On or Matchbox models – will probably immediately think of the MG 1100 as a four-door saloon with, as likely as not, two-tone paintwork. With or without the two-toning, this was after all how the MG 1100 was sold in Britain. But this is only half the story. What is rarely realised is that for several years the MG was the only 1100 to be made as a two-door – but only for export. Launch-time descriptions glossed over this, just as they glossed over the Morris supposedly also being available as a two-door; this never happened, and a photo I have of just such a car is in fact re-touched from an image of a four-door.

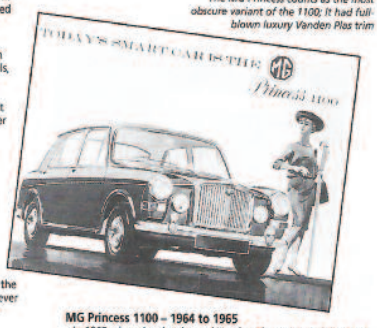
All this set me thinking, and after a spot of research I realised an extraordinary thing: in the course of the 1962 to 1973 period that the MG 1100/1300 was in production, it went through no fewer than ten different variants – or 11 if you include a rather obscure spin-off made at the other end of the world. So here it is, the story of the MG 1100 and 1300, in 11 chapters.



Oddball US ad from 1963 described the MG as 'superbly designed in true British Sports Car tradition'

MG 1100 two-door – 1962 to 1967

This was only available for export, and a total of 26,879 were made – including two that escaped onto the home market. Most went to the United States, where the car was sold as the MG Sports Sedan, adverts proclaiming it as having 'the heart and spunk of a sports car'. The Americans could also buy the car as a four-door, but it seems that relatively few did so; historian Anders Ditlev Clausager estimates that perhaps 7000 found buyers in the States. Some two-doors went to European markets, notably the Republic of Ireland.



The MG Princess counts as the most obscure variant of the 1100; it had full-blown luxury Vanden Plas trim

MG Princess 1100 – 1964 to 1965

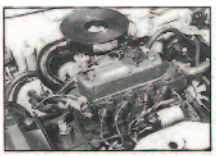
In 1963 a luxuriously-trimmed Vanden Plas version of the 1100 was introduced, with up-market leather seating and a dashboard and door cappings in high-quality walnut-veneer. Using the same 55bhp engine as on the MG, it was an attractive package, and BMC decided to try its chance by selling the car in the US – as an MG. Consequently the Vanden Plas grille was given an MG badge, MG hubcaps were popped on, and the resultant cocktail marketed in the States as the MG Princess 1100. It is thought that only 150 or so of this oddity were made.



The 1100 that was really a 1300: a detail from the rather miserable one-page US leaflet for the '1275'

MG '1275' four-door – June to October 1967

The Mini gained a 1275cc version of the A-series engine in 1964, in high-spec Cooper S form. It took until late 1966 for a slightly de-tuned version to appear in the Sprite and Midget and it was only for the 1968 model year that the 1100 was joined by a 1300, with the arrival of the cropped-fin Mkll Austin and Morrises and their badge-engineered siblings. To take three years to get the 1275cc engine into full production reflected poorly on BMC, but it did at least try to redress the situation by quietly introducing 1275cc versions of the MG, Riley and Wolseley in June 1967 – still in Mkl format with finned rear wings. In four-door MG guise just 162 were made, of which 83 went for export.



The single-carb 58bhp engine used on the first MG 1300s was also found on the Riley and Wolseley

MG '1275' two-door – June to October 1967

The two-door 1100 was also available as a '1275' and 402 were made – most, it can be assumed, for the United States. The engine of these short-lived '1275' variants used a single 1½in SU carburettor rather than the twin 1¼in units of the 1100, and power as a result rose only to 58bhp.



Identical in looks to the 1100 Mkl, this is the first of the MG 1300s: note cropped rear fin

MG 1100 Mkll four-door – October 1967 to March 1968

Despite the extra performance – and the extra torque – of the 1275cc engine, when the Mkll ADO16s were introduced in October 1967 a twin-carb 55bhp MG 1100 remained available. As with all the Mkll 1100/1300 saloons, the revised body featuring pared-back rear fins and flatter rear light clusters, and for the first time four-speed automatic transmission was available as an option. The logic behind the decision to continue with the 1100 is difficult to fathom; the result was just 1731 cars produced to this specification, the last in March 1968. There was no MG 1100 Mkll two-door.



The unchanged dashboard of the 1100 Mkll and the 'Mkl' 1300s was shared with the Wolseley 1100/1300

MG 1300 four-door – October 1967 to March 1968

As part of the Mkll range there was now an MG 1300 bearing th name – but it was not called a Mkll. The car combined the single-carb 58bhp engine with the cropped-fin Mkll bodyshell, and again automatic transmission was optional. Other features, shared with the MG 1100 Mkll, were pierced road wheels and transverse pleats for the seats. Leather seats were no longer on option, on either of the models. Current only from October 1967 until March 1968, in all 2914 of the MG 1300 four-door were made.

MG 1300 two-door – late 1967 only

Reflecting BMC withdrawing the MG 1100/1300 from the United States market at the end of 1967, just three single-carb MG 1300s were made in two-door format.



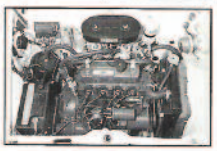
The two-door body was standardised from March 1968; the vented wheels were common to all of BMC's Mkll 1100/1300 range

MG 1300 two-door (65bhp) – March to October 1968

By now BMC had started to get its act together: henceforth the MG 1300 would have an identity all of its own, as the only one of the Riley-Wolseley-MG trio to be offered as a two-door – and as nothing else. Not only that, but the engine gained twin 1¼in carbs and on an 8.8:1 compression ratio developed 65bhp. Additionally there was now synchromesh on first gear. Current only for a few months, 5949 of this variant would be built – included an automatic which used a 60bhp single-carb tune of the A-series engine.



The final style of MG dashboard was also used on the Riley – in fact this photo shows a Riley interior



The twin carb engine delivered first 65bhp and then 70bhp; this is a Riley-badged unit

MG 1300 Mkll two-door (70bhp) – 1968 to 1973

Here at last, in the early glimmerings of the British Leyland era, was an MG 1300 to the specification it could have had from the outset. The engine had a higher 9.75:1 compression ratio and developed 70bhp, and there was a closer-ratio gearbox with higher first, second and third ratios; the automatic, which was discontinued in the summer of 1969, now shared the same engine tune as manual-transmission cars. Inside, a three-dial burr-walnut dashboard shared with the Riley Kestrel/1300 Mkll was adopted (now with rocker switches), meaning that at last the supposedly sporting MG version of ADO16 had a rev-counter. There were also vertically-pleated seats, but the pockets in the front doors and the cubbies at the rear disappeared.

In 1969, its first year, 8164 examples of the MG 1300 Mkll were made. This crashed to 3641 in 1970 before recovering to 5540 in 1971. All this, though, was a long way from the glory days of the 32,708 of the 1100 version that were made in the peak year of 1964. The most plausible analysis is that the genteel bechromed wood-dash MG was out of tune with the tastes of the brash tail end of the 1960s. Reading the runes, in 1969 BL had already introduced brightly-coloured GT versions of the Austin and Morris 1300, lathered in the then-fashionable matt black; sales were strong. The MG no longer served much of a purpose, and duly disappeared from the UK price list in September 1971. Manufacture abroad from CKD kits continued, however, lasting into 1973; most went to Spanish subsidiary Authi. The final production tally was 23,505 Mkll 1300s.

The Chilean glassfibre MG 1300 – 1969 to 1974

This is strange. But it is true. BMC had an operation in Chile, latterly primarily making a small number of Minis. In 1966 production ground to a halt, when the government demanded substantial local content. This was deemed achievable only by making the body locally. The catch was that Chile had no indigenous steel industry, and so the car had to be in glassfibre. So it was that a grp-bodied Mini entered production in 1969 – and at roughly the same time, or maybe a little later, a similarly plastic-bodied two-door MG 1300. Quite how many were made is not known, but in 1972 annual production in Chile of all BL cars was just over 2000 units, so the number can't have been significant.



Very few of the glassfibre-bodied Chilean MG 1300s were made – occasionally a survivor surfaces

Footnote – the MG Victoria

There was nearly a twelfth version of the MG. Overseas branches of BMC/BL had a long history of improving the product to suit the requirements of their market, and in 1972 Spanish subsidiary Authi had introduced the Austin Victoria, a revised 1100/1300 with a front and rear restyled by Michelotti; the design was also sold in South Africa, under the Austin Apache name. In 1973 Authi considered a more up-market Victoria, and at that year's Barcelona motor show displayed an MG version. With a Downton-tuned 83bhp engine and a smart interior, it was an attractive machine, but it never made it to production.



The MG Victoria was displayed at the 1973 Barcelona motor show but never made it to production. (David Knowles)

And in conclusion...

Let's leave the last word to *Autocar* magazine. 'All in all the MG 1300 Mkll is a greatly improved though rather expensive car which is great fun to drive,' wrote the weekly in the conclusion to its road test. 'It is refined and gentlemanly and will serve equally well the enthusiast driver and his not-so-enthusiastic wife. With some more attention to quietening the ride, achieving a more conventional driving position, better ventilation and some other details, there could be little to touch it in its class. As it is, it sets some new standards.' Whatever one thinks about all the mixed-grille mayhem, in its final form the MG 1300 was a thoroughly respectable machine.

A New Member Writes....



Two new members have been in touch with us recently to introduce themselves and their cars. Firstly, Alex Cother from Reading....

A friend mentioned that his mother in law was clearing out her garage and there was an MG in there. He asked if I could help them identify it and suggest what to do with it. I am a serial offender when it comes to taking on older car projects, so was very happy to advise. What I found was a Connaught Green over Old English White MG 1100 that was driven into the garage in 1979, following the funeral of what would have been the grandmother, and has not turned a wheel since. So one recorded keeper and showing 33,000 miles.



There is rot; I'm yet to discover the full extent, but as a minimum the driver's front wing needs replacing, and as you would expect, there are four flat and rotting crossply tyres. An unused spare is in the boot, the interior is lovely and the plastic has never been off the back seat. The passport to service, running in instructions and handbook are all there. I've probably paid too much for it, but a deal has been struck and the plan is to restore it for my wife to use, who also loves BMC classics (I hope). It looks like there's plenty of help and guidance available so I'm looking forward to restoring and recommissioning this little beauty.

....and secondly Derek Swinger from Norfolk, who has fully restored his 1972 Austin 1100 Mk III in glorious Limeflower



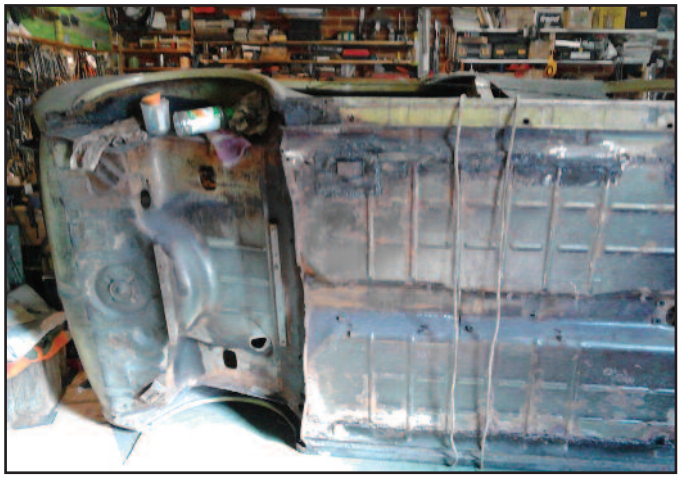
I have always wanted a classic car and I eventually decided on this Austin 1100 Mk III, which I purchased in October 2019.



I stripped it down to the bare shell and removed all of the rust. I made all my own panels from a sheet of steel and attached them to the car where required.



I proceeded to refurbish the subframes and all running gear, then went on to rebuild the engine and gearbox.



"I made all my own panels from a sheet of steel"







I refurbished all the brakes, steering and suspension, fuel tank and interior.

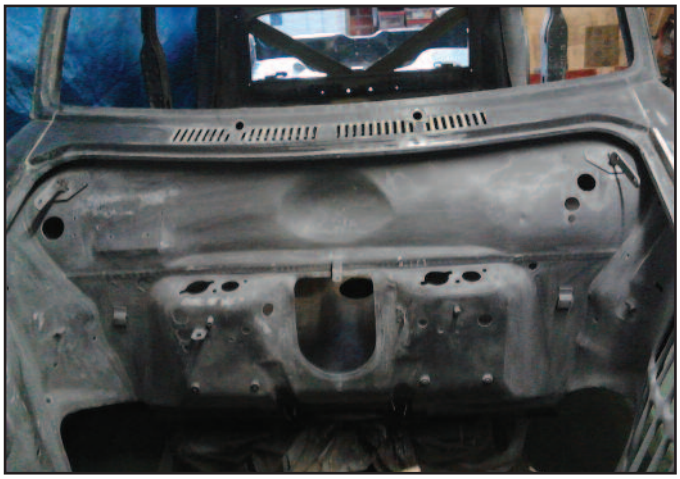
I then began to prepare all panels and the shell ready for painting. Following painting I rebuilt the entire car and gave it a thorough waxoyl. It is now insured, taxed, MoT-ed and ready for use.





The next stage was to repair the metal work on front wings and doors and then to weld the panels back on to the car.







"It is now insured, taxed, MoT-ed and ready for use"





My Other Car Is....



....a 1969 Renault 16 TS. Chris Hayward tells the story of another one of the stunning classics that lives alongside his 1965 MG 1100



When it comes to leisure motoring, being a bachelor has its advantages: more funds available to purchase cars, no one to veto one's choice of vehicle and total flexibility over meal times versus car fiddling times, to name but three. Over the years, this has led me to make mistakes over the acquisition and/or disposal of cars which a 'second opinion' might have prevented, but also enabled me to indulge a love of classic cars limited mainly by the need to find storage space.

Many classic car enthusiasts, if asked to name the first modern five-door hatchback, might well think of the Austin Maxi, but in fact they would be at least four years out. At the end of 1964, Renault announced its new 16 which was then launched in March 1965, whereas the Maxi appeared in 1969. As a teenager I remember my father's cousin claiming that he had bought the first R16 sold in Cornwall, and proudly taking us for a drive in it when we visited him on the Lizard peninsula in 1966. That ride must have sown a seed in my mind because in February 2012, a few years after retiring from a career teaching French at secondary school level, I decided it was a French car I rather admired and should acquire for myself.

With their 1470cc R16 GL selling well, Renault in 1968 added to the range a twin-carburettor 1565cc TS (Tourisme Sport) version, of which mine is a 1969 example. I particularly wanted an early TS because in 1974 the range was 'modernised' by the adoption of black plastic grilles replacing the far more pleasing aluminium ones of the first cars, together with a black band across the hatchback door incorporating rectangular rear lights. This is a subjective matter, but to my eyes it is an example of the general rule that facelifts often spoil the look of the early versions of a car. There are exceptions, of course, such as the Citroën DS and maybe the ADO16 Mk II models, but time and again the later models are less attractive.

"The Renault 16 suffered from rust as badly as any British car of the time"

The Renault 16 suffered from rust as badly as any British car of the time, and the rear suspension was particularly prone to it. Since their market value - on this side of the Channel, at least - has never in my opinion reflected their true worth, they were scrapped in large numbers after going out of production in 1980, the range having meanwhile been completed in 1973 by the 1647cc TX with its elegant quad headlamps, five-speed gearbox and even electric front windows and central locking.

My car was saved by a specialist in Burton Latimer, Northants, who was Britain's undoubted expert in the model; he rebuilt the rear suspension and resprayed the grey coachwork in a correct Renault blue that undoubtedly suits it, and I bought the car to replace a lovely Citroën DS I had owned for fourteen years and which, in hindsight, I should never have sold.





All models have a steering column-mounted gear lever; there is no sloppiness in the linkage, so the act of changing ratios is slick and smooth. The permutations of the folding seats are quite dazzling in their complexity, but they undoubtedly offer superb comfort and decent luggage capacity when all seats are in place, and truly cavernous space when the rears are folded. One peculiarity of the R16 is that the two back wheel axle shafts are not in-line. The left wheelbase is 70 mm longer than the right, to accommodate the torsion bar suspension. I am reminded of this every time I wash the car, as the space between the bottom corner of the LH rear door and the wheel-arch is noticeably greater (if you are alerted to it) than on the other side, and the rear bumper is asymmetrical too.

I have taken the car to France on several occasions. In Paris in 2014, with two cousins on board, I was going down the Champs-Elysées when I stopped at the lights and a French-registered Aston Martin DB9 came alongside on my right. The driver lowered his window and suggested we swap vehicles - an offer I had to decline as there would not have been room for our luggage! In 2019 I drove the car to an event in the south of Alsace organised by a French R16 club. When that had finished, on one day spent driving homewards between Strasbourg and my B&B north of Arras without, of course, using any motorway, I found I had covered 335 miles and averaged about 38 mpg. Despite the distance, I did not feel unduly tired and thoroughly enjoyed the experience - it is such an

accomplished car for that sort of journey. One of the other participants in this event, incidentally, had driven with his family from Israel in his TS automatic!



The 1565cc engine of the TS is light and sporty enough to have caught the eye of Lotus, who used a version of it in their Europa model. It has an automatic choke which the driver initially sets by giving two presses of the accelerator before operating the starter; coolant is routed via the carburettors, and when it gets hot enough the choke closes. Fuel consumption tends to be in the mid-thirties in Britain, rising to nearer forty in France, and oil consumption is negligible.



While I have undoubtedly made classic car purchases I later regretted, the Renault 16 is not one of them. They do not come up for sale in right-hand drive very often, but if you have the opportunity to acquire one in good condition, you will find prices are fairly reasonable. What's more, you are unlikely to see another one coming towards you when you are out on the road enjoying the squashy seats and supremely comfortable suspension in the traditional French style.

"While I have undoubtedly made classic car purchases I have regretted, the Renault 16 is not one of them"

Photo 1: As seen pre-purchase
Photo 2: Interior view pre-purchase
Photo 3: In the Aisne department, on the way to Alsace
Photo 4: Chance encounter with a UK registered DS on my way back from Alsace

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

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From Our Social Media

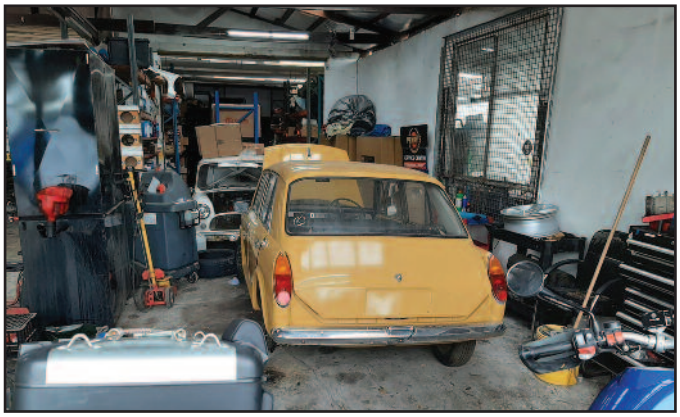
There is lots of action on our social media these days, especially on Facebook and Instagram, from members and non-members worldwide. Here is a recent flavour....

On Facebook....

Michael Hall says: "Roadworthy passed here in Australia, now we have rego on 6th May. Love my Morris 1500 five speed. It's nice to have 74bhp in such a little car; the fifth gear is great for highway cruising, but sadly it's the cable version so not the most precise shifter."



Paul Brown, also from down under, followed on with this picture, saying: "Our 1500 five speed has been in the doctors getting rego ready for five months now. We are so close!"



Marc Shone from West Sussex posted this picture of Winnie the Wolseley enjoying some spring sunshine.



Terry Wells shared a picture of his lovely panda car, saying: "First time in daylight for eighteen months and it has wet itself!" Oh dear.....



Dave Asquith posted this teaser shot, saying: "Bought my 1100 yesterday, joined the 1100 Club today, looking forward to getting to work and getting her roadworthy again." He later gave the car a wash and updated us with another picture, with the car now in its temporary spot ready for full restoration in the summer.





Peter Sproule wrote: "Hi everyone, glad to be here and read about the cars etc. This is an old photo of my dad with his Austin 1100, taken in the late 1960s - sorry about the poor quality of the scan. He bought the car used from someone who obviously loved it; you could tell from the condition he kept it in when my dad bought it. It took us up and down the motorways of England and never grumbled or left us on the side of the road. It was the best car we ever owned, bar none."

We often get questions on the Facebook page from non-members considering 1100 ownership; this was a recent example from **Dickie Mint**. "Hello all, I'm thinking of buying a Riley 1100, but the underneath is covered with underseal. I'm 63 years old and classics weren't classics when I first owned them, they were our everyday cars! Back in the day, people covered the underneath of the cars to avoid the MoT guy, so my worry is that the underseal is hiding a lot of potential repairs etc. What are your thoughts - are things like subframes still around, and displacers etc? If it is hiding nasties, then welding isn't a problem." We replied very positively, as you would

expect, and made clear the benefits of being an 1100 Club member when sourcing some of the parts mentioned and seeking the right help and advice.

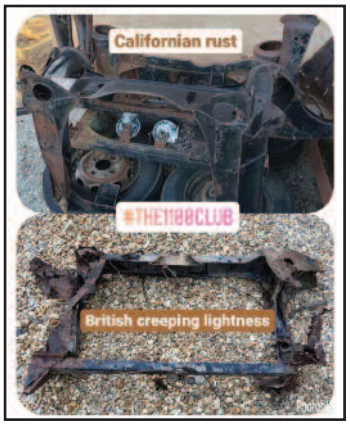
On Instagram....



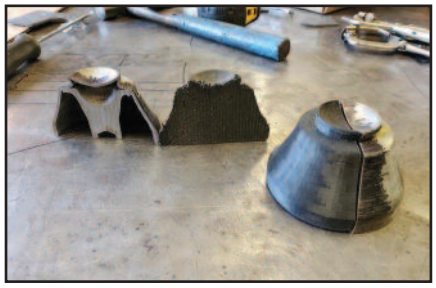
Our new General Secretary and Instagram page admin, **Oona Robinson**, posted this picture of a little bump she had on the driveway of the home she shares with husband Lee and family, accidentally reversing into the covered GT. Steve King came to her rescue, offering some replacement headlamps, which were gratefully received!



Paul, who goes under the Insta account name of 'Morbid', sent a picture of this MG he has just purchased. Paul said: "It's a South Afican import. Do you know if this is a normal colour combination or maybe specific to SA?"



Allan Shingleton messaged the page and chatted about a variety of topics, including a comparison between English rust and American rust, and also a project he has been working on to convert an Austin America to dry suspension. Allan said: "The basic idea is to replace the displacer cone with a threaded aluminium cone which will screw onto a receiver that will sit on the post sticking up off the upper control arm. My biggest concern was not having enough room for a standard coil spring and shock, so I ended up abandoning that idea and drawing up a coilover setup. It would also allow for adjustable ride height, as well as having a wider range of spring rates and shock stiffness to choose from." Allan will hopefully keep us updated with his progress.



Tim Astengo in Melbourne, Australia, reacquainted us with a familar car that has been featured in Idle Chatter before, with a previous owner. Tim said: "The car started life in Bathurst, New South Wales, and was taken on by James Hallowell, who built it up and competed in a charity event called the Shitbox Rally in it. This raised money for Cancer Council Australia and it's also how I fell in love with the 1100. I have participated in two rallies so far and am scheduled for the 2021 rally too. When James put the 1100 up for sale, I jumped at the opportunity. I did have rust concerns, but surprisingly there is minimal, and it has not seen rain since I owned it."



1100 Club Parts, Offers and Discounts

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

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

Exhaust systems: £119, or £134 delivered to your door in the UK mainland. Contact Robbie Claydon using the contact details on page 3 in the first instance if you wish to place an order. *STOP PRESS - these are temporarily unavailable due to COVID 19 measures. They will be back!*

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

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

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



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

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



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

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

Riley: The Problem Bird



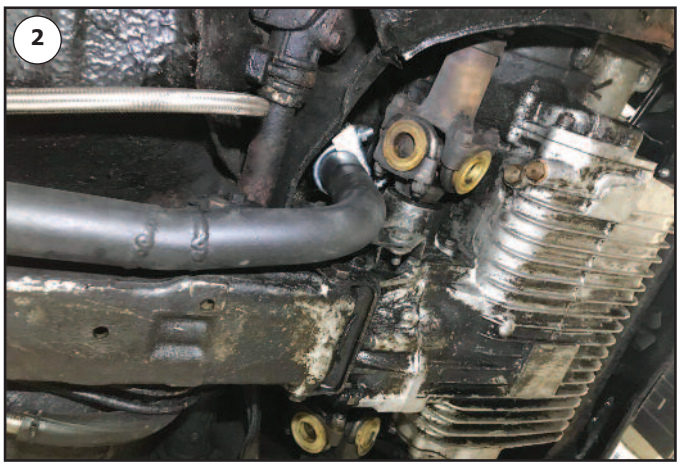
In Part Four of Ryan Caulfield's Riley saga, the car is back on the road and it's a case of fine tuning and further discovery....



Well, I am pleased to say (fingers crossed, rabbit's foot etc) that the Riley is now ready for the show season, and I even made it out for Drive It Day, which was the original deadline when starting this round of works. The toilet roll list of jobs for Scotland is still as long as my arm though, so no rest for the wicked.

Where I left off last time, I had engine work to complete but was now on the downward climb as it would involve reassembly, starting with installing my new exhaust set up. The one thing I would note following on from installing it is that the U-bolt on the downpipe at the rear of the engine is very tight to the CV joint - I would add caution if you're going to fit this set-up that you make sure the angle of the two bolts are pointing towards the wheel and turn the driveshafts afterwards to ensure adequate clearance - see **Photos 1 and 2**. I will be putting a weld tack just as belt and braces in the next round of works.





With the exhaust in, it was onto the carbs and here more issues were found as I was reassembling. I had never done a twin carb setup before, only singles, and I was using the pictures I had taken before I took it apart. After much head scratching and use of another 1100 with a single carb, Joe and I found that the link bars were originally installed 180 degrees the wrong way, so pushing up and forward instead of away, explaining why my choke and throttle were extremely stiff. So the carbs were back in and all buttoned up together, but then sadly I had to be away for work due to ongoing strikes from British Gas, so I sadly missed the first fire-up and handed it to Joe. He used a Lambda sensor and an air fuel ratio gauge to set the car up; this seemed to give a really good basis of tune, and from the sound and everything, it seemed to do the trick. Sadly I am no Tony Cole when it comes to setting up our cars, but once I got to the car I was happy with the state of tune at this point.

There are two videos on the 1100 Club's YouTube channel showing the results of the work to this point, both starring Joe - the first shows the car running in the workshop with the air fuel gauge connected and the second shows the Riley on the road! You can visit the 1100 Club's YouTube channel to watch them or you can scan the QR codes here with your tablet or smartphone to watch them straight away.

SCAN ME

SCAN ME

Now with the car running, time on my hands and Drive It Day looming, Joe and I decided to both take the day off from our busy lives and took the ol' girls out (**Photo 3**).



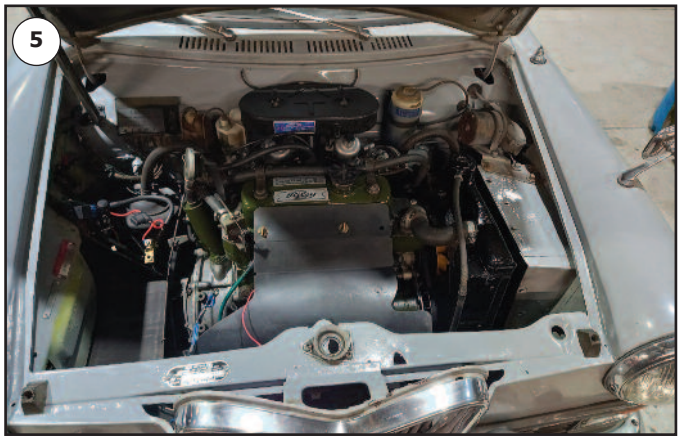
I was setting the pace as we embarked on a hundred mile round trip of the stunning Norfolk coast to get sand in our shoes, fish and chips and to run the car in (**Photo 4**).



I can honestly say that the few mods and general refresh have transformed the car. The engine, with the opened ports and gas flowed headers, now has a great smoothness and strong pulling power again and it sounds great. The other point of getting the car out was to give it a gentle run to bed in the head and see what faults still remain. After the drive out I found that the state of tune needs a very small adjustment - it seems a tad rich, and there is some tappet noise. They are adjusted correctly, but I found when we were reassembling that there did seem to be a bit of wear on the rockers and the new push rods

seem to have just made it more noticeable. So I've ordered a new set from MiniSpares with a higher lift ratio than standard (1.5) and of a stronger material, so I will report back on using them. I am also converting it to a spin-off type oil filter just for ease and speed. Finally, I found the car to be running a little too hot, just above normal, but the cooling system was fully flushed and I fitted a new 73-degree stat. I ran the car with the heater on to be on the safe side, so more investigating on that to come. Oh, and the rev counter has broken.

So back home to tinker, but we are slowly getting there (**Photo 5**) and I am confident that the car is ready for its first show at the end of June, now that we do appear to be coming out of lockdown.



From the Quilter Collection



FROM: Peter W. Smith
Barry Ziff

AUSTIN AMERICA FOR 1969 --
BIGGEST IMPORT BARGAIN

This 1969 Austin America has been hailed by the experts as the "biggest bargain in today's imported car market."

Priced at $1,899 with automatic transmission (New York Port of Entry), it has a 1275 c.c. engine and delivers up to 30 miles per gallon. The boldly styled sedan gives the driver the option of selecting complete automatic operation or manually shifting through the gears. The car is also available with four-speed manual all-synchromesh transmission for $1,765 (New York Port of Entry).

John F Quilter in Oregon, USA, has very kindly shared some of his archive collection with the 1100 Club. This time, another Austin America press release, dated 1969 and highlighing the gearbox options available.

Facebook, Twitter and Instagram

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

'The 1100 Club' @The1100Club THE1100CLUB

When Harry Met Peggy



In Part Nine of his amusing restoration story, Harry Taylor from Deal in Kent is moving Peggy again, and even faster.....



I have often wondered at the bravery of some people. Most recently Alexei Navalny. If you have not come across this guy, let me just fill you in with the main points. Mr Navalny has been challenging Putin on corruption for many years and has faced time in prison on many occasions. In Russia, this 'occupation' also comes with frequent beatings and many times ends in a career stopping death. Last year Mr Navalny was poisoned with Novichok and was rushed out of Russia to Germany, where his life hung in the balance for some weeks. After making a full recovery, he then elected to go back to Russia, where he has since been imprisoned on false charges and now dispatched to a labour camp. Then I look at some of the vehicles taken on by our membership in the 1100 Club and I ask the Navalny question: why are you doing this? OK, so Vladimir Putin is not renowned for his interest in an innovative, small, front wheel drive family car that first sprung from the Issigonis drawing board onto a track at Longbridge in the early sixties. This is just as well, because I have a feeling that if the subframe setting wasn't to his liking, there is a strong possibility that the amalgamated design office would have been relocated to Siberia and Dave would not be editing Idle Chatter with frequent 'advice'.

So, it was in that context I was considering the progress of Peggy. The fact that I was now spending weekends on Phil's driveway waiting for Len to turn up was taking its toll. Many times the weather was against us and so too were the neighbours. There was almost a recordable displacement of air from the twitching of curtains and progress was slower than Len's journey times. Phil's driveway was actually a full two miles closer to Len's flat than our previous situation at the bowls club. Nevertheless, I continued to marvel at the distortion of the time/space continuum achieved by Len's van. However, some milestones were reached. The rear valance/skirt just below the rear bumper area on Peggy had looked like Godzilla had taken a bite out of it. I sourced a new old stock rear valance panel from eBay and Len chopped out the old panel, made good the return edges to receive the valance and seamed it into position beautifully. The panel itself was, I believe, from a Vanden Plas saloon so it came with one or two different pressings and attachments. I considered that the chances of coming across a Mk I panel were slightly less than Mr Navalny becoming President of Russia and saving a penalty in the FA Cup final….on the same day! So, I let the inaccuracies stay as they are nicely hidden by the rear bumper.

Something must be done, I thought. I landed a job driving a Post Office van, which didn't pay a great deal, but when the job was done the day was my own. The phrase 'things were looking up' was far too optimistic to describe my situation, but if I could use one analogy it would be from the oft used Titanic disaster - I had found the cupboard where the distress flares were kept. I chatted about the situation to my partner Marilyn one night in the local. Marilyn came up with a really good idea. Previously at home Marilyn had always had a knack of speaking at exactly the time when I wasn't listening. This time I listened. The idea was that we believed Len owned a sizeable garage, so if I could rent some space there to store Peggy, he would then have no excuse to not attend on time, Peggy would be in the dry and all of Len's tools were there. Excitedly, we developed the idea. Despite assuring me to the contrary, I knew Len was never officially at work. He had often asked for money to get through and I knew things were difficult for him and his family. What if I could set him up in business with some of the money I had borrowed from the bank? Len could then legitimately earn while completing work on Peggy as the payback. I could achieve my goal and help a family get back on its feet...win-win, as the saying goes.

The next time on the drive at Phil's, I told Len of the idea. Len tried to smile but his face had forgotten how to. In truth, I could see that he had never had much need for smiling. So it was then that we made plans to move Peggy to her new home. As previously, Len attached the tow bar. The tow bar was at such a length that if I opened the quarterlight on Peggy, I could reach out and draw pictures in the dust on the rear panel of Len's van. We set off with a jerk. Correction - we set off with two jerks, one in the van and one following behind very closely in the 1100. The journey had acquired extra challenges compared to the first move of Peggy. This time we were heading through Croydon town centre at 14.30 on a Saturday afternoon. Would Mr Navalny have even contemplated this? I think not - even if Mr Putin were chasing him. We arrived at Len's garage in Thornton Heath and by this time I had morphed into liquid form. Len had taken the decision to go much faster than previously, as he was now assured by the fact that Peggy was held together with much more metal. I had found myself trying to complete hand signals from both sides of the car in sheer terror. The last time I travelled so fast without being able to see where I was going was in the back of an ambulance.

"The last time I travelled so fast without being able to see where I was going was in the back of an ambulance"

The week after (following some days of therapy at the Jolly Woodman), I spotted an advert on eBay for a set of sliding side windows for an 1100 estate. They had all of the trim fittings and locking mechanisms and were being taken from a '69 Mk II which was being broken for spares in Gloucester. When I acquired Peggy, she came with a one piece side window on both sides jammed into place. Even I thought that was ridiculous. I surmised that if there was a Mk II being broken for spares, the chances were that there was more stuff of interest for Peggy. I arranged a day to visit Gloucester and contacted Len. Len told me that someone had responded to some leaflets and adverts I had put about and wanted a quote for welding on an 1100 in central London. Things were looking up (again). I felt a welling up of emotion which, on reflection, was more than likely to have been the after effects of the fifth pint from the night before.

So, the day was set fair. I picked Len up in my Nissan Micra 1 Litre - a car from 1998 that was already now

fourteen years old, but absolutely indestructible. We looked at the car that needed welding and Len surveyed it as though it had landed in his bath five minutes before going out on a Friday. Len mumbled something to the owner, scratched his backside and we left bound for Gloucester. The trip down was pretty uneventful. On reaching Gloucester and driving into the more densely populated areas, I noted that this was the place that many bizarre and interesting classics had come to die. Almost every household had a vehicle in some form of disrepair embedded on the driveway. Most vehicles I saw would have come within the 'interesting' bracket for most of us. Some looked like they had been victims of failed resurrections, splattered with red oxide through which new rust had germinated. Curiously, the only house that didn't have one of these offerings on the driveway was the house where I was due to have a look at the donor estate car.



I pulled up outside the house and checked the address. No rust paint covered offering to the god of oxidisation was visible anywhere. Granted, there was a driveway, but only a slim entry at the side of the property. I knocked on the door and the lady of the house opened the front porch. I realise now that the scene she looked out on must have given her the idea that she had just opened the door to Laurel and Hardy. Len was a rather large and baby-faced individual and I was not. Eventually after a silence and almost audible movement of eyeballs, the lady shouted, "Pete!"

A six foot five voice answered from the backyard and a very large overall-clad figure beckoned us through the side entry. On coming around a neat and manicured back garden, there was a small path that went further in. At the end of this path, I recognised the metal objects in the distance. A whole Austin 1100 estate had been taken apart and carried neatly through the two foot wide entry, down the crazy paving between the prize winning roses and placed in long slim pieces at the end of the garden. As my eyes adjusted to the view, I could see there was a whole car in the garden. How were we going to get this into the back of the Micra? I took two completely refurbished subframes (one of which later performed the role of an additional axle stand quite admirably, see photo), two doors, a tailgate, petrol tank, four displacers, a radiator and yes, the side windows.

Pete was a lovely chap and charged me much less than the parts were really worth. The car he had scrapped was in better condition than Peggy, but Peggy had not been 'adapted' to fit through a two foot wide entry. I quickly let that thought go. Pete's wife watched from the window as Laurel and Hardy tried to make all the parts fit into the back of the Micra. For Nissan Micra, just think Model T. I informed Len that we had to be careful as the car was not strictly mine and actually belonged to Marilyn. Len replied that this was OK because it meant that if the car wasn't mine, what did it matter? Len's book of 'Logical Truth and its Practical Application' was probably not going to be a Christmas stocking filler that year, I felt. We eventually crammed everything in and gingerly made our way back. One hill out of Gloucester nearly defeated the Micra, but later that evening we arrived at Len's garage and deposited the Gloucester 'Marbles'.

No sooner was the garage door shut than Len placed himself into his van and he was off, without a backward glance. It was late, and my drive back to Beckenham from Croydon was somewhat easier. As the lights flashed by, I saw people going about their business and living their lives. I considered my life and wondered what was so empty and unfulfilled about it that I had spent my day in Gloucester scrambling around rusty oily, scrap metal? I thought of Peggy and then I thought of Len. I felt myself speeding up. Was the pub still open….?

BMC 1100/1300 – Reliable Parts – Reliable Service

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

LOTS MORE ITEMS IN STOCK

Please call for availability

Please phone Robbie Claydon on 0208 575 5479 or 07952 167173 (mobile) or email robbiewc@hotmail.co.uk

I accept PayPal and post worldwide, usually within 24 hours of receiving payment. Postage charged at cost.

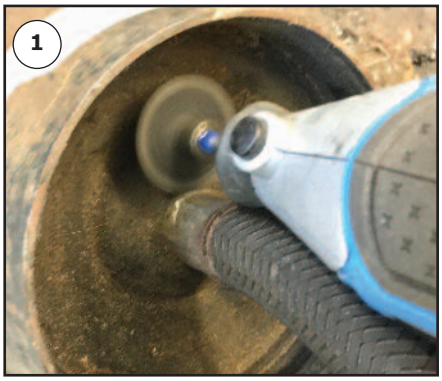
Technical Tips and Advice

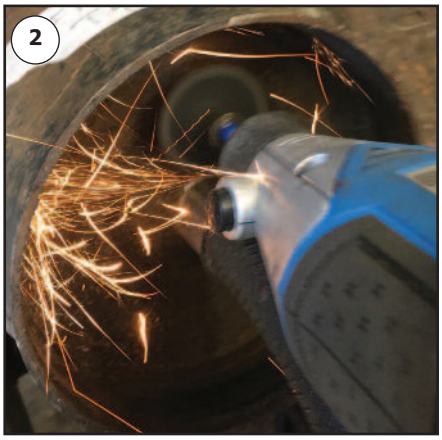
Tip of the month

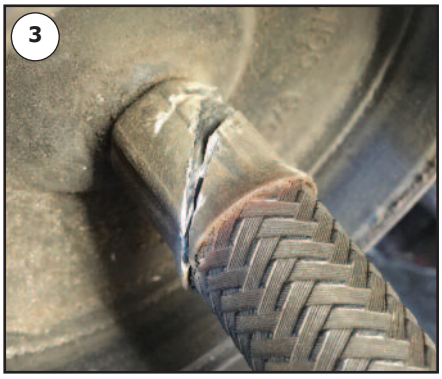
This time, the removal phase of Ian Gaffney's displacer rehosing process, tricky starting, a temperature warning sensor and some panels

Rehosing That Displacer

As you know, long standing member Ian Gaffney has produced an excellent DIY clamp system for rehosing hydrolastic displacers and kindly supplies clamps and hoses to 1100 Club members at no charge, simply requesting a donation to charity. He will also rehose your displacer for you if you can extract it from the car and get it to him in south east London, either in person or by post. To the best of our knowledge Ian's clamps have not yet experienced a failure, which is all the more remarkable given the fact that around ninety of them have been supplied to members, and the vast majority have been fitted by those members themselves following Ian's instructions, rather than directly fitted by Ian. One of Ian's clamps was professionally pressure tested by a hydraulics company and still did not fail, despite so much pressure being applied that eventually the Schrader valve started to leak, and in any case the clamps are fully covered by the product liability component of the 1100 Club's public liability insurance. The clamps can even be fitted to a front displacer in situ if desired, thus obviating the need to remove the complete unit from the car. Ian's full instructions for using his hoses and clamps appeared in the July-August 2016 edition of Idle Chatter. It is crucial that those instructions are followed to the letter, which is why Ian is always happy to talk members through the fitting process, ensuring that the clamps are fitted correctly. Here he looks in more detail at the first part of the process whereby the old hose is removed from the unit, going step by step.







In **Photo 1**, Ian makes the first cut at the base of the crimping sleeve, continuing to **Photo 2**, where the cut is starting to spiral upwards to the top edge.

Photo 3 shows the crimping sleeve cut through to the old hose and in **Photo 4**, Ian lifts the cut sleeve with a screwdriver. In **Photo 5**, he peels it further back with pliers and in **Photo 6**, peels it back far enough to remove the old hose.







Photo 7 shows the old hose removed. In **Photo 8**, Ian uses the sharp corner of a chisel to split the remainder of the lip on the crimping sleeve, and in **Photo 9** it's off.





Now it just needs a quick scrub and a coat of satin black before fitting the new hose. **Photo 10** shows the unit ready and waiting for the new hose to be fitted.







In **Photo 11** the new hose is in place, with the unit now ready to be reinstalled into the car.

There is currently no way of overhauling the internals of a displacer unit or repairing one that fails from within, and it is very difficult to assess the internal condition of a displacer unit too, however shiny it looks on the outside.

One other quick note - Ian purchases the relevant materials and produces these clamps in batches so that he always has some in stock to send out as and when they are needed, so please get in touch with him if and when you need one rather than ordering several just to keep on the shelf. You can contact Ian on rehosing@the1100club.com or give him a call on 07486 115896.

Non-Starter

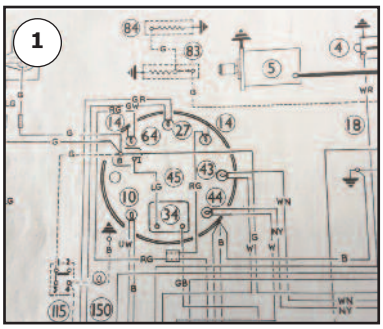
QUESTION: I went for a run in my 1970 Mk II Wolseley 1300 twin carb yesterday (temperature about 23C). I parked and then came back to the car after about ten minutes, whereupon it wouldn't start, although the battery turned the engine over very well. Eventually we got going, but on our next stop I had to wait for twenty minutes with the bonnet up before I could start again. Once started, the car ran as it normally does all the way home. I have never had starting problems before, but I have noticed that the manuals say the air cleaner box has summer and winter settings - when I took my cleaner box off (oval-ish shape) I found there was an air intake tube down towards the exhausts with an added bend in it, and a screw fitting jubilee clip at the bottom end of the bent tube which seemed to be 'swaged' outwards as if something else can fit over it and be held in place by the clip. The tube appears to be fixed to the box, and the bend seems to be fixed as well, so I can't see how I can alter it. I have made sure the distributor centre felt pad is oiled; a drop went on the screw, which acts as a points pivot, and I put some grease from the end of a matchstick on the cam which activates the points. So is it likely to be something related overheating, and is there something I can attach to the bottom of the intake tube to turn it away from directly sucking air from above the exhaust?



SPANNERMAN'S ANSWER: Whatever is the case with the air filter, I don't believe it to be the cause of the issue. Some of the filters did have a 'nose' on them which, with the securing clip loosened, could be rotated to pick up air from an area of the exhaust to prevent carburettor 'icing' under cold weather running conditions, but will this have little or no effect on starting. I'm assuming that the temperature gauge did not indicate excessive coolant temperature and there were no other symptoms of it overheating? Once you stop an engine, the underbonnet area temperature will initially rise and can then highlight some ignition or fuelling malfunctions. The former is more likely. Typical causes are a failing ignition coil, or capacitor (condenser) in the distributor. If the coil is failing it will be incapable of producing adequate voltage to fire the plugs, and with the bonnet open it takes twenty minutes or so to cool and operate correctly again. It is likely to feel too hot to touch also. If the capacitor is poor it will give a similar result and it will cause the contact breaker points to be 'burnt' very quickly. Unfortunately many of the replacements, even if marked as Lucas (who were taken over years ago), are of a very poor quality compared with the original. If it was a fuelling issue, usually operating the choke, or momentarily using full throttle under cranking, may enable the engine to get going, but I still think an ignition fault is more likely. Obviously the best time to diagnose any such fault is when it occurs, and sometimes substitution may be the easiest method of diagnosing the problem.

UPDATE FROM MEMBER: Thanks for all your help - problem now fixed. I obtained a 'proper' Lucas-type condenser from Minispares and had it fitted together with a new set of points for luck! So back on the road again, thanks to your input.

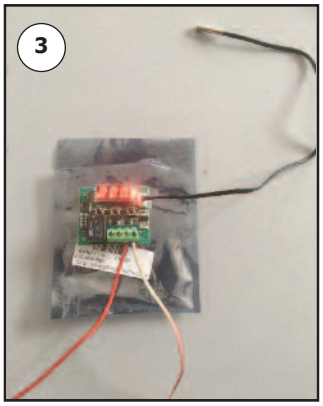
Common Sensor



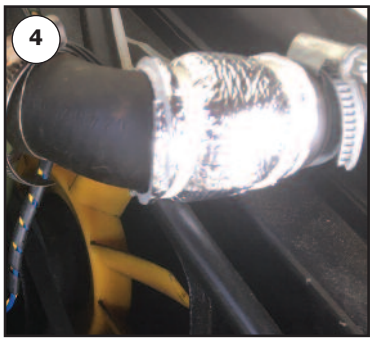
I have found a solution to control the water temperature sensor circuit on my car, keeping the warning light (in the central dial) which is available and wired in this car. The English genuine manual does not show any wire or bulb - was it specific to export cars? As you can see in **Photo 1**, from genuine service manual, on the left side of central dial (ref 45/speedometer) there is an empty circle with no reference. My car has a bulb, wired through the car harness to the water temperature sensor, which was of course not correct, because the car sensor was a variable resistor and not an on/off switch depending on a predetermined warning temperature.



A three gauge panel (voltage, temperature and oil pressure, seen in **Photo 2**) has been added, plus a digital temperature controller (**Photo 3**), which is a very cheap Chinese device, available from Wish, Aliexpress and elsewhere for just 3€, which is less than £3. This device lets you select the cut-off and cut-on temperature for the warning lamp - a powered relay closes (or opens) its contacts at the temperature selected. This way you can light the warning lamp in the car.



Interestingly, the device also offers a hysteresis adjustment, whereby you can select the temperature which lights the lamp and also the 'gap', at let's say 5 degrees, which will switch the lamp off again when the engine has returned to a 5 degrees lower temperature.



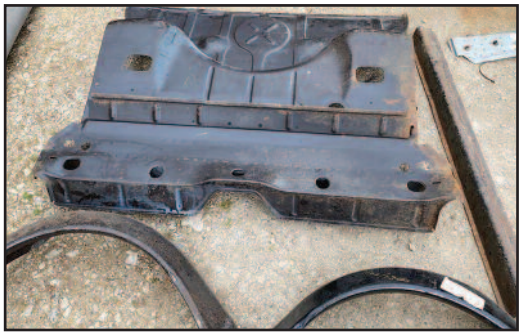
Where to install the sensor? It depends on your own choice. I chose to isolate it on the top radiator hose (**Photo 4**), at least for testing. Of course, when the engine temperature reaches 80 to 85 degrees C, the reading on the controller is only 70, so you can then set 75 degrees to energise the relay, and the lamp stops glowing below 75 degrees.

Joel Soumange

Panels in Stock

David Kingerley at Longbridge Motor Spares has sent us these pictures of some panels he has recently collected and would like to offer to 1100 Club members first.









David can be contacted using the details in his advert on this page - please mention the 1100 Club when you do.

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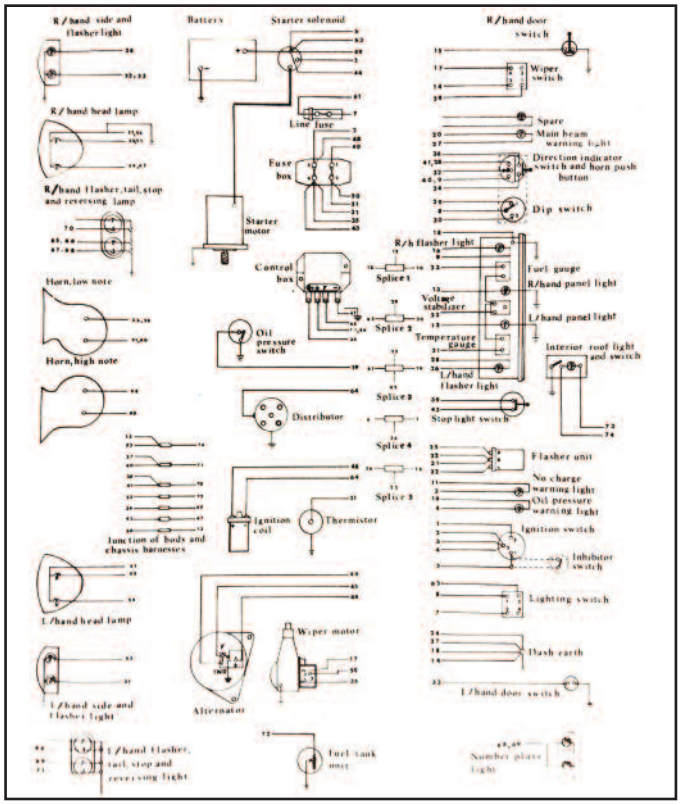
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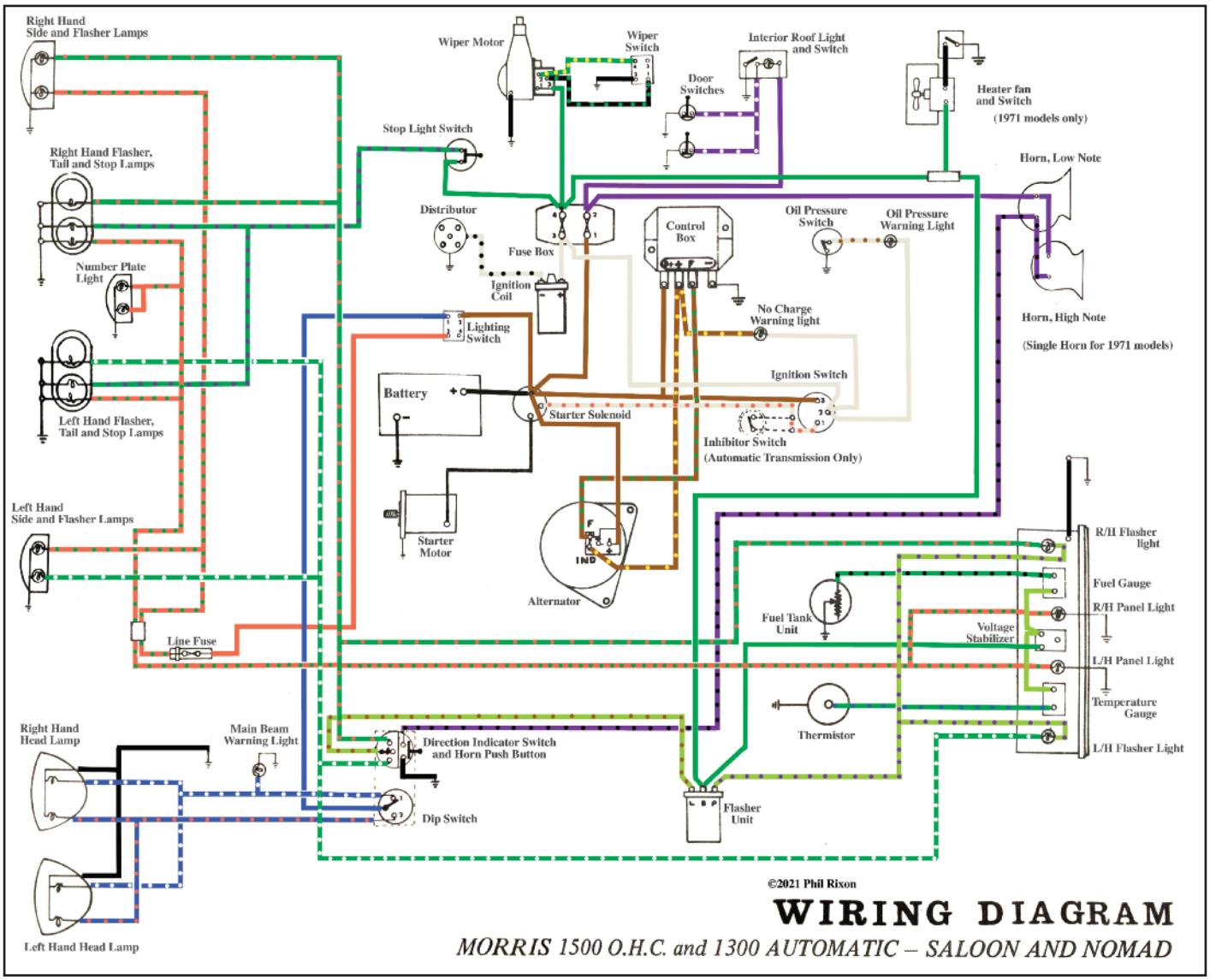
Tips From Down Under

Continuing his popular series of tips, Phil Rixon has drawn up a coloured wiring diagram for the Morris 1500/Nomad and 1300 automatic....



Anyone who has had to trace an electrical fault knows how useful a wiring diagram can be, but oddly enough the BLMC-A factory workshop manual for the Nomad/1500 didn't feature a conventional one. What it provides is a page with line drawings of the various components and the stubs of the wires emerging from them. Each stub has a number which you have to look up in a table to find the wire colour and also where the other end connects to. It is a cumbersome system for troubleshooting, so I have often turned to a conventional diagram for a UK Mk II 1100 instead. However, this can lead to a wild goose chase as so many things are different - not just the circuits and connections, but the wiring colours too! However, when that marvellous coloured wiring diagram appeared in the Jan-Feb 2021 magazine, I wondered if maybe I could adapt it to create a 1500/Nomad version, but there were so many differences that I abandoned the idea. Instead, below is the original BLMC-A diagram except I have connected up all the wires and coloured them in!





Membership News

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

Y. Takeda	Osaka, Japan	Vanden Plas 1100
D. Hawthorn	Romford, Essex	Wolseley 1300 Mk I
D. Asquith	Louth, Lincolnshire	Morris 1100 Mk II
M. Hall	Cobram, Victoria, Australia	Morris 1500
M. Hearn	Braunston, Northamptonshire	Vanden Plas 1300 Mk II
C. Cobb	Shipley, West Yorkshire	
R. Simon	Aldingbourne, West Sussex	Vanden Plas
J. Delaney	Baltinglass, Wicklow, Ireland	Austin 1100 Mk I
H. Wimpelmann	Kristiansund, Norway	MG 1300 Mk II
D. Cook	Tranent, East Lothian	Riley Kestrel 1100 Mk I
N. Shepherd	York, North Yorkshire	Wolseley 1300 Mk II
B. Holden	Brothertoft, Lincolnshire	Morris 1100 Mk I
A. Coe	St. Dennis, Cornwall	Austin 1100
J. Gibbs	Upton-upon-Severn, Worcestershire	Austin 1100 Mk I
S. Reed	Central London	Austin 1100 Mk II
P. Reid	Leicester, Leicestershire	Wolseley 1100 Mk II
P. Swinyard	Swindon, Wiltshire	MG 1100 Mk I
J. Huxley	Malpas, Cheshire	Austin 1300 Mk III
A. Cother	Reading, Berkshire	MG 1100 Mk I
J. Scott	Finaghy, Belfast	Austin 1100
J. Godding	Stroud, Gloucestershire	Vanden Plas 1300 Mk III
C. Medland	Chard, Somerset	
S. Athorne	Ossett, West Yorkshire	
G. Phillips	Piltdown, East Sussex	MG 1100 Mk II
O. Schaffer	Bedford, Bedfordshire	Austin 1100
J. Curley	Hereford, Herefordshire	Vanden Plas 1300 Mk III
J. Reid	Newtownards, Co. Down	Austin 1300GT Mk II
S. Othen	Waterlooville, Hampshire	Austin 1100 Mk I
P. Bell	Coxhoe, Co. Durham	Austin 1100 Mk I

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

J. Shanks	Rustington, West Sussex	Morris 1100 Mk I
P. Strachan	Middletown, New York, USA	Austin 1100 Mk I

Classified Adverts

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

Cars For Sale

1966 Vanden Plas Princess 1100 Mk I in Peat colour, 17,000 miles from new, superb condition, meticulous nut and bolt restoration over the last six years, no expense spared. Can be inspected on four post lift. £16,750. Contact Dave on 07831 190160 (Kings Langley)






1972 Austin 1300 Countryman, badged as an auto but converted to manual by previous keeper with a Maestro engine and gearbox. Garaged for the six years we've owned it. Drives great with plenty of power from the 1300. £5000 ono. Contact Paul on 07738 563987 or minichanics@googlemail.com (Hyde, Greater Manchester)







1964 MG 1100, Smoke Grey. £4000 ono. Contact Paul on 07468 486516 or stockpot32@me.com (Oxfordshire)





1971 Wolseley 1300 Mk II, automatic, 186500 miles, one owner since 1984. Extensively repaired in past with new rear subframe, sills, inner and outer front wings, various floor repairs and complete front panel. Gearbox rebuilt four times! Sills in need of repair again and water leaking into driver's footwell. Lots of history. £1200. Contact Malcolm on 01793 611401 (Swindon)




1970 Austin 1100 Mk II, two door saloon, for spares or repair. Part-documented mileage of 16,468 miles. Only two owners in the same family. Log book plus MoT certs from 1984 and 2012, then kept off road. Bodywork and interior deteriorated, brakes seized. Buyer needs to collect with trailer. £500. Contact Louise on 07919 413854 (Nottinghamshire)




MG 1300 Mk II, rare two door model, in good condition with heritage certificate. Full restoration completed by Minitec Spares in the UK. Engine is a Cooper S 1275cc, in car from new. Plenty of documentation of work carried out. €8750 ono. Contact Tony on +353 87 2444129 (Calls only, no messages) (County Kerry, Ireland)




Parts For Sale



Front seat for MG 1100, good condition. £90. Shipping from Sweden to UK and worldwide is possible at additional cost. Contact Robin on robin.palgan@gmail.com or +46 733428006 (Sweden)



Three windows. All come with original seals plus spare front windscreen seal. Sold as a job lot and buyer collects. £70. Contact Malcolm on 01793 611401 (Swindon)




Various trim and electrical items. Sold as a job lot and buyer collects. £100. Contact Malcolm as above.

Dashboard assembly from 1973 Wolseley 1300, varnish is peeling away and will need refinishing. Also **complete heater assembly** with hoses, motor and heater controls. Sold as a job lot and buyer collects. £70. Contact Malcolm on 01793 611401 (Swindon)



Bootlid, good condition but does have some rust on the lower inside seam, and **bonnet**, in very good condition. Both from 1973 Wolseley 1300. Sold as a job lot and buyer collects. £100. Contact Malcolm, as above.




Single carb stainless steel exhaust system, specially made and used briefly but was a bit too 'sporty' for me. £50 ono. **Re-chromed VP Mk II rear bumper**, never been fitted. £100 ono. **Puller** for automatic gearbox (possibly for torque converter?). £10 ono. Exhaust system is collection only. Contact Peter on rarebitrichards92@sky.com (Rugeley, West Mids)




Indicator column switch for 1972/73 Austin 1100/1300 Deluxe and GT. NOS. $50 plus shipping. Contact Jim on yellowmini28@gmail.com or 816-365-7879 (Kansas City, USA)



Three 1100 manuals. All have been well used, but inside in good condition. Any donation I will give to the BHF in memory of dad and grandad. Contact Michelle on suzannemichelle.mason@ntlworld.com



Workshop manual, offered for price of postage only. Contact Mandy on mandy_boyd@icloud.com

Workshop manual, loose leaf with no binder, in good condition. £6 to cover postage. Contact Imogen on ihrrae@gmail.com

1967 Driver's Handbook and supplement for 1300 and 1100 Mark II; **1965 Workshop Manual**. Offered for price of postage and charitable donation. Contact Ian on 01727 837136 (St. Albans)

Wanted

Boot board for Vanden Plas 1300, black if possible but any colour will do as it can be recovered. Also the two fixing down retainers. Contact Roy on rsvehicle2@yahoo.com or 07501 906704 (Sussex)

Red interior for 1972 Wolseley 1300 - seats, door cards and carpet if possible. Contact Paul on 07470 446012 or paul.seaman@hotmail.co.uk (Isle of Wight)

Good pair of **cream sunvisors, four 'flying-A' hub-caps and four 12" wheel trims** for 1964 Austin 1100 Mk I. Contact Tim on 07702 203806.

Front panel for a Vanden Plas Princess, specifically offside needed. Contact David on david.baller1956@yahoo.co.uk or 07731 691126.

Austin Morris 1300GT, ideally an excellent example. Contact Paul on 07905 905486 or moggy1000@hotmail.co.uk


MAR 787C


LKV 57F






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