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The last Austin America from 1971
NEC Show: Report and pictures
My Other Car: Reliant Scimitar
BEST SMALL STAND at the NEC (Classic Car Weekly)
Celebrating 60 years of the BMC 1100
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1962-2022
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Club Magazine of the Year
Idle Chatter, The 1100 Club
NDP 460F
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Idle Chatter
November-December 2022
The magazine for members of the 1100 Club
www.the1100club.com

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18th January 2023

Ed Lines



Welcome to the final 2022 edition of Idle Chatter - another year has come and gone!

I spent last Sunday on the 1100 Club's NEC stand, where it was great to catch up with a few people I had not seen for some while, and be reminded first hand how fondly (most of the time) people remember our cars. It was another superb stand, thanks to Fernand and the team.

As you probably know, 1100 Club membership now runs for a full year from whenever you join us, but for those of you who have been in the 1100 Club for more than a few years, your membership is still likely to be expiring on 31st December. You should have received a renewal email already if we have your current email address and this applies to you. If we don't have an email address for you or your email address bounces we will pop a paper reminder in the post, but if your email just went into your spam-box we have no way of knowing that - so please have a look if your email has not arrived and you think it should have done. You can always get in touch with Koren by phone or email if you are unsure. We would love to have you with us for another year!



Finally, can I take this opportunity to thank every one of you who has contributed in some way to Idle Chatter over the past twelve months? It really is very much appreciated, and remember that whilst I might stitch it all together it is YOU who really makes the magazine what it is! Even better if you would like to make it your new year's resolution to send something in during 2023 - perhaps a running report, an 'other car', the story of your pride and joy, a show report, or even just a picture! Thanks also to my two excellent proofreaders - Graham Wilkins and Dave Laing - who spend a long time ensuring that Idle Chatter reaches you typo-free and accurate!

Have a lovely Christmas and very best wishes for the new year.

Dave Wilkins
magazine-editor@the1100club.com

Need the Rules?

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

FRONT COVER

AQUA AND AQUAMARINE ON DISPLAY AT THE BL AUTUMN RALLY. PHOTO: TOM MORLEY

REAR COVER

1100 CLUB CARS GATHERED AT THE GREAT BRITISH CAR JOURNEY MUSEUM FOR A SPOT OF FILMMAKING! PHOTO: DAVID SHADBOLT

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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

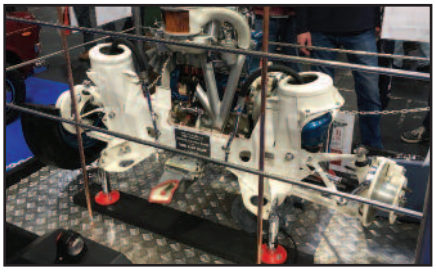
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DIY hydrolastic displacer rehosing kits are available from Ian Gaffney on rehosing@the1100club.com or 07486 115896

1100 Club Heritage Preservation

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





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

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All advertisement enquiries to: advertising@the1100club.com

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.
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'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

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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	Second Thursday, 7-9pm, *Strawberry Field Tavern*, Locksheath (SO31 6DX)
Hertfordshire	Harvey Foster	01763 261250 hertfordshire@the1100club.com	First Wednesday, 8pm, by arrangement
Manchester	Paul Tubby	07905 905486 manchester@the1100club.com	Contact Paul for more details
Midlands	Chris Johns Steve King	07899 923149 or 07980 454239 midlands@the1100club.com	Second Tuesday, 8.30pm, *Cross Inn*, Finstall, Bromsgrove (B60 1EW)
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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.

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

Chair Chat



As I write this, I am (and I'm sure the rest of the NEC team are too) still recovering from the very long weekend at the NEC Classic Motor Show. It was great to see so many of you there, to meet some long standing members that I hadn't met before, and equally to meet some newer members, some of whom actually joined us at the show. A very warm welcome to you all. It was good also seeing some of the cars you have, and I know if I enjoyed seeing them, the rest of the membership will too. Please do get in touch with Dave and share your wonderful projects with us all for the magazine, or post them on our social media. The show was a great success and the 1100 Club stand attracted a lot of interest. There is more about the NEC elsewhere in this edition, but I'd like to say a huge thank you to the NEC team for making it a great show. Without any of you, we simply couldn't be there. It is a lot of hard work, but very enjoyable also. Thank you.

It's been a great year for the 1100 Club. Membership levels continue to rise, as they have done for the last few years, and it was wonderful to have a two day National Rally again after the pandemic forced us to cancel and restrict. It's also been great this year to be speaking to so many of you living outside the UK, which demonstrates just what an international club we are. A sincere thanks to all of our area and country reps for the massive part they play in assisting our members all over the world. I'd like to thank also the wonderful committee we are so lucky to have in this club. Please believe me when I say that every one of them does so much for the club and often much of what they do isn't directly seen or known. On behalf of all the members, thank you. In addition, I'd like to say a big thank you to Spannerman. I know a lot of you have told me how you have found Spannerman's advice invaluable, so I'm sure you'll all join me in saying a big thank you to Mervyn for giving so much of his time in order to help you keep your cars on the road and in great health.

Finally, just a reminder also that we do still need a Treasurer. Our own Vice Chairman Ray is taking on the role temporarily but as he has a role already it can't be forever. Do please consider helping your club out - get in touch with me if you would like to find out more. That's it from me this time except to wish you a very merry Christmas, and a happy new year to you all.

Robbie Claydon
chairman@the1100club.com

Looking Back

Memory Man is in Torquay, but no sign of Basil thrashing an ADO16....

This view is of Walnut Road, Chelston, one of the best-preserved Victorian suburbs of Torquay. It was recently shared on the 1100 Club Facebook page, having previously appeared on the 'Torquay in Pictures' group. Apologies if any copyright has been infringed by reproducing it here. It is said to have been taken around 1980, but judging by the price of petrol at Chelston Garage, it would appear to have been somewhat earlier. The average price of petrol was £1.20 in 1980 but was around 77p in 1976, and this garage was reckoned to be the cheapest in town, even offering Green Shield stamps! These were phased out in 1983 having been taken over by Argos in 1973, only to be reintroduced for four years from 1987. The garage is now the site of a Co-operative supermarket but little else has changed since the photograph was taken, apart from the building behind the garage losing its chimney stacks.

Parked from left, rising up the hill, are a 1970 Ford Capri Mk I (still current on the DVLA database and taxed until July 2023), a Triumph (possibly Dolomite), an ADO16 Mk II, and according to a comment on Facebook, could be a Wolseley that may still be alive in Brixham. None of my attempted readings of the registration can be found on the DVLA website, however. Beyond that is a Ford Escort Estate Mk I and then possibly a Vauxhall Victor FE. An Austin Allegro appears next, then a Ford Cortina Mk II looking as though it might have a taxi sign on the roof. I cannot identify the next car, owing to the Volvo 245 Estate proceeding up the hill and obscuring it, but the car beyond it looks like a Nissan Cherry (facing down the hill). Beyond that is a VW Transporter Type 2 (T2) and a Hillman Avenger.



My thanks to Ian Gaffney and Chris Hayward, both of whom contacted the Editor with thoughts on the car featured in the last issue that I was unable to identify. I had suspected it was a Ford Zephyr Mk IV but the apparent six-digit word on the rear panel beneath the boot lid was something I had not associated with Mk IV Zephyrs. They both suggested in was in fact a Mk IV Zephyr and produced images to prove it. I have never seen a Zephyr with a name of the back like this and couldn't trace one on the internet either. But on balance I agree with them. Probably! As ever, comments addressed to the Editor are welcome, as are any ADO16 related pictures from the past.

1100 CLUB REGALIA for 2022



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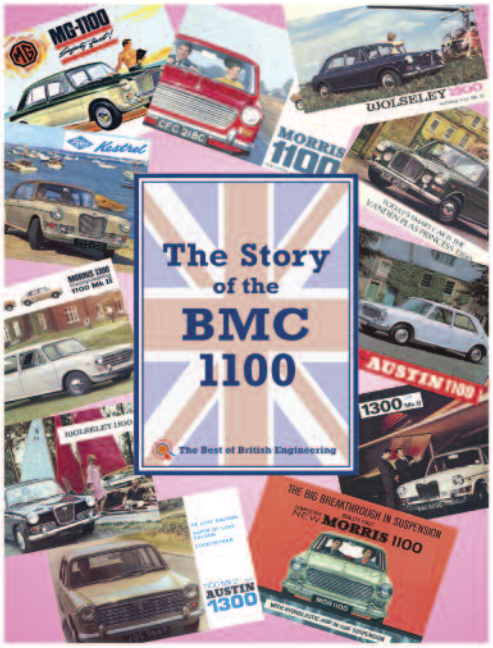
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Fernand Pinckney – *Regalia Secretary* **Tel: 020 8805 2239**
33 Nightingale Road, Edmonton, London N9 8AJ

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

1100 CLUB REGALIA for 2022



A must have for the 1100 enthusiast

The Story of the BMC 1100

ISBN 978-1-84549-539-8

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

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

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

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

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

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(These images are for reference only)



In Brief



News, views and stories from the world of ADO16s

Club of the Month

The 1100 Club was very pleased to be made Lancaster Insurance's 'Club of the Month' for August 2022. You can see the full piece by motoring journalist Andrew Roberts with pictures at the link below but here is the story:

It's a big month for anniversaries this month, with the MGB and Ford Cortina celebrating sixty years! Another fondly remembered model celebrating its diamond anniversary is the Morris 1100 and we're marking the occasion by announcing the 1100 Club as our Club of the Month. The Morris 1100 was one of Britain's most popular cars of the 60s and has a very active following and fan base. We caught up with the club to find out more about how it all started....

The 1100 Club began one January day back in 1985, following a rather damning magazine Buyers' Guide which painted a very negative picture of 1100s - something needed to be done! Catering for the Austin, Morris, MG, Vanden Plas, Riley and Wolseley examples of the marque in both 1100 and 1300 form meant that membership enquiries came in thick and fast, and within three months of the first meeting there were 53 members and 63 cars - the Bromley Pageant in June 1985 was the 1100 Club's first outdoor show, then as more members joined the idea of a National Rally was hit upon. The first such meet took place at Weston Park in September of that same year....and the rest is history!

Since then the 1100 Club has gone from strength to strength, always 100% volunteer run by enthusiasts for enthusiasts, and now with over 650 members across the world plus a Facebook page followed by nearly 4000. The club provides six editions per year of its journal, Idle Chatter - a full colour, 48 page A4 sized paper publication (with digital PDF version alongside) that was highly commended at the Classic and Sports Car Club Awards at the Lancaster Insurance Classic Motor Show for three years in a row before finally winning the top award in 2018. It also offers access to a members' area of the club website, containing PDFs of every Idle Chatter ever produced since 1985, a fully searchable database of technical articles, part numbers and a wide range of scanned manuals and technical documents - it has been shortlisted in the 'Outstanding Online Presence' category of the National Car Club Awards for this resource. There's a National Rally every year, at least one other regional event and a network of local meetings and area contacts.

In recent years the club has played a more direct role in helping to preserve and maintain the 1100 and 1300 range, notably by purchasing, recommissioning and operating some of the original BMC factory tooling to make new front wings, and by producing and supplying original spec exhaust systems. Various member to member services are also on offer, including a DIY kit to rehose hydrolastic displacers, aftermarket front to rear hydrolastic pipes and rebuilt steering racks on an exchange basis. Heritage is important too - the 1100 Club owns and has restored a unique cutaway 'Skeleton' car that was on display at the 1966 Earl's Court Motor Show, plus an original cutaway engine that is frequently on display at events.

All in all, there's lots going on! You can find out more and join the 1100 Club on their website or visit the club on social media - on Facebook, @the1100club on Twitter, on Instagram and on YouTube.

https://www.lancasterinsurance.co.uk/news/2022/august/26/introducing-our-club-of-the-month-the-1100-club/

Riley Nice



I am pleased to inform you that I have recently acquired a very rare (in France!) Riley Kestrel 1300 Mk II, left hand drive.



This ADO16 was sold new in France in 1965; it is in fantastic condition and runs probably better than when it was brand new. It will be sharing my garage with my 1970 MG 1300 Mk II. Therefore I'm doubling my reasons to be part of the 1100 Club!



Eric Gravier

Le Touquet Star



A recent comic about Le Touquet history has been published (a version in English is expected) and I was part of the team who were consulted during the writing of it. That allowed me to place my little MG Mk II in the story, from a picture I took!

Eric Gravier

Amongst the Trucks

I read the August 2022 edition of Classic and Sportscar with the 1100 feature on all the variants. Interesting read! Buyers were certainly spoilt for choice in the UK at the time! Only the Morris 1100 was available in Australia at that point and locally assembled, I think.



Coincidentally the below information came through to me at about the same time. I subscribe to a US digital car magazine and notice came up of a massive truck auction in Nebraska. Nearly one thousand of them! Curiosity got the better of me and I had a look through the lots available via the online auction. Believe it or not, hiding amongst all those trucks was an MG 1100!



A four door, and mostly straight and complete. Some grille and one rear light and panel damage, but considering outside storage for decades? It looks very salvageable. Yes, it's left hand drive, though very much at home on the continent. It's one for the young and the brave enthusiast! The current bid in the online auction at the time of writing is $100. And it probably won't go higher. There's overland and overseas freight, but here's the good thing. After the sale the buyer has one whole year to remove the car from the property! Plenty of time to organise transport and freight costs etc.

Where to find it? Google 'Kraupie's Real Estate and Auctioneers' in Nebraska. The MG is in Auction No.1 and is Lot No. 225 and the auction had about ten days to run.

Mark Olesen

Larkin About

Interesting choice of comparison in a TV guide review of the new Darling Buds of May remake, spotted by Ian Gaffney. Could Bradley Walsh be a secret ADO16 afficionado?

> Food is an essential part of the Larkin idyll. 'The tables of food make your mouth water,' says Bradley. 'Almost all the food you see on the table is real and freshly prepared and I've been known to take it home – in fact I've just finished this massive game pie which has been in my freezer. It took two days to make and was about 14in tall and 14in round – the size of an Austin 1100!

Hat Trick

As it was forecast for rain and heavy rain throughout the day for the Chettle Pie Run I planned to attend, I got myself worried about water on the distributor - I did not want to conk out. I looked around for something to protect the dizzy from water but could not immediately find anything - until this caught my eye. It was rapidly modified and fitted, and it worked perfectly for a temporary solution.



Mark Jones

Another Riley

Here is my latest barn find! I hope to collect it in the next couple of weeks. It's a June '69 built car with just two owners from new and 25,000 miles on the clock. The body looks to be very solid with only minor work required and mainly due to storage. More to follow over the coming months.



Andrew Brain

Birthday Card



This is a photo of a birthday card I received from my wife Cheryl. It says on the back that it's from the Rathbury Collection and it's called 'My First Car' by Robin J. Pinnock. Is that registration number genuine or a made up one for the picture? Can anyone throw any light on it, or on Robin J. Pinnock?

Rich Jones

We can indeed, Rich. Robin Pinnock is the card artist and the car that bears this numberplate is definitely genuine - it lives with our regalia guru Fernand and is often to be found on the show circuit in the Essex area. You can also spot it on p117 of 'The Story of the BMC 1100' with its former owner standing alongside. And finally a small confession - I have a framed version of this birthday card on the wall of my downstairs loo! Ed

The Raptor Turns 100



Yes, I know the ADO16 is only sixty years old this year, but I am talking miles rather than years! The old bird (my Riley Kestrel) has flown 100,000 of them, but has had a heart transplant (engine) and a bit of cosmetic surgery along the way, like new wings to help her fly. Oh, and a skin graft - new paint - and a few other donor parts. But she is still alive and willing to please me whenever I take her out for a bit of exercise. That's what I like - a willing bird who likes to please!



Rich Jones

The OUMF Riley Kestrel Project

This 'uncaged' road car is a bit of an unusual departure from the usual OUMF (Oxford Universities Motorsport Foundation) practical learning exercise, as previous projects have been complete rebuilds to full competition spec so that the students can then get an even more valuable experience on completion by campaigning them in various different types of motorsport. However, it is a Riley - a marque OUMF loves - and it will be a road legal four to five seater which can be used as a flagship to take to shows and events.



Many aspects of the car have been improved as the restoration has progressed, especially the front bulkhead to try and address the infamous leakage that we hear sometimes started from day one! Effective sound deadening has been added too.



The original leather-faced seats were in a terrible state, despite the car's low mileage of 27,000 miles. This fact, coupled with concerns about the unrestrained 'crash catapult' front seats, has prompted the substitution of Vanden Plas front seats on sliding runners. We are now urgently appealing for rear seats and door cards to match!

The engine and gearbox have been rebuilt and uprated with a Helix clutch, a big valve gas flowed head, an Ashley LCB and bespoke BTB exhaust system, a Davies Craig electric fan and extra stabilisers.



The 1100 Club has been a wonderful fount of help and information throughout, especially Derek Bayliss, Lee Robinson and Terry Waller - the man whose superb flexible replacement Hydrolastic pipes are the heart of the rebuilt suspension.

We also hope to find more appropriate wider 13" road wheels (Minilites?) with the right offset on which to mount the matchless TOYO R888Rs that have been donated by our sponsors to improve the roadholding!

Harris and Carol Khairuddin kindly offered us the car, having lost their garaging shortly after having the sills and floorpan professionally restored. We have treated the new metal to Rustbuster's bulletproof Epoxy Mastic paints and continued the bodywork revamp, including experimenting with using diametrically opposed front wings to renew the rear wheelarches - currently in progress, as you can see!

The Kestrel has proved to be a real hit with complete beginners who often find it quite daunting to take their first steps on a bespoke race car. Those with no previous experience have found the Kestrel to be a much more approachable and accessible way to learn about mechanical systems, and to gain a wide range of very useful practical skills from fabrication to welding and wiring to veneering and varnishing.

If we can find support for parts still missing, the students hope that the car will be up, running and painted by the spring and in time for the shows next year! So we would be delighted to hear from anyone who might be able to help us find the following items:

Vanden Plas door cards and rear seat
Speakers for the centre dash and rear shelf
Under dash radio mounting bracket
Front screen rubber seal
'1300', 'Riley' and 'Kestrel' boot badges
Rear heated screen and rubber seal
Chrome side strips and retaining buttons
Front sidelight/indicator grilles
Wood rim steering wheel
Dash switches and warning lights
Four bumper overriders
'Riley' bonnet badge
A set of carpets
Door rubbers
Boot liner cards
Front bumper

Ding Boston

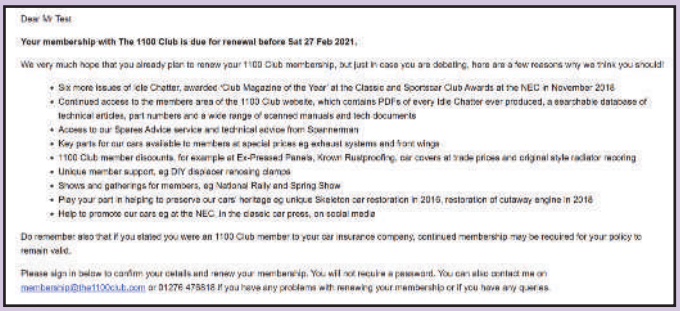
You can contact Ding by email on main@oumf.org



Your 1100 Club Membership

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

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



Dear Mr Test

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

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

- Six more issues of Idle Chatter, awarded 'Club Magazine of the Year' at the Classic and Sportscar Club Awards at the NEC in November 2018
- Continued access to the members area of the 1100 Club website, which contains PDFs of every Idle Chatter ever produced, a searchable database of technical articles, part numbers and a wide range of scanned manuals and tech documents
- Access to our Spares Advice service and technical advice from Spannerman
- Key parts for our cars available to members at special prices eg exhaust systems and front wings
- 1100 Club member discounts, for example at Ex-Pressed Panels, Krown Rustproofing, car covers at trade prices and original style radiator recoring
- Unique member support, eg DIY displacer renosing clamps
- Shows and gatherings for members, eg National Rally and Spring Show
- Play your part in helping to preserve our cars' heritage eg unique Skeleton car restoration in 2019, restoration of cutaway engine in 2018
- Help to promote our cars eg at the NEC, in the classic car press, on social media

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

Please sign in below to confirm your details and renew your membership. You will not require a password. You can also contact me on membership@the1100club.com or 01276 475818 if you have any problems with renewing your membership or if you have any queries.

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

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

Area Updates



Hampshire

Hi everyone, I can't believe I'm writing this report for the last issue of Idle Chatter for 2022. Time has flown by yet again and so much has happened throughout this 60th anniversary year.

Over the last couple of months we attended a number of shows and events. At the Romsey Show, held at the Broadlands Estate in Hampshire, we had three cars in attendance.



This was a typical agricultural show with livestock and everything farming. I can't believe how much a new tractor costs these days, but you could purchase a house for the same money! We were asked by the Locksheath Car Club to join them at this event, and the amount of interest in our 1100s and 1300s was quite something, with many of the same questions and comments. "I purchased one of these new back in the 70s"; "I passed my test in one" ; "My parents owned one of these"; "How much are they worth now?" were all noted, most more than once!

Next was the BL Autumn Rally in Milton Keynes organised by Tom Morley; another very popular event with around thirty 1100 and 1300 variants on display.







The award for Best 1100 or 1300 went to Tony Cole, with 'Highly Commended' awards going to Terry Nightingale and myself for best GT. With such a good selection of cars on display there were many photo opportunities and an unusual amount of Aqua coloured cars, which are a rare sight these days. *See front cover! Ed*. We even met Sarah Crabtree and Joel Mutton off the TV.



A day trip to the Great British Car Journey museum in Derbyshire was an amazing experience and well worth a visit if you're in the area and love BL cars. The car I have been trying to track down for over three years was finally found - the 23,000 mile Blaze Austin 1300 GT that is now on show at the museum, and a quick introduction to a staff member gave us the privilege of having a closer look at the car in question. I will leave it up to you to visit and make up your own mind on the vehicle, but all I can say is that I was very surprised at the overall condition of such a late and low mileage car. It wasn't great!



Also on show at the museum is a 1968 MG 1300 and a 1969 Morris 1300 Traveller. Many cars are available to be driven around the site, with prices starting from £49.





A trip to the Malvern Festival of Transport in October finally brought to my attention that the events for this year are nearly over. Although the weather seemed like

summer, the thought of the clocks going back made me realise the year is coming to an end and Christmas is just around the corner. Does anyone know who the 1969 MG 1300 pictured belongs to? Are you an 1100 Club member?



A weekend trip to south west Wales found me visiting the National Botanic Garden of Wales Crank Down show. The weather started as a typical wet Welsh day, but by mid-morning the skies cleared and the sun came out to make it a very warm day. A good selection of cars were on display, and to my surprise two 1300s arrived from the South Wales Classic Car Club! It was nice to meet you both and thanks for showing me around your cars.



Finally, the last Sunday in October saw the return of the Port Solent Breakfast meet. With five cars in attendance, the weather stayed dry and again there was a good amount of interest in the cars.



Well that's it for this year's Hampshire area reports. Thanks to everyone who has attended our events throughout the year. Stay safe, enjoy your Christmas, and we look forward to another busy year in 2023.

John Norris
hampshire@the1100club.com

Essex

Hello again from the Essex mob. Boy, has this year gone by quickly - or is it just me? Looking on the calendar our car shows have now run out, so with very mixed feelings I look back over a really fantastic year of monthly meetings, shows, new cars on the club stands, new members, the completion of the suspension display, the sixty year celebration, the National, becoming a committee member, and the NEC Classic car show.

On the other hand, whilst we have no more shows till Drive It Day next year, we do have our monthly meetings and our Christmas meal to look forward to, so it can't be all that bad, can it? Always look on the bright side!

So what have we been up to since our last update? Well, we had a Saturday town show at Buntingford that a few of us went to. We met a chap called Steve with a Mk II 1100 in white that he had just bought so we invited him to park up with us and spent the day chatting over tea; he finished up joining the 1100 Club, and again the police were interested in Wilma. That's twice this year; I must be on their list of dodgy drivers.





Then the following week it was the Bocking car show at Braintree, where we had a double club stand with nine of us attending. On the way there six of us were travelling along in convoy at about 55mph when Wilma's engine decided to stop. We were on a dual carriageway so Terry Bus swiftly got out a tow rope and towed me to the next lay-by. We checked for petrol and found there was plenty, then checked for a spark at the plugs - no. But there was a spark at the points so it had to be rotor arm or distributor cap at fault. Pete the Parky said he had a new rotor, so it was fitted and Wilma started first go. At the show I was the butt of jokes all day, and since then I have made up a breakdown kit to go under the front passenger seat with a tow rope and a lot of spares. It's things like rotor arms that just stop working and you can never say how long they are going to work for, so it's always a good idea to travel in groups if possible. The show itself was really great and we all had a good time.







The last show of the year for us was the BL Autumn Rally advertised in Idle Chatter and organised by Tom Morley at the Milton Keynes Museum. Again there were a few of us travelling up together (no problems this time) and when we arrived Tom had all the 1100s in prime position to celebrate our 60th year. It was a fantastic day with 29 ADO16s all in a line from four different areas. As the line went around the corner there were three absolutely immaculate GTs together attracting a crowd all day. Terry Dust and Wilma picked up a prize which was presented by Sarah, the lady from 'Bangers and Cash'. What a way to end a fantastic year of shows!



Next it was the NEC Classic Car Show in Birmingham; an indoor event over three days plus a day setting up. A lot of organising has to go into this one, what with booking and getting the stand, then the set up with carpet, electricity, backdrop, regalia, three cars and the cutaway engine (this has to be towed, thanks Danny) and of course the tea station, then there is booking the B&B, transport around (you can't move around when you have put your car on the stand) and food at the Bear restaurant each night. The 1100 Club tradition is that on your first time you have to stroke the bear outside; as you can see it was Gordon's turn this year. You then don't get much down time for the three days the show is on, then there's the break down and packing up afterwards! It's all done by our club volunteers, so a big THANK YOU to all involved, you know who you are.

Don't forget your area meetings and of course your Christmas meal.

'Turbo' Tony Cole
essex@the1100club.com

West Mercia/West Midlands

Our October meeting was attended by Dave Lees, Jenny Smith, Andrew Brain, Keith Riley and myself, plus our guest Dr Ian Pogson. Ian is an automotive engineer and worked for MG Rover at Longbridge, Jaguar Land Rover and also spent some time in China when production was switched there. Ian and I chatted about his time at Land Rover and his proposals for testing that vehicles were watertight; sadly Ian's proposals were not taken up by Land Rover, and this is why I (like many other Land Rover Defender owners) own a water ingress manual!



Ian, Dave, Fred, Andrew, and myself attended the November meeting. Andrew was a bit late, having gone to collect a Mk II Riley 1300 that he was intending to buy. When Andrew did a final inspection of the car though, he was rather disturbed by severe corrosion on the bonnet that had spread to the reinforcing structure underneath. As the owner refused to negotiate, Andrew walked (or rather drove) away without the car. Andrew believes that the corrosion was caused by a leaky garage roof.

Andrew is considering swapping the engine on his Mk I Kestrel to a more powerful 1300 unit. A lot of discussion about K series engines took place, and Ian was able to provide a lot of interesting information on its development. A quiz then took place and was won by Andrew. Andrew received a box of orange 'After Eight' chocolates as his prize! Ian shared some interesting information about industrial relations at Longbridge, and also brought along a map from his time at the Powertrain Division that illustrated just how vast the Longbridge facility was. Apparently it took around forty minutes to walk from one end of the site to the other!

We are considering a Spring Road Run next year and would appreciate members' suggestions as to date, route, venue etc. The next meetings are 13th December 2022 and 10th January 2023.

Steve King/Chris Johns
midlands@the1100club.com

Surrey

Hello all from Surrey. Not a lot to report this time! Our October and November meetings at the Marquis were cancelled due to a combination of ill health, work (Dave W driving trains rather than ADO16s) and other events being attended.

Work continues on my Countryman as bits and pieces are being sorted. I have now painted the rusty footwells with special rust remover paint, and the professionally cleaned carpet is in place and looks good, despite some sun fading now being obvious.

We had hoped to join the Hampshire group for a joint Christmas meal in early December, but too few members are available at the same time to make it viable from our end. Instead we plan to have our Surrey area meal in early January as is our custom; this will probably be Friday 6th January at the Marquis but this is to be confirmed. No more shows for now but we may visit the Brooklands New Year event which is nicely local to us.

Dave Laing
surrey@the1100club.com

Two New Areas!

Two new area contacts have been listed in the grid in the last few weeks - do give them a shout if they cover your area.

Mark Jones has offered to be the area contact for **Wiltshire** and **Bob Gray** has volunteered to represent **Scotland** - a wide area, we know, but we don't have a huge number of members north of the border so this could still be a starting point for better networking between them.

You can contact Mark or Bob on either their listed phone number or their club email address.

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....

Andy Walters started a thread on the Facebook page with pictures of his GT's immaculate interior, inviting other members to take part in 'Interior Time'. There was quite a big response! Pictured here is Andy's own back seat, one of **Robbie Lane's** complete with fitted cats (yes, that joke was made on the Facebook thread) and **Gordon Diffey's** rather inviting double bed!







Nigel Powton has recently become the proud owner of Mia, a lovely MG purchased from Mathewson's, the auction house featured on the popular TV series 'Bangers and Cash'. Christened Mia, the MG has already featured regularly on the Facebook page with updates on progress and a little bit of fettling. Nigel has fitted a Maniflow exhaust system and manfold, installed new halogen headlamps and sorted an issue with her right hand indicators caused by a poor connection.



The lovely Monty, owned by **David Shadbolt**, featured in a post asking for some information about modifying the headlamp beam for European travel. Monty is heading for a little trip overseas next summer!





We shared a post by **John Vevers** showing a couple of ADO16s and friend Kevin Kershaw at an event in Howick, near Auckland, New Zealand. Clearly the dogs stole the show....

This rather stunning 1966 Mk I Austin was offered for sale by **Vasco Soromenho** in a Facebook post, having been completely overhauled by Targa Florio Garage and described as being in excellent condition throughout. Yours for 14.000€ and based in Lisbon, Portugal.





Ian Morton shared a picture of Lavender Hill Garage with a great line-up of period vehicles on the forecourt. Ian often posts interesting shots to the page for us all to enjoy.

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: £135 plus delivery, twin carb or single carb. Contact Robbie Claydon using the contact details on page 3 in the first instance if you wish to place an order.

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

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

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



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

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



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

From the Events Diary

Some snippets from events members have attended up and down the country

BL Autumn Rally Show

It doesn't seem possible as I sit here and write this report that the 10th BL Autumn Rally has been held. The first event was just a small gathering of three BL Clubs - Allegro, Maxi and Landcrabs. Each year another club has wanted to attend and it's amazing to think how the event has grown in size and now encompasses virtually every model from the BL stable up to the early days of MG Rover. With any event the weather is always a major factor, and it's with considerable luck that every year (bar one) the weather has been very kind to us and this year was no different. It's also wonderful that Milton Keynes Museum has continued to provide such a wonderful informal and relaxed setting for the event.

With it being the end of the outdoor show season, the event provides a great opportunity for everyone to give their classic a final run of the year before we think about tucking them away from the ravages of winter. This year the event seemed to be the busiest yet and I think we got close to 300 vehicles, given that cars continued to arrive and depart throughout the day. There didn't seem to be very much spare grass left!

Some highlights of this year were the superb display of 1100s and 1300s to mark the 60th anniversary of a vehicle that was a continual best seller in Britain during most of its twelve year life span. It was also great to welcome Sarah Crabtree, who featured in lots of the early 'Bangers and Cash' TV programmes that many of us enjoy watching. Sarah kindly presented all the awards. It was amazing to see the exceptional standard of so many of the vehicles which made the team of judges task a very difficult one. Many thanks to all those involved in picking the class winners.

In previous years each class has had a winner and runner up, but to recognise even more of the lovely cars this year there were two highly commended awards alongside the class winner. The overall 'Car of the Show' was awarded to Matt Lynch's stunning 1998 Rover 420, which has covered just 6000 miles from new. It is literally factory fresh and opening the door brings back memories of visiting Rover showrooms in the 90s! The 1100 'Class Winner' was Tony Cole, with his immaculate Wolseley 1300 which he has owned from new. Both Terry Nightingale and John Norris were worthy recipients of a 'Highly Commended' award for their Teal Blue GTs. Also many thanks are due to both Tony and John for all their support and work to create such a fantastic display of 1100s and 1300s!







Many thanks are due to everyone who attended and put on such a super display of our favourite vehicles, all the stand organisers who parked up and squeezed in all the cars, to Ian and Dawn Kennedy and to Meguiar's for sponsoring the awards, and finally to Teresa Vincent who has kindly made the award certificates every year.

Next year's event will be on Sunday 24th September and will be marking a number of model anniversaries - Allegro 50, Maestro 40 and the Rover 600's 30th birthday! Can we make it even bigger and better?

Tom Morley



37th Canadian Annual British Car Day

It is September 18th 2022 and once again I am off to Bronte Creek Provincial Park car show, located in Oakville, Ontario. This show has been dubbed the largest single day British car event in the world. It was all started back in 1984 by the Toronto Triumph Club. The cars are placed in 57 categories, and each one has placements of first to third for prizes. The cars are judged not by a panel but by all of the owners of the cars participating. There are also special categories for 'Best in Show' (this year a 1955 Sunbeam Alpine) and 'Furthest Driven Not Trailered' (this year a 1959 Singer Gazelle travelling some 1397 miles). The total attendance was 1062 cars.

Notable anniversaries celebrated this year are:
From 2020 - MG TD & Morgan Plus 4 (celebrating seventy years) and Triumph Stag (fifty years).
From 2021 - Jaguar E-type, Triumph TR4, MG Midget, all celebrating sixty years and DeLorean forty years.
For 2022 - Austin 7 celebrating its 100th anniversary and the MGB, Triumph Spitfire, BMC 1100 and Lotus Elan celebrating their 60th anniversaries.

I am very fortunate to live only 56km away from here. My trip with my Snowberry White 1969 Austin America has been taken every year since 2005. The route I have mapped out takes me through some of the most beautiful countryside roads in Southern Ontario. I have won the third place prize in both 2011 and 2014.









Paul Albanese, a fellow BMC 1100 enthusiast, was kind enough to come to the show with his Blaze 1971 America which I had purchased from him just weeks before. He lives in Belleville, ON. That is 260km away from Bronte. Thanks Paul. It now resides on my drive. Later that morning we were met by Mike Harris of Exeter, ON, with his red 1970 America. He drives his 1100 around 160km each year to this event.



We were proud to display our new banner courtesy of the 1100 Club (special thanks to Dave and Oona) for the first time. Good times were had by all of us. Of course, it wouldn't have been a proper British show without rain, which arrived just before the 2.30pm start of the awards announcements. Most years we are fortunate enough to avoid any rain. This was my first one!

I urge all 1100 Club members to try making the trip with or without a car. It is a show you will not soon forget.

Mark Margetts

The 1100 Club at the NEC



Another NEC Classic Motor Show has come and gone, and the 1100 Club is delighted to have once again had a stand at the event. It's been a while, as the show was cancelled in 2020, and in 2021 we took the decision as a committee team that we would not attend as we could not risk another cancellation with all of the forward planning required, and also we could not guarantee the health and welfare of our stand team with the Covid situation still quite uncertain. But this year we were back, with all guns blazing!

We were delighted to be allocated a four car stand in a prominent location in Hall 4, alongside a range of sister BMC related clubs. One of those car spaces was occupied by the very special cutaway engine restored by the Essex team, on display for the second time and still drawing the crowds - we came into ownership of this incredible piece of BMC history from a chance conversation between a stand visitor and Turbo Tony back in 2018, so it was only right that it should return! Alongside the engine display were three gorgeous examples of the ADO16, all on our stand for the first time. These were Terry Nightingale's









1973 Austin 1300GT, fresh from a recently completed bare metal restoration; Gordon Diffey's very rare 1967 Morris 1100 Traveller in the equally rare colour of Arianca Beige and Fernand Pinckney's 1968 MG 1300, also the subject of a restoration spanning a good number of years. Fernand even painted this car himself with his compressor at home, and the results are spectacular!





As always, the stand was completed by an impressive display of 1100 Club regalia, which sold very well across the three days of the show, including multiple copies of 'The Story of the BMC 1100' - still selling well in its tenth year of publication – and a backdrop of banners and BMC BL dealer signs, acquired and restored by Fernand. It was a very busy three days, with the Saturday being the busiest, and we were all overwhelmed with the interest in the displays. Ten brand new members were also signed up over the weekend, possibly a record for an 1100 Club NEC stand!

Manning the stand is incredibly hard work, although very enjoyable at the same time, so the stand team staying in accommodation locally enjoyed some relaxation in the evening, meeting for a meal and some good company.

We're not sure whether we will be invited back to the pub in the picture, but we'll blame Tony for that….



We would like to thank all of the 1100 Club members who gave up their time to man the stand and talk to hundreds of visitors about our cars and our club, but especially Gordon, Fernand and Terry for providing their cars and even more especially Robbie Claydon and Fernand, without whose efforts in the planning stage the stand would simply not happen.

STOP PRESS - we were delighted to learn that Classic Car Weekly has awarded us 'Best Small Stand' at the event! Thank you to David Simister for those very kind words.



Best small stand The 1100 Club

Proof that you don't need acres of room and every model variant to get a lot across. The 1100 Club's stand brought together three of its classics – a 1967 Morris 1100, a 1968 MG 1300 and a 1973 Austin 1300GT – but it was its working engine cutaway, packed merchandise desk and spares stall that kept drawing showgoers in. The club's experts were friendly and approachable too – exactly what's needed to get new recruits to our hobby, and younger enthusiasts in particular, hooked. An honourable mention to the Cortina MkII Owners Club, which focused on its recent Cortina to Cortina tour to Italy.

Lake Biwa 2022



On November 13th, the Lake Biwa meeting of the 1100 Club Japan was held for the first time in three years. Many people came from afar despite the forecast of rain. The event was blessed with good weather in the morning, but the rain got stronger just as bingo began, so the day was ended early. It will be back next year!

Trip to France?

Together with the French '1100-1300 Passion Club', I'm working on organising a gathering over the weekend of May 19th 2023 in my area, La Côte d'Opale near Boulogne sur mer, Le Touquet and Wimereux. I'm currently considering booking rooms from Thursday May 18th (bank holiday in France) to Sunday May 21st at 'La Ferme du Vert' on the Côte d'Opale - they don't have many rooms. Their website can be found at https://www.ferme-duvert.com. But there are some other accommodation possibilities in the area, in case dozens of UK ADO16 friends would like to join!

I'm a member of the TAC (Touquet Automobiles de Collection, which has more than 300 members) and we gather each third Sunday of the month from April to September. The cars are parked on a lawn downtown, near the Westminster Hotel in Le Touquet. I'll ask them to organise a special ViP display place for our ADO16 on Sunday 21st May in the morning. For more information, please contact me on +33684773693 or via email on gravier.eric@gmail.com

Eric Gravier

COOC on Drive It Day

Our North Yorkshire area contact **Howard Ellis** has warmly invited 1100 Club members to take part in an event for Drive It Day 2023, organised by the Cambridge Oxford Owners Club. Contact Steve Turner using the details on the form below.

The
Cambridge-Oxford
Owners Club
Steve Turner
Tel. 01653 693183
Email farinaman@btinternet.com

The C.O.O.C. Drive It Day Event Goathland Station
Sunday April 23rd 2023
The 2023 Drive It Day Run is a little different with an optional run to Goathland Station leaving Malton Market Place at 10 am and Arriving at Goathland Station for a display of classic cars.
Or you may make your own way to Gaothland and arrive from 9.30 am onwards.
All vehicles should be in place by 11am.
Please note as space is limited ALL ENTRIES MUST BE PRE BOOKED

.....

Please return this form to Steve Turner Donatella House, Ryton, Malton, North Yorkshire YO17 6SA by Feb 1st 2023
Name.....Car.....Reg.....
Address .....
.....
Taking part in road run.....Going straight to Goathland.....

Events Information

You can find lots of classic car shows and events, including a search function for your local area, at www.classiccarshowsuk.co.uk or by scanning the QR code here.

SCAN ME

Our events guru Lee Robinson has also collated lots of shows and events into a grid format for easy reading - drop him an email on events@the1100club.com if you would like a copy.

Running Reports

Name: Terry Waller
From: Aveley, Essex
Car: 1972 Morris Traveller

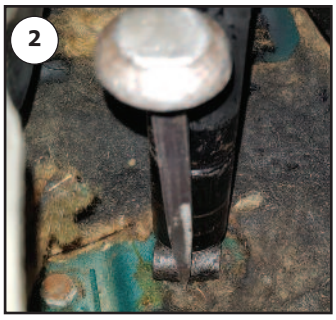




After buying my old car back (named Smurf by my grandson due to its colour) I sorted out the brake problems and road tested it, only to find that I also had a bad banging under the car on the nearside. Almost certainly the bush in the steering rack had collapsed. Fortunately I had a good spare rack in my collection which would be used as a replacement.



I first removed the driver's seat (my body no longer lets me bend like it used to) and also moved the carpets out of the way. I removed the pinch bolt that holds the column to the rack spline (**Photo 1**) and the fixing bolt holding the column to the dash bracket, then used the thin end of an old screwdriver to open up the clamp (**Photo 2**) and pulled the column off the splines (**Photo 3**). I used a bungee to hold the column so as not to pull on the wires.





I lifted car into the air (I am lucky to have a two post lift), took off the wheels, released the track rod lock nuts and the track rod ends, then took off the U bolt nuts from inside the car, pushing the U bolts out. Back under the car I pulled the U bolts off with the saddles and turned the rack to max offside to make the nearside gaiter thinner - you could remove it.

As most of you know, you do usually need to drop the rear of the subframe a bit to get clearance, but I thought I would try it first and, surprise surprise, with a little bit of a fiddle it came out, much to my delight! The fresh rack went in, also with a bit of a fiddle (it's the first one I have ever done without the need to drop the subframe for that bit of extra room) and I remembered to place a fresh foam seal in place.

I lined up the rack, put the saddle and U bolt over it and then held them in place with cable ties (**Photos 4 and 5**). I pushed them into the floor holes and held them there



with a block of foam. Inside I entered the nuts onto the U bolts, then back underneath I removed the ties and put the rack to the middle. The column was then slipped into place and secured with the column - fixing bolts. This lines the rack to the column, then I finally tightened the U bolts and column bolt (**Photo 6**). The track rod ends were fitted, then I tracked the steering ready for a road test. Not forgetting to refit the driver's seat, of course.





Car: 1970 Morris 1300GT



On a similar theme, over the last year of using my 1300GT I have had a little bit of play in the bottom of the steering column, so I thought I would do something about that. There are two bushes within the column - the one at the top is plastic and at the bottom there is a felt one (**Photo 7**). I removed the column and removed the inner shaft from the outer tube, pulled the top plastic bush out and fitted a new one. The bottom felt one has to be soaked in oil, then pushed into the tube, with the shaft then inserted just short of the full way - push too hard and the felt will push up the tube too far. As I got to the point of touching the felt I rotated the shaft in the tube with gentle pressure on it; this allowed the felt to stay in the correct place. I refitted the column and test drove the car, which had much more positive steering.

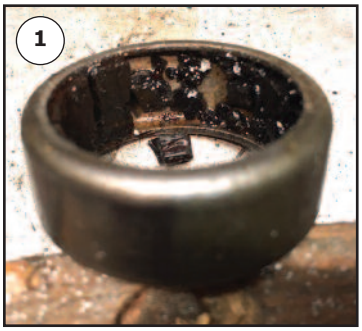


Name: Ian Gaffney
From: Blackheath, London
Car: 1970 Morris 1300





In my last running report I removed the steering rack from FYF so that it could be rebuilt by the 1100 Club's steering rack guru, Steve Lee. Once out, the rack was soon cleaned up and on its way to Wolverhampton for the expert attention of Steve. Now is not the time to harp on about Parcelforce's Express48 service taking seven days for the rack to get to Wolverhampton but, as with TYW's two years ago, within a few hours of its eventual delivery Steve emailed to say FYF's rack was rebuilt. Fantastic service! *Much like your own with displacer rehosing, Ian! Ed*





In with the rack on return Steve had very thoughtfully enclosed the old crumbling bush (**Photo 1**). Having already cleaned and painted the usually hidden bulkhead areas, within minutes of arrival back here the rack was being reunited with its home (**Photo 2**).

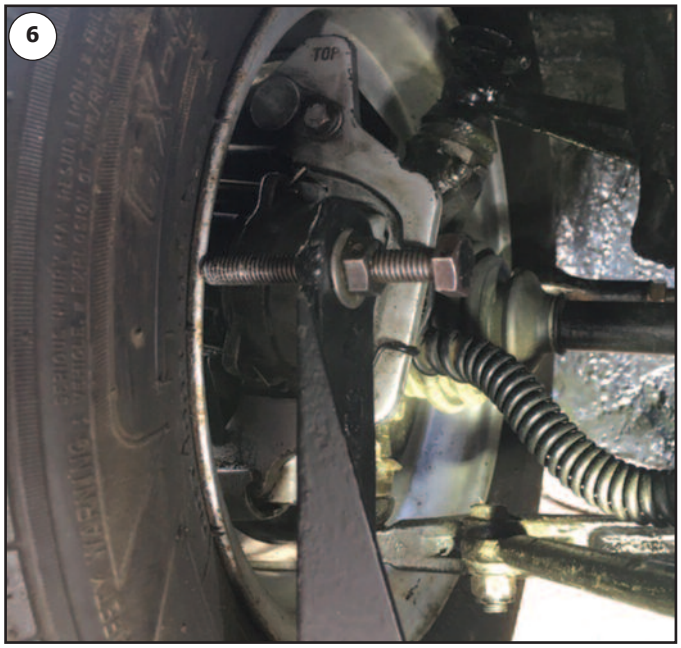




With the subframe, gearchange housing and exhaust bolted back and secured, I centred the rack using a couple of axle stands and a length of wood marked on each full lock and then marked in the centre (**Photos 3 and 4**).

I always like to have the weight of the car on its wheels when finally tightening the rack and steering column bolts, so I left that until FYF was off the jacks. That left only the tracking to check which, having counted the track rod end threads off and back on, fortunately proved to still be spot on (**Photos 5 and 6**).

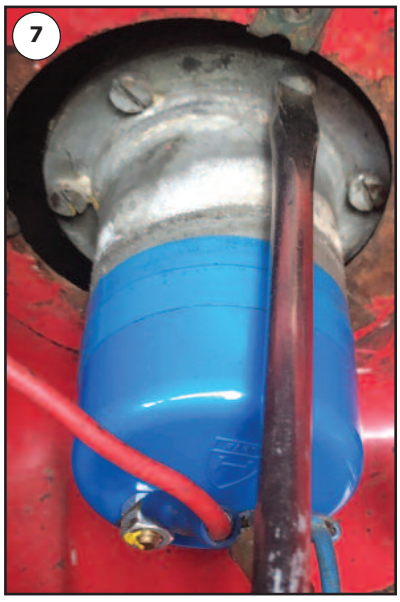




Car: 1968 Morris 1300



Having just finished working on FYF, I decided to run TYW for a few minutes, only to find petrol leaking from under the rear of the car by the fuel pump. Suspecting a hose, I got under there with a torch and found the leak appeared to be from around the pump flange. I fitted this Hardi pump (**Photo 7**) about 21 years ago, when the elbows on the original SU were cracked and leaking, and any thoughts that the flange screws might ever need tightening had never occurred to me. It was not with any optimism that I got a screwdriver just to see if nipping the flange screws would help, not at all expecting to find several of the screws were actually loose and could very easily have fallen out.



I have never known this to happen on an SU pump, so perhaps a message there for others with Hardi fuel pumps?

Could you write a short running report for Idle Chatter? One off contributions or regular updates are equally welcome! Drop the editor a line to discuss further if so.

Name: Fredi Schneider
From: Hettlingen, Switzerland
Car: Morris 1300GT

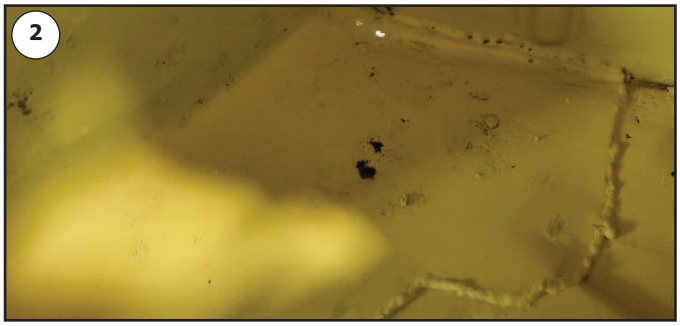




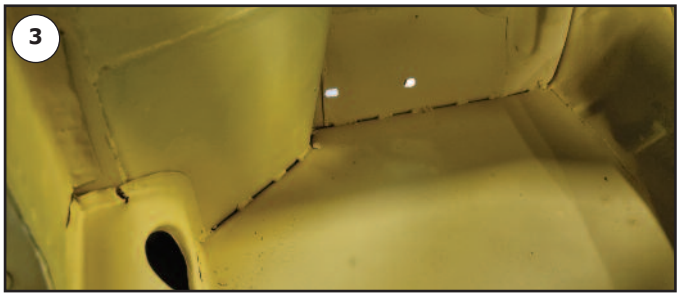
Why did you not find a continuation of my project in the July-August 2022 issue of Idle Chatter? On 23rd June I thought for a moment of Sir Winston Churchill's statement, "No sports", when I badly injured my shoulder while mountain biking. The following operation forced me to take a break of almost three months. But by the end of September I was back in the workshop. Meanwhile, my friend Jack Bösch continued to work on my bodywork. We decided that we also wanted to renew all the old, unsightly repair sheet metalwork. If you look at it carefully (**Photo 1**) and thoroughly, there are numerous places where we had to replace sheet metal.

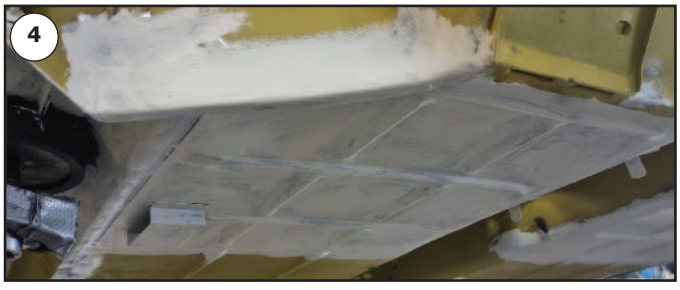


Many welds from old repairs in the 1980s looked like bad scars and already had new rust coming through (**Photo 2**).

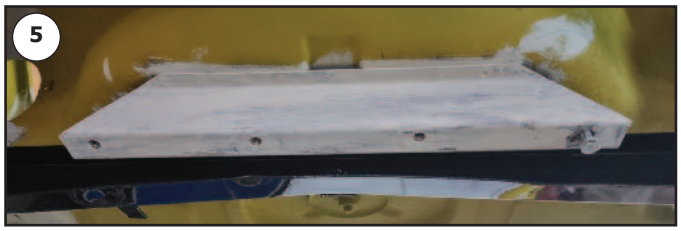


The driver's and passenger's floor panels had been replaced without beadings, which of course is not workable (**Photos 3 and 4**).





Jack has made an incredible effort and the results are just great. The front mounting points for the tank had to be completely rebuilt (**Photo 5**).



Of course, the two subframes were pre-assembled for the tinsmith work. Then the front section and the two wings were welded on precisely and without tension, so that the bonnet also has even gap dimensions (**Photo 6**).



I took the position of the holes for the rivets of the brackets of the wide trims from Toni's Morris 1300GT and transferred them to my car's body (**Photo 7**). I also decided to use two exterior mirrors, as that just makes sense to me in today's traffic, so I have already drilled these holes in both doors as well.



Since I don't have the means to do any painting work myself, I have to rely on outside help. On 23rd August I took the refurbished body to the painter Marcel Bösch, son of Jack Bösch, of course behind my English towing vehicle (**Photo 8**), a Land Rover Discovery that has covered 290,000 km. I built a trailer for this purpose,



which unfortunately has a bit less ground clearance than I would like. But in the end we managed to load and unload it without any damage.



I discussed the painting work with Marcel. The yellow long-term rust primer had to be sanded, then a few thin fillers applied before an epoxy sealant was added, which was then sanded again. Then the very last unevennesses were brought into shape with filler, combined with a lot more sanding (**Photos 9 and 10**).



I decided to use a one-coat water based paint in the original Flame Red. In a first step we sprayed the whole interior, engine compartment and boot (**Photos 11 and 12**). The fresh red reminded me of strawberries!





Afterwards, the exterior got its final touch and the joints were puttied so that we can now apply the paint on the outside as well (**Photos 13 and 14**).

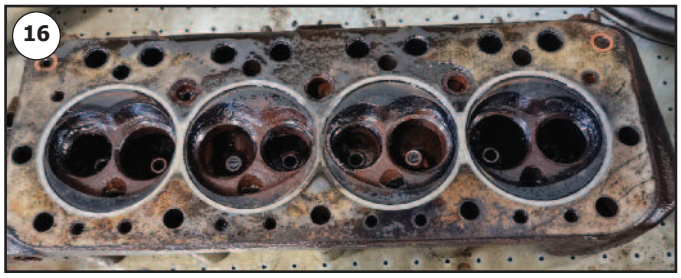


Meanwhile, after a long search (I had six motors from the barn find) I found the right engine block (engine number 12H300F362) and the right cylinder head with the number 12G1805.

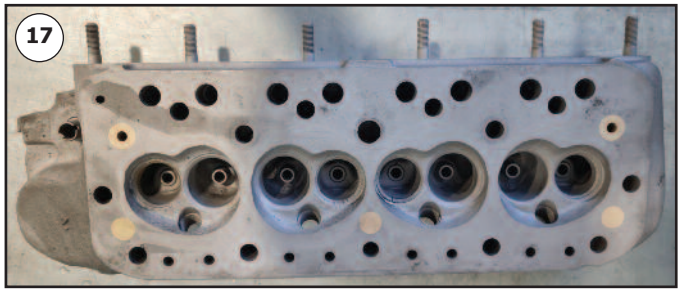




I quickly saw that one exhaust valve was completely burnt and thus leaking (**Photos 15 and 16**).

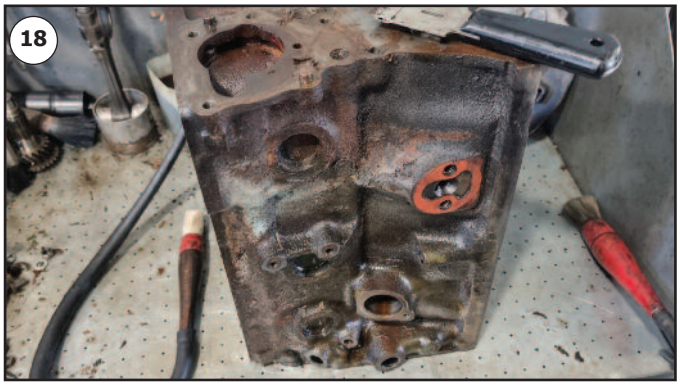


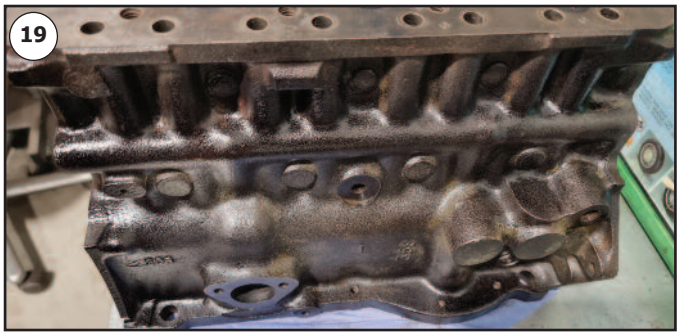
The valves were easy to replace; the question is what the valve seat looks like? It took me a good two hours to clean the cylinder head (**Photo 17**).



Millimetre-thick slag had accumulated in the exhaust ports, which I had to chisel out. Unfortunately, I could now see that the seat of the defective exhaust valve also had fine cracks. So I will convert the cylinder head to unleaded and then there will be new valve seats anyway.

I didn't want to sandblast the engine block because there was a risk that grains of sand would get stuck in one of the many channels. So I washed everything thoroughly before cleaning all the outside surfaces with a wire brush (**Photos 18 and 19**).





Finally, the block made quite a good impression. The pistons showed that they had never been overhauled. The bearings of the crankshaft also made a good impression. Of course, we will use new bearing shells. The connecting rods still had to be separated from the pistons. I heated the connecting rods with the hot air blower and then pressed the bolts out with over 1000 psi (**Photo 20**).

Afterwards, the connecting rods were washed and sand-blasted. They looked good! The cylinder head will be fitted with new valves and guides, the engine block a crankshaft with jumper, and the connecting rods with new Nueral pistons (+20) we took with Toni's Austin 1100 to Remo AG in Lustmühle, 40 km away (**Photo 21**). This company has been overhauling engines for more than forty years.



Now the rebuilding phase will start soon and I am looking forward to reporting to you about it.



Can anyone help with a couple of unresolved issues? I am looking for the original fabric for the headliner of the Morris 1300GT (white and perforated), ideally ready-made, and also for the original vinyl for the roof in black. If you can provide any leads on either of these, please drop me a line on fredi.schneider@gmx.ch

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



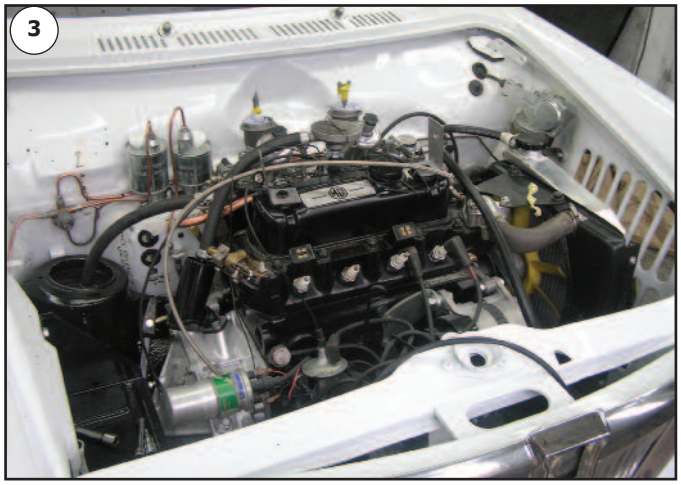


Progress on my Authi MG can now really be seen. The last of the doors have been fitted (**Photo 1**), the paint is finished and polished at last (Photo 2) and the front subframe with engine has been installed (**Photo 3**) with help from my good friend Roy (**Photo 4**).



Then it was removed again as the rear gearbox extension rubber bobbin was under too much strain. The whole lot appeared to be tilted back. I expect this was to do with tolerances when fitting a new offside inner wing and welding new mount plates on the bulkhead. I tried reversing the rear upper mounts to lift the rear of the subframe, but this pushed it against the bulkhead and moved it too far forward. It was worth a try, but then I ended up with the whole lot jammed neither in place or out. Eventually I did get the whole lot out and ended up with 10mm of packing between the front mounts and subframe, which lifted the rear extension up to what appears to be the correct place. Time will tell on this, but at least I now have a solution.







I managed to source 3mm MDF in 3'x2' sheets at a reasonable price and so the door cards are made up (**Photo 5**). I wish I hadn't decided to reuse the original vinyl now, as this made fitting it a properly long-winded affair, along with aligning the holes and getting the arm rests to sit right.



Next all the door locks, windows with new felt runners and new weather seals were fitted. I struggled for hours fitting the brightwork around the doors. When they came off two and a half years ago that was easy; now they seem to have changed shape, but I eventually got them on with help of copious amounts of silicone grease. I have also fitted a bit of 'bling' (**Photos 6 and 7**) to make me feel better about how things are going!





Filling the suspension came next; easy job, no? The rear displacers filled with a turkey baster and connected up the front to rear pipes, then I filled the pipes, filled the front displacers and connected them all together, not forgetting the restrictor washers of course. Time for a pump up. Nothing. I disconnected the pump and investigated, only to find both Schrader valves leaking. New valves have now been ordered. At the time of writing the new exhaust has just arrived, so that's the next job, then it will be time to bleed the brakes.

One nice job along the way was stitching new wool material on the piping for the roof trim. Then something I thought was going to be easy - the woodwork! This car has Vanden Plas door cappings and picnic tables which I decided to re-veneer myself, along with the dash and glovebox lid. It went fairly well, but I have now tried three types of material to finish them. The first attempt was using acrylic clear coat from a rattle can. That didn't go too well - the first coat was OK but then I kept getting reactions. I then tried two-pack clear coat with similar reactions, so now I have used an outdoor water based clear varnish that seems to have worked. Many more coats are needed to build up a good depth of shine, but we're getting there. No wonder I was quoted £750 to get this done by the professionals.

Name: Mike Craig
From: Buckhurst Hill, Essex
Car: 1972 Austin 1100





I recently added this 1972 Austin 1100 to my collection of rag-bag BL vehicles, which include an Allegro, Marina GT, Mini, XJ6 and Triumph Toledo. An 1100 was conspicuous by its absence and when this car popped up at an online salvage auction, I took the plunge, bid and purchased it based on a quick look at some online pictures.

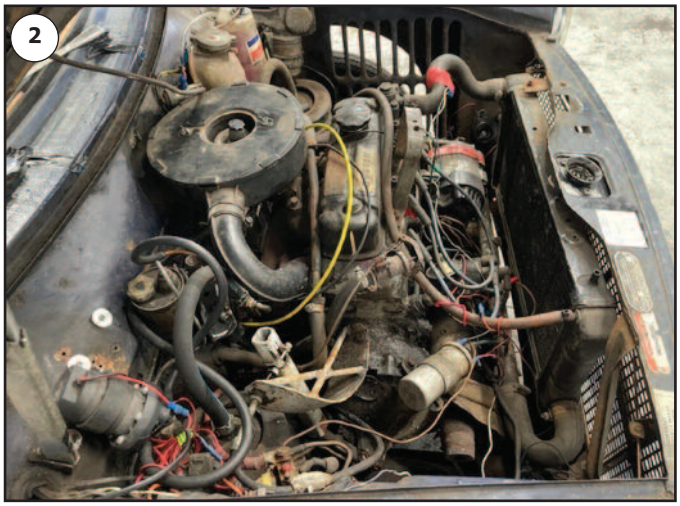
The car was advertised as a dealer disposal taken in part exchange for a modern car with the last keeper having owned the car for more than ten years. It had two months MoT to go and was advertised as running, with the MoT history not showing anything particularly adverse. What could possibly go wrong? Famous last words….

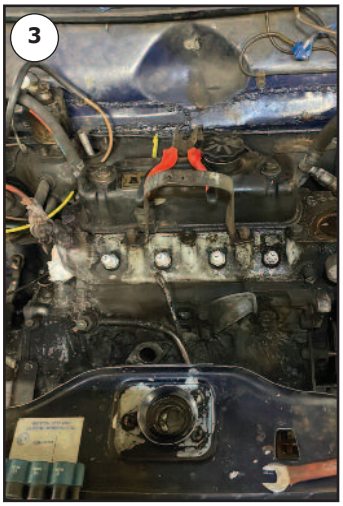
The car duly turned up ten days later on a low loader. The delivery driver told me the battery was flat and it had been winched onto the truck. As it was late in the day, it was pushed into the workshop and I decided to get a closer look the following morning. Which is when I made some worrying discoveries. Firstly, the battery was nowhere to be seen under the bonnet. A quick look round located two batteries jerry-rigged together in the boot (**Photo 1**), with cabling that could only be described as dangerously exposed and too close to the petrol tank for my liking! However, even with two fully charged batteries



wired in series, engine turnover was slow and it quickly became apparent that the starter was faulty. The following week saw a clean-up of the wiring and new starter installed. The engine turned over much better but it still didn't fire. Fuel was definitely present, as was a strong spark, and a bit of head-scratching led me to discovering the distributor was 180 degrees out. Once sorted, the engine fired up fine, although it was running quite rich.

So far so good. Except my next problem was getting the car into gear. The previous owner had decided to replace the hydraulic clutch system with a bizarre mixture of cable and angle-iron (**Photo 2**) that was designed to move the clutch lever when pressing the pedal, but it clearly didn't work and therefore a master cylinder, pedal box and slave cylinder were added to the list.







We'd also quickly noticed that the cooling system looked decidedly Allegro like, with a front facing radiator and no cooling fan installed. The engine was also sitting on Metro engine mounts, with the subframe cut in various places to accommodate the differing engine mountings. At this point we realised that an engine swap had clearly taken place at some point in the past, with all sorts of odd changes everywhere to accommodate what has now been identified as a 1300 engine with a later rod-change gear lever.

It was decided that we needed to get the engine out (**Photos 3 and 4**). The subframe would need to be replaced as it's quite badly corroded and butchered. A replacement has been found along with various other parts needed, there is a large space in the engine bay (**Photo 5**) and the 1300 engine is now on a stand awaiting a good clean up. I've since been kindly donated an 1100 engine and gearbox which needs rebuilding.

Away from the bizarre engine bay, the interior is complete but grubby with a torn front seat, and on a more positive note, the body seems to be relatively well preserved with evidence of a lot of welding previously. New wings are on the shopping list, along with various dashboard and interior parts as well. The paint-work is in poor shape and a respray will have to happen. So all in all, quite a list and a long road ahead, but 'Frankie' will get there.



Restoration Snippets

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

Stephen Sutton in Cambridgeshire writes: "After a false dawn when I decided to pressurise the suspension and discovered the offside hydrolastic pipe had rusted through at the rear, and also had the nearside rear foot joint pop out resulting in the suspension rod forcing its way through the subframe, I removed and repaired the subframe, fitted a new offside pipe (much swearing involved), refitted the subframe and pressurised the suspension again. I now have a car with suspension after twenty months of work, and most of the mechanical work is now completed."





Four more days of work saw the offside doors and bonnet fitted and ready for top coating....and another couple of days later the newly fitted panels were painted and looking great!

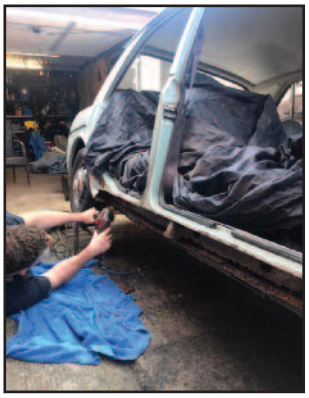




Paul Leach in Devon finally had his MG back on the road (below) after 41 years and just in time for his dad's 80th birthday. And it was his dad's car!



Joel Crooker in South Wales has rolled up his sleeves and set about replacing the offside sill on Gwennie. Joel says: "I can't really understand why cover sills were fitted to Gwennie because what remained of the original sill beneath was still pretty good and must have been good forty-odd years ago as well!"



Joe Brain in Cambridgeshire writes: "I received my Magenta home yesterday following restoration, and I'm looking forward to some shows next season! Thanks to the 1100 Club for assistance in sourcing parts!





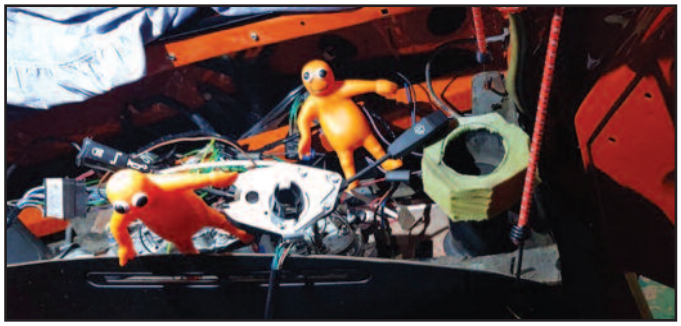
Terry Waller in Essex has been continuing to work on the restoration of Tango, his estate car, as well as carrying out the maintenance on his GT and Smurf documented in his running report. He previously reported on how he had to remove the pedal box, heater box and master cylinders so as to fit the sound proofing, underlay and carpet, then refit the heater, pedals and master cylinders again afterwards.



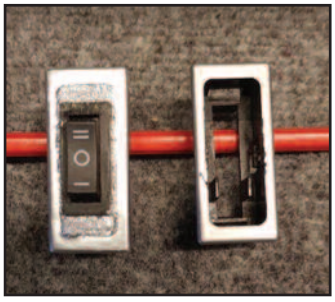




Then it was time to try and fit the GT dashboard. Terry says, "That has turned into a mission! I thought I would change the indicator switch from the right side of the steering column to the left side and add a two speed wiper switch arm to the right, plus also add indicator warning lights to the dash along with an oil gauge. I also changed the dash light bulbs to LED type, which has made the gauges a lot brighter. The switch arm wiring had to be adapted to suit the car, and I used a cable link to fit so keeping the original plugs."

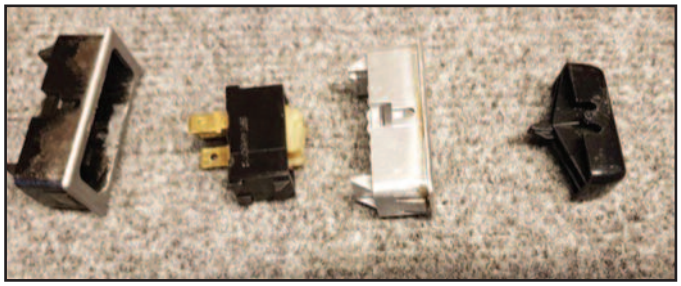


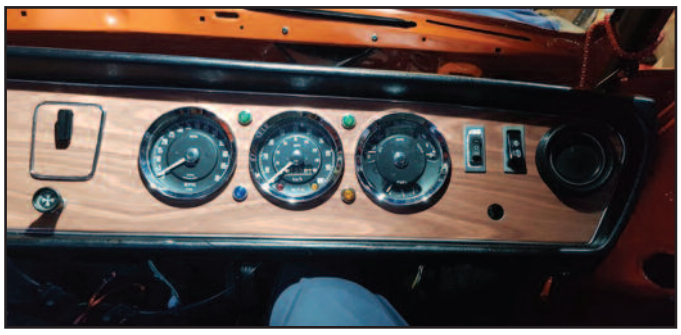






"I have also moved the light switch to the wiper slot and added a three-way switch for the interior light - this switch is one way light on, other way light on with doors open and in the middle place no light on." His next job was to fit hazard lights. Terry concludes, "I confess it has at times been three steps forwards and six back again, but I am getting there slowly."





Could you write a short running report or a restoration snippet for Idle Chatter? One off contributions or regular updates are equally welcome! Drop the editor a line to discuss further if so.

From the FBHVC

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

Environmental Matters

It is perhaps timely if we briefly canter through the principal CAZ/LEZ which recently came into force and those imminent or postponed. So Bath and Birmingham's LEZ and CAZ respectively are up and running from last year, along with Portsmouth's and Oxford's (ZEZ). There are postponements in the case of Manchester, Newcastle and Bradford, all of which had schemes fully consulted on and ready to launch. Sheffield's scheme is mature and intended to launch in early 2023. There are proposals for other towns and cities, some of which have been mentioned here before, and we are monitoring them all, including the expanded London ULEZ which we mentioned last time round. It is worth emphasising that no issues have arisen in relation to historic vehicle exemptions, and where appropriate, we seek additional exemptions or discounts for vehicles not yet forty years old but are retired and preserved usually from commercial service.

In relation to the LEZs for the four major Scottish cities which you will find extensively discussed in previous newsletters, the modalities for enforcement are currently under discussion by an Enforcement Group convened under the aegis of Transport Scotland and attended by representatives from those cities. Readers will recall that because the Scottish zones ban rather than charge non-compliant vehicles, the definition of a historic vehicle was extended to vehicles over thirty years old rather than forty years. Whilst this is a benefit which owners in other parts of the UK might wish to enjoy, as we pointed out at the time it was decided on, it would pose an issue for identifying vehicles for the purposes of enforcement. Since existing zones in the rest of the mainland invariably use ANPR and as a minimum the DVLA database, vehicles enjoying the historic vehicle tax class are easily identifiable and thus exempted without difficulty. Whilst an algorithm capable of singling out vehicles based on age is obviously feasible, by adding into the statutory regulations the additional complication of the MoT exemption formulation in the Motor Vehicles (Tests) (Amendment) Regulations 2017, the Enforcement team is wrestling with how to identify vehicles not just on the basis of age but also that they have not been substantially modified. None of this detail is on any existing database. In advance of their June meeting, we wrote to offer assistance and at their request provided a copy of UK government guidance on the subject. It may be that

Heritage Certificates from the British Motor Industry Heritage Trust

I'm sure if you are like me you will want to gather together as much historical information as you can about your historic vehicle.

Gathering as much provenance as you can is great to have in the vehicle file and of course will normally add to the cars value or at the very least give confidence to a potential buyer should you decide to sell.

I recently spent the morning with Richard Bacchus who is the certificate officer for the British Motor Industry Heritage Trust (BMIHT) which resides within the British Motor Museum at Gaydon in Warwickshire to find out what they can provide and how they do it.

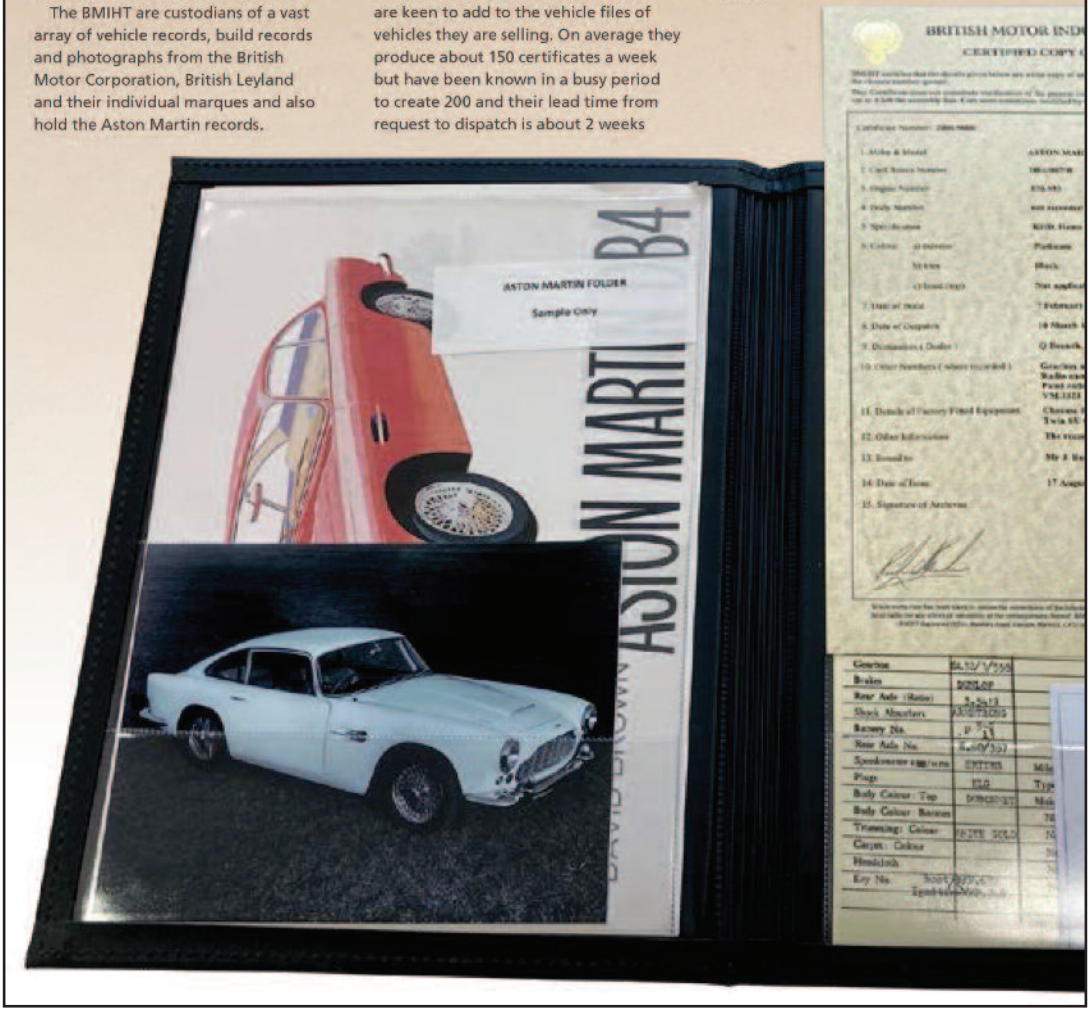
The BMIHT are custodians of a vast array of vehicle records, build records and photographs from the British Motor Corporation, British Leyland and their individual marques and also hold the Aston Martin records.

Most of the information they hold is in the form of beautifully handwritten ledgers although they have been working to digitise the records they regularly use such as MG, Land Rover, Mini and Triumph which makes their job so much easier although maybe not so satisfying as looking at an original ledge. It does mean the wear and tear on these valuable and irreplaceable books is dramatically reduced for about 80% of the requests they receive.

Richard and his team of 3 work spend most of their time researching for private individuals heritage certificates although they do also provide certificates for many auction houses and dealers who are keen to add to the vehicle files of vehicles they are selling. On average they produce about 150 certificates a week but have been known in a busy period to create 200 and their lead time from request to dispatch is about 2 weeks so this team of 4 are very efficient.

These heritage certificates are used mainly for enhancing vehicle files, but many are also used to assist registration queries or to assist in the import/export of a vehicle.

Richard explained that the Land Rover Defender is very popular in the USA, and many are being imported from Europe in LHD specification. However, to get US registration the owner has to prove that the car is over 25 years old and has the original engine fitted otherwise the authorities crush the car and so a heritage certificate which confirms this information is a critical document in the import process.



the route forward will be a system based solely on age or a separate Scottish register of historic vehicles which, put politely, will be a considerable undertaking. We await feedback from the Air Quality Team at Transport Scotland.

Heritage Certificates

Have you ever wondered what the exact build date was of your ADO16? You can obtain a Heritage Certificate from the British Motor Museum at Gaydon which will tell you that and more from the factory records. You can read more about them in the article from the FBHVC newsletter republished here.

Drive It Day 2023

The date for national Drive It Day 2023 has been confirmed as Sunday 23rd April and once again money will be raised for Childline.

Drive It Day 2023

Save the Date - Due to the successes of the 2021 and 2022, the next Drive It Day & Ride It Day will be on Sunday 23rd April 2023.

We shall soon be launching the sale of our new Drive It & Ride It Day vehicle plates. All variants will be available to purchase very soon.

Once again, all profits from the sale of our fundraising vehicle plates will be donated to Childline® so they may continue to run the vital service they provide children and young people.

Childline® offer a 24 hour service and aim to be available for every telephone call or online contact received. This support network is a hugely vital and necessary service and can almost be classed as an emergency service for the most vulnerable. For any child or young person in desperate need of help, Childline® counsellors are there to assist.

We know members of the historic vehicle community are friendly and always aim to be there for one another if an enthusiast needs help, advice, or even a spare part to get their vehicle back on the road. Let's extend our community spirit and help those who desperately need assistance. Let's be there for our children and young people and support the wonderful work Childline® do. After all, they're the next generation of historic vehicle enthusiasts!



The whole process is operated online so there is the crucial audit data to prove the validity of the information supplied.

Whilst with Richard, I helped him research the information on a Triumph Spitfire 1500 which had originally been sold in North America and for which the new purchaser in Maine USA wanted a certificate. By looking at the scanned ledger pages we quickly where able to confirm the Chassis number, Engine number, original body colour of Inca Yellow. We then confirmed the actual date of the car coming off the production line along with the key number. A certificate was promptly produced and signed by Richard ready for dispatch to the USA – a very satisfying investigation.

Heritage certificates cost from £43 up to £80 for an Aston Martin certificate in a beautiful A4 leather folder

Full details can be found at ***https://www.britishmotormuseum.co.uk/archive/heritage-certificates***

They also offer a web request service for £6 where they will answer a single question web research request. This means at the point of purchasing a vehicle you can quickly verify chassis numbers and ensure the car is what it says it is which seems excellent value for money to avoid a costly mistake.



Sadly, they don't have all the ledger records for everything as some were destroyed many years ago, but they can access factory records and produce certificates for:

Aston Martin 1948-85 From Mark III to V8

Austin 1945-69 Postwar and **BMC models** (cars and commercials)

Austin Allegro 1977-82 All models (Longbridge build)

Austin Healey 1953-71 Longbridge and Abingdon build (not Warwick or 100 S models)

Lagonda 1961-85 Including the **Aston Martin Lagonda 1979-85**

Land Rover 1948 to present From Series I to Defender plus Discovery and Freelander

Maestro & Montego 1983 onwards All models, Austin & MG (later cars not recorded)

Metropolitan 1953-61 Nash, Hudson,

Austin Mini 1959-69 ADO 15 versions - Austin, Morris, Mini Cooper

Mini 1977-1981 ADO 20 versions badged Mini (Longbridge build only not Seneffe)

MG 1953-80 From TF Midget & ZA Magnette (not TC,TD, YA/YT/ & 1993-95 YB) to **MGB & MGC** including the MG RV8

Morris 1928-71 Prewar, postwar and BMC models (some light commercials but not Morris Commercials)

Range Rover 1970 to present All models

Riley 1953-69 From Pathfinder (not RM 1.5 & 2 litre)

Rover 1945-86 All models from P3 to SD1

Princess/Ambassador 1975-1983 Includes 18/22 Series (also known as 'Wedge')

Standard 1945-63 Cars and light commercials

Triumph 1946-81 All postwar models Triumph Acclaim 1981-1984 Honda Ballade derivative (Cowley build)

Vanden Plas Princess 1959-80 Plus many earlier Vanden Plas bodied cars

Wolseley 1901-31 Prewar, postwar and BMC/BL badge engineered & 1949-75

Other British Leyland from 1968 We hold additional records for some vehicles, particularly from the British Leyland era.





STOP PRESS SPRING SHOW

We can provisionally announce that the 1100 Club's 2023 Spring Show will take place on Drive It Day (Sunday 23rd April) at the Caen Hill Locks in Devizes, Wiltshire.

It's a fantastic waterside location next to the longest flight of locks in the country, with good parking and a great cafe nearby.

More details to follow in the Jan-Feb 2023 edition of Idle Chatter, but please put the date in your diary now!

Sixty Shades of 1100

Phil Rixon looks at the colour options used by BMC and BL for the 1100 range of cars - this fifth segment covers white, black and grey



For much of the last decade or two, modern car makers have shunned the more vibrant colours in favour of a palette dominated by neutral shades of white, black and grey - or silver - since the sparkle of metallic paint gives pale grey a degree of opulence that it didn't necessarily have when BMC was painting 1100s.

And while BMC didn't splash white around too liberally back in the day, it was available on the UK-built Mk I Morris and MG 1100s which started out with **Old English White** as one of their paintwork options. This slightly creamy warm white was superseded by **Snowberry White**, a similar creamy shade for the Mk II era, which spread its way across the range onto the Riley Kestrel and Vanden Plas 1300 as well as the various Austins. The other white briefly used was **Toga White** on the first Wolseley 1100s, where it was also paired with **Island Green** for a Duotone treatment. For the late Mk II and Mk III cars, **Glacier White** took us into the seventies with a 'cool' white which - just like a glacier - has a barely noticeable tinge of blue to it. This was available across the range, and became the second most popular paint finish on the VP 1300.

"Grey is more complicated as it often isn't just a white/black blend, with any number of coloured tints possible"

Grey is more complicated as it often isn't just a white/black blend, with any number of coloured tints possible. BMC favoured six shades of grey for the 1100. First up, the Mk I Morris was offered in **Dove Grey**, which is a warm grey with a brownish tint. The MG 1100 was offered in **Smoke Grey** which is so blue I covered it in the blue instalment - even its code of BU.15 indicates it has a blue base so it is grey in name only! For the early Austin 1100, BMC used a very pale grey called **Arabian Grey** and the Wolseley 1100 had a similar shade known as **Farina Grey**, which was also used in two of Wolseley's Duotone treatments.

Vanden Plas preferred its own traditional dark grey called **Carlton Grey**, which was so popular from launch in 1964, right up into the Mk II era, that it became the second most prevalent VP 1100/1300 colour of the whole production run. At the other end of the scale, apparently two Vanden Plas Princess 1100s were finished in **Yukon Grey** GR.7, which was more widely used on Morris Minors and Minis of the time.

Eventually Austin, Morris, MG, Wolseley and Riley all adopted **Cumulus Grey** - a relatively pure pale grey that carried over into the Mk II period. Grey seems to have been abandoned for the Mk III era cars, with even Vanden Plas dropping it in favour of more vibrant colours. Interestingly, neither the Austin America nor the 1300 GT were ever offered in grey - or black.

Apart from those two, most 1100s were available in pure **Black** BK.1 at some stage - sometimes only to special order - although for the MG 1100 it was included in the standard range of colours, as it was for a time with the Austin, Morris and Riley.

During the Mk II and Mk III era it was joined by a couple of subtle shades. The amusingly named **Midnight Blue** BLVC-12 was a formulation with a subtle blue tinge - obvious in the sunlight. Whereas **Black Tulip** was similar, except with purple, and could be had on the Mk III Austin saloons, Countryman, 1300 GT, the Wolseley 1300 and even the Princess 1300 with upwards of 100 finished in the shade.

One final Mk III colour to mention is the white equivalent of **Black Tulip**, and that is **Mirage**. White with a dash of purple, **Mirage** was applied to 250 Vanden Plas 1300s, according to Bryan Peebles of the Vanden Plas Owners Club. Bryan also supplied a photo and helped clarify some of the lesser known Vanden Plas colours for this series of articles, and for that I am very grateful.

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





OLD ENGLISH WHITE — WT.3



SNOWBERRY WHITE — WT.4



GLACIER WHITE — BLVC.59



DOVE GREY — GR.26



ARABIAN GREY — GR.31



TOGA WHITE — WT.5



SMOKE GREY — BU.15



CUMULUS GREY — GR.29



FARINA GREY — GR.11



CARLTON GREY — GR.18



CUMULUS GREY — GR.29



MIRAGE – BLVC.11



MIDNIGHT BLUE — BLVC.12



BLACK TULIP - BLVC.23



BLACK TULIP - BLVC.23



BLACK — BK.1



BLACK — BK.1



BLACK — BK.1

My Other Car Is....



....a 1976 Reliant Scimitar SE6A GTE, it belongs to former 1100 Club chairman Dean Oakey....and guess what, it was built by his dad!



One of my other cars is a Reliant Scimitar SE6A GTE. Reliant were of course better known for their famous three wheelers, but less known is that their flagship car was the Scimitar, with earlier models such as the Sabre also holding a racing pedigree. Arguably Reliant led the way in creating the Grand Touring Estate (GTE); the car has a fibreglass body so it is incredibly light with the added bonus of not having to worry about corrosion!



I have owned the vehicle since August 2021, after convincing my other half that we were going on a sightseeing trip whilst on holiday in Cornwall. By pure coincidence the Scimitar was for sale some 500 yards away, shhh! The car has spent all of its life in Devon and Cornwall and has survived its previous seventeen registered owners remarkably well, still showing its main dealer decals.

My Scimitar is a very early SE6A model, identifiable by the front ribbed bumper and rear red side reflectors. The 6A had some improvements over its predecessor including power steering, upgraded suspension and a change from Girling to Lockheed brakes. The car has been kept close to its factory build specification, including the original Philips 480 cassette radio and blue velour interior. The only upgrades are electronic ignition, fuel pump, wooden steering wheel and the wheels upgraded from steel rims to Wolfrace wheels. The paint is Cygnet Grey, an original Reliant colour.

It is proving to be a very reliable and efficient car; it has undertaken a couple of tours with the Reliant Sabre and Scimitar Owners Club and was recently invited to be shown at the NEC Classic Motor Show. It is powered by a Ford Essex V6 three litre engine which returns an



impressive 35-40 mpg. These cars were aimed at the executive market, with only 3907 SE6A models built. I am often surprised at how many 'off the shelf' parts are common with other British made cars - its suspension is from a Triumph, door handles from a Morris Marina and rear light clusters from an Aston Martin....it doesn't get much more diverse than that!

I have a close affiliation with the marque as my father worked on the production line building Scimitars, with his particular claim to fame of building Princess Anne's car! My father worked at Reliant for ten years, building both the SE5 and SE6 modeIs. After some research I have calculated that my father actually built my car; not a lot of people can say that! It's useful having your father at hand when you need to know a detail of its construction, or if there's an annoying rattle I can blame him for! I also went to the primary school behind the factory, and saw these being built through my classroom window where I promised myself that one day I would own a Scimitar SE6A....and now here I am driving my childhood dream!



Cash or Car?



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



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

Turbo Tony (Cole)

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America Says Goodbye



Chris Cowin from British Leyland Chronicles takes a look at the final incarnation of the Austin America from 1971

With available aircon and four speed automatic, colour-keyed Ambla seats with headrests, wood-effect dash and low(ish) emission engine - it's the 1971 (and final) Austin America....



The Austin America remained on sale in the USA for five years, 1968-1972. It was also available in Canada from 1969 and (briefly) Switzerland. Introduced in the USA in early 1968, sales continued until late 1972 when it was replaced by the bigger, rear-drive Austin Marina 1.8 sedan and 1.8GT Coupé. But sales had slowed to a trickle by then, despite frequent updates of which the changes for '71 were the last.

BMC (under whose control the 'America' version of the Austin 1300 had been initiated) and then British Leyland had hoped the car might make a big impact in America's 'sub-compact' sector which in the 1960s was dominated by the Volkswagen Beetle. But a number of factors got in the way. The emissions equipment involving an air pump and carbon canister to absorb unburnt hydrocarbons gave trouble, while the AP automatic transmission fitted to most Austin Americas lacked durability in American conditions. For 1971 it was listed as an option rather than standard fit as had been the case earlier. A tendency to break down was bad news when the availability of spares across America for British Leyland cars could not match the superb parts and service support that was key to VW's success.

The Austin America was certainly furrowing brows in the new British Leyland shortly after its 1968 introduction. Board meeting minutes reveal there was clearly a serious problem due to inadequate testing of the emissions equipment. In December 1968 (eight months after the US launch) problems of 'evaporative emissions' were discussed at Board level in the UK, with revised fuel line clips being seen as the answer. In February 1969, BLMC marketing chief Filmer Paradise warned "the market for the America is about to collapse" and Chairman Donald Stokes fulminated "we must have proper prototype testing" in reference to the problems with emissions controls. In April 1969 it was discussed that 12,000 of the Cowley-built Austin Americas had been 'reworked' at a cost of £250,000. An additional problem discussed by the Board was that the AP automatic transmission (apart from being prone to failure) lacked a 'P' position as expected in North America.

"Competition was fierce with the Japanese 'on the march' in this era"

Competition was fierce with the Japanese 'on the march' in this era, and American domestic brands introducing their own sub-compacts (Chevy Vega and Ford Pinto) for 1971. And in response to the surge in imports from Japan, which had gained a 6% market share by 1971, the Nixon administration introduced a temporary 10% 'import surcharge' tariff in October 1971 which of course also hit



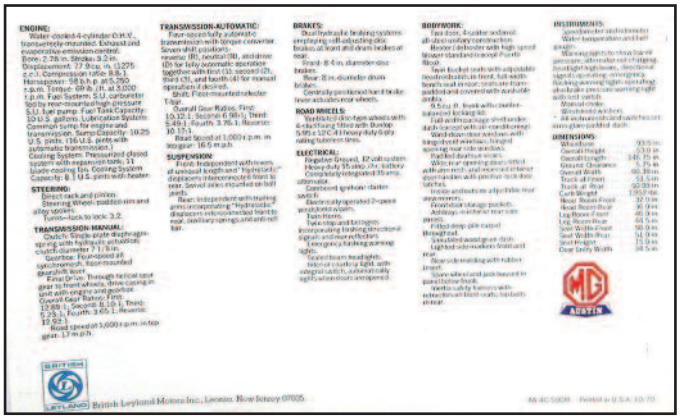




British cars - making competitive pricing of the America more difficult. It even hit the Hillman Avenger which Chrysler was importing to sell in North America as the Plymouth Cricket.

All of this resulted in sales of the Austin America in the USA dwindling away. 16,400 were sold in 1969, but that proved to be the peak, with US sales falling to 13,600 in 1970, 6500 in 1971 and a negligible 1010 in 1972. Production records show the number of Austin Americas being built by British Leyland, who had hoped it could become an 'export star', declining sharply to just 7515 cars in 1971 before production halted altogether. That's equivalent to just one week of 'ADO16' production at the peak.

All this was despite a whole series of model year changes which had been introduced to try and keep the Austin America fresh. The final round of these were introduced in late 1970 for what was marketed in the USA as the 1971 Austin America: 'The big little car'. Styling was tweaked with a new grille (similar to the home market 1300GT), revised side trim, a revised interior with new colour trim, seats allowing easier access to the rear, and thicker carpets. The images from the brochure on the previous page give details of the '71 America while a comprehensive breakdown of the specification is also listed. The specification sheet from the brochure is shown here.



The 1971 America would be the last, as though the car remained on sale through most of 1972, that was from stock, with no 1972 Americas being built.

The Austin America was essentialiy a federalised version of the Mk II era Austin 1300 two-door saloon (no other body style was offered), so though production of the Austin America ended in 1971 the 'parent' car continued to be built considerably longer in the UK (until 1974 - and longer in kit form for export).

"From a UK perspective, it's interesting to list a few 'surprises' about the 1971 Austin America"

From a UK perspective, it's interesting to list a few 'surprises' about the 1971 Austin America. It was the first car to be offered in the USA with inertia-reel seat belts, but was also equipped with rear seat lap belts. Air conditioning was a new option for 1971, installed in a well integrated way, where the under-dash parcel shelf would be normally. Conversely, the heater was deleted for Puerto Rico. There were dual circuit brakes, a brake pressure warning light with test switch, a heated rear window and hazard warning lights as standard. Head restraints (never offered even as an option in the UK) were standard. There was a steering wheel with three drilled alloy spokes (previous Americas had two) and padded rim. As with Americas from all model years, there was a laminated windscreen as standard, and a larger capacity radiator than the UK.

Despite the Austin America not selling as well as once hoped, it did rack up over 40,000 sales in the USA. When that's added to sales of the preceding 1962-67 MG Sports Sedan (MG 1100) and to sales of some other more obscure versions (MG Princess 1100 and 1967 Austin 1100) in the USA - and when one adds all Canadian sales - North America absorbed approximately 100,000 ADO16 cars. That's equivalent to approximately 5% of total production, but in 1969 (when the Austin America was selling well) closer to 10%. In theory at least, such a boost to production should have helped the profitability of building the 1100/1300 range overall, due to the impact on 'economies of scale' and spreading overheads. That was a major rationale for the Austin America. Another was its potential to help dealers in North America escape the seasonality of sports car sales, which were most of their business.

Overall 58,500 Austin Americas were built at Cowley, though only a small number were 1971 models as detailed above. Around one quarter of total production went to Canada.

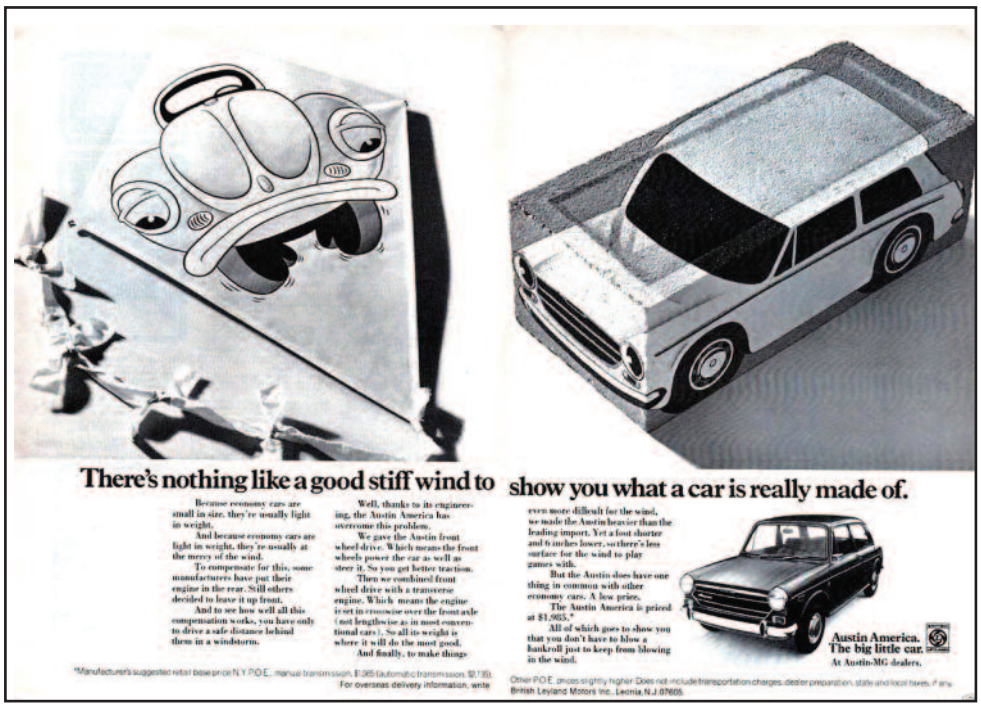
Below are full details of the 1971 Austin America (USA model) specification - adapted from the details listed by the Austin America Registry.

The 1971 model had several exterior body differences from the 1968, 1969 and 1970 models. To meet USA Federal Motor Vehicle Safety Standards, the front and rear bumper overriders were clad with rubber; lighted side marker lights remained on the wings (fenders), but they were redesigned to include a large reflector. There was now a thinner and more stylish vinyl side moulding trim, which did not have any reflector as on the earlier cars. The optional front and rear 'bumper guards' were still available. British Leyland 'turbine' (or 'plughole') emblems remained fitted to the front wings just ahead of the doors. The grille also received some major re-styling and was changed from the traditional heavy chrome bars to an all-black centre section with only two thin chrome strips (similar to the UK market 1300GT) and a very stylised 'America' script located on the far right side. The Austin coat-of-arms crest fitted previously was now absent from the grille, as was the trademark black and white 'Austin America' badge. The motif in the centre of the grille surround now simply said 'Austin' on a black background. The slotted aluminium wheel accent trim rings were no longer used and the painted steel wheels were left exposed.

The front parking/turn signal light lenses now had a clear parking light section (as in the UK) but the turn signal portion remained amber. Previously, these lenses were all amber coloured. At the rear of the car, the trunk lid now had a body-coloured moulding (unique to the America) that protruded above the license plate and incorporated the license plate light. The bumper was changed by removing the two 'frog-eye' style license plate lights that were used on the earlier cars. Some (though it appears not all) 1971 model year cars switched to amber rear turn signals (as in the UK) - possibly only those imported during calendar 1971 - following a change in the regulations.

The interior now came in a choice of two colours - Autumn Leaf (tan) or Navy (dark blue). The dash panel was covered in a wood grain vinyl, instead of the traditional matt black wrinkle finish paint. The rear view mirror now had a night and day feature and was no longer mounted to the windshield via a clear suction cup. The door panels were fitted with chrome trimmed map pockets. Door and rear quarter window weather stripping were now colour matched to the interior. Air conditioning was now available as an option. The three-spoke sport steering wheel was retained, as were the small front seat headrests. However, the front seats were now mounted on sliding tracks and could be adjusted front to back to suit drivers of any size. The seat backs now folded forward to allow passengers access to the back seat. The locking ignition switch also remained.

The same interior trim options were available in 1971 including the 'Convenience Kit', comprised of aluminium scuff plates for the door panels and tops of the rocker panels (sills), as well as Austin crested rubber front floor mats, all made by AMCO. A walnut gearshift handle was also available. A transistorised Motorola AM radio was available as well. Other available options included a cigarette lighter, an electric clock, white wall tyres and a roof mounted luggage rack. The picture below shows some advertising for the car. This advert is clearly aimed at the Volkswagen Beetle, which was notoriously bad in crosswinds on the highway.



Huge thanks to Chris at the fabulous British Leyland Chronicles Facebook page for allowing us to run this feature - check it out if you are on Facebook for a regular dose of all things BL.

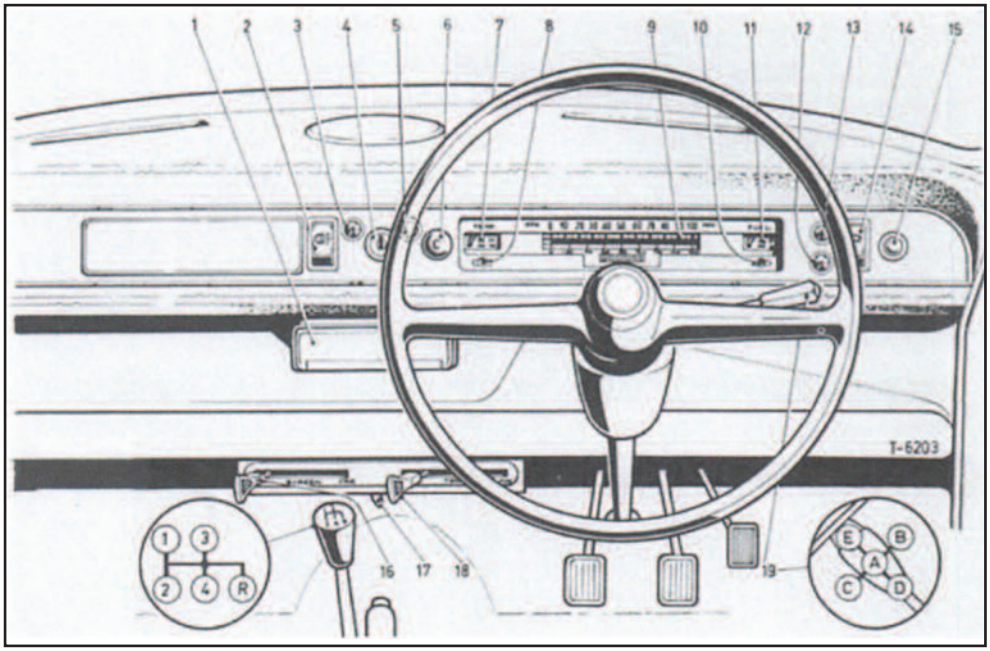
Facebook, Twitter and Instagram

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

Dashboard of the Month

This time, the Morris 1100 and 1300 Mk II from 1967 to 1971



Key to Dashboard Controls

1 Ashtray
2 Light switch
3 Ignition warning
4 Ignition/starter
5 Oil pressure warning
6 Choke
7 Temperature gauge
8 Direction indicator warning
9 Speedometer
10 Direction indicator warning
11 Fuel gauge
12 Oil filter warning (if fitted)
13 Main beam warning
14 Windscreen wiper switch
15 Windscreen washer
16 Air vent
17 Heater fan
18 Heater control
19 Direction indicator and main beam switch

It's a Wrap!

Gordon Diffey reports on a day of photos and filming for Lancaster Insurance's car club liaison at the Great British Car Journey museum in Derbyshire



Stephanie Hoy, the Head of Car Club Liaison at Lancaster Insurance, contacted the 1100 Club to see if we could provide three to five cars for a photoshoot and filming day, having recently been a Lancaster 'Club of the Month'.

It was arranged that we would meet at the Great British Car Journey, the recently opened museum of everyday cars near Matlock in Derbyshire. We put the call out to local 1100 Club members via email and the response was overwhelming. Eleven cars turned up on a sunny morning in October for a chat and mutual admiration of three MGs, two Vanden Plas, two Rileys, a Wolseley, an Austin 1300GT, a customised rebodied Morris and my Morris Traveller.

While we were waiting for the photos to be taken we had time to look at other clubs there, including some Ford Capris, custom VWs and Series 2 Land Rovers. The car museum is a real treat, with several 1100s on display alongside a wide range of everyday cars from the last 100














years. I had a good chat with Richard, owner and fellow 1100 enthusiast.

Lots of photos were taken and interviews conducted with several members before grabbing a lunch provided by Lancaster Insurance through the museum, who have a great little cafe on site. It's definitely a great place to visit if you get up that way - they also hire out classic cars to drive and take you back to your youth.

Lancaster Insurance have advertised in Idle Chatter for a while now, so it was nice to meet up with Steph and talk to her about her love of classic cars. My thanks to all the members that responded and made this a great day out for the club.

Thanks also to David Shadbolt for the pictures shown here and also the picture on the rear cover! Ed.



When Harry Met Peggy



Peggy is finally being relocated to Deal (inadvertently via the M20) and have we seen the last of Len? Harry Taylor explains...



So, the day came when Peggy had to relocate, not for the first time. Peggy had started off in a large factory in the shining, swinging 60s. A proud beacon of a brave new world, where innovation and different thinking were going to sweep away the trammeled straight jacket of the past. Sadly, like the 60s, Peggy had burned brightly for a time and promised much, but was all too quickly discarded. It always seems to me quite remarkable how quickly that which had seemed unquestionably modern becomes a signifier of the way we were. What was once new was now an indicator of how mistaken we were, and naive in our hope and belief. How futile we now know it all to have been. We allowed ourselves to dream, and now those dreams have finally succumbed to the hard headed future that caught up with us. We allowed that future to overtake us and now even what was once to become has now gone, in a reflected shadow that flickers in our rear view mirror. And so it was that Peggy went to live in Bradford on Avon, outgrew her use and lay for six years buried up to her doors in a farmer's field. The journey back from that field is one you have read and I hope found common to your own experiences in both laughter and tears. For all the futility of life, we have achieved something and our cars testify to this. Something for ourselves but something for others also.

The journey from Thornton Heath in Croydon to Deal in Kent really should not have held much fear for someone who had spent nearly five years restoring the vehicle set to undertake this journey. Indeed, Peggy was originally designed to very easily accommodate such journeys. But that was very nearly 48 years previously. In that time, farmer grunge had tried to bury her, children had jumped all over her roof, rats had scuttled in and out of her, clinging to the foliage that had grown through the holes in her floor. Both myself and Len had pitched ourselves against all of this in a bid to wrestle Peggy back to life. It was a very uneven contest. In ten years of this undertaking, Peggy had robbed me of my savings and my sobriety. Len had wrapped up the rest in a double hit upon what was left of my person. Len nonchalantly took my wages, my belief in humanity and my sanity, and gifted me the pity of others who shook their heads and often talked to my partner Marilyn in hushed tones while pointing at me when they thought I couldn't see. Still, I was here, and now we were to set off. Let the Wacky Races begin!

"Let the Wacky Races begin!"

I had asked Len to follow me down to Deal, travelling on A roads. I had thought it a bit too cavalier to travel the motorway. Of course, I could tell you that the journey was meticulously planned to avoid all possible challenges and outcomes. I could also tell you that the moon is made of cheese, but unless you'd envisaged Len and me as Wallace and Gromit, we'd best leave both of those suppositions behind. Len could only make it at 12.00 midday. A most considered time to weave your way through Croydon, Penge and Bromley out to the A20. Many of you will be familiar with the 1994 film 'Speed', with Sandra Bullock driving a bus. The gist of the film is that there is a bomb planted on the bus that would go off if the vehicle was to drop below 50mph. My problem was at the other end of the strip speedo. I feared the outcome of going anywhere near 50mph. In my mind's eye, I recalled every nut and bolt that Len and myself had undone and tightened on Peggy. More concerning however, were all the nuts and bolts I had never got to see Len tighten. Every creak and groan (and there were many) had me pressing on the brake and backing it up with the handbrake. The SAS would have done well to put their brightest prospects through such an ordeal. There would have been little doubt about their suitability for the most senseless of ventures if they had come through with dry underwear. There was no sound damping in Peggy, no carpet; just the seats loosely fitted. At times I felt like a B movie actor in a fifties British film about breaking the sound barrier. All I needed was a Biggles helmet or a space suit with Apollo 13 written on the shoulder badge.



At Ashford, I took a wrong turning and wound up on the M20. Len followed. I could see his rotund face in the rear view mirror, reclining in comfort in his shiny new van, barely aware that I was wrestling with something he had helped create. It was at this point I thought: "Sod it. I just need to get to Deal." So I put my foot down and rattling along at a steady 60-65mph we ploughed

on to Deal via the M20 and yes, I even overtook someone. Coming over the hill from Folkestone to see Dover Harbour in all its glory is always an impressive sight. On that Saturday, it was even more so. The light was fading faster than my powers of concentration as we weaved our way down the last leg of the A258 into Deal without mishap.

"The light was fading faster than my powers of concentration...."

During the previous week I had managed to hire a garage from an antique dealer. How very apt, I thought. The antique dealer charged me just something short of what it would cost to stay at the Savoy for a month, but I was in no position to argue. I packed Peggy inside the garage and went over to speak to Len. He didn't emerge from his shiny new vehicle. Peggy's arrival in Deal hadn't warranted that level of excitement. He leaned out of the window and said something like: "It's done." In truth I couldn't really hear what he said, as the noise in Peggy had reached the levels approaching a Motorhead concert. But I saw his lips move and I knew he was off. I paid him up and in one movement the window squeaked upwards and he was off, just as I was saying: "Keep in touch about the Mini."

I watched the tail lights of Len's van disappear back up the A258, melting into the dusk and becoming part of everything that was the distance. So, that was it then. I still had business with Len as we had the unfinished Mini project to sort.

I realised then that Len had left me still some three miles from home, but it was a nice evening and during the walk I thought about all that we had shared. I thought about it long and hard. If I had the chance to turn back at that farmer's field in 2010, would I? If I could have ignored the bid button on eBay in 2010, would I? I wasn't awfully sure knowing what I now knew that I might not have made a different choice. I had met Len, Lauren, Kelly and survived them all. I was pretty certain I would never see them again and I was equally certain that if that was the case, I would probably have a better life expectancy.

I arrived back at our new house and cajoled Marilyn into going for a drink at our new local. I think she was quite surprised that I had made it back. I had a few pints and laughed. I laughed the kind of laughter often used in trailers for Hammer horror films. People looked round. I tried to explain about Peggy, but Marilyn took me by the hand and led me home, briefly explaining to the landlord who then gave a nod to the locals.

Next time: *Nasa tries to contact Len and local greetings.*

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.

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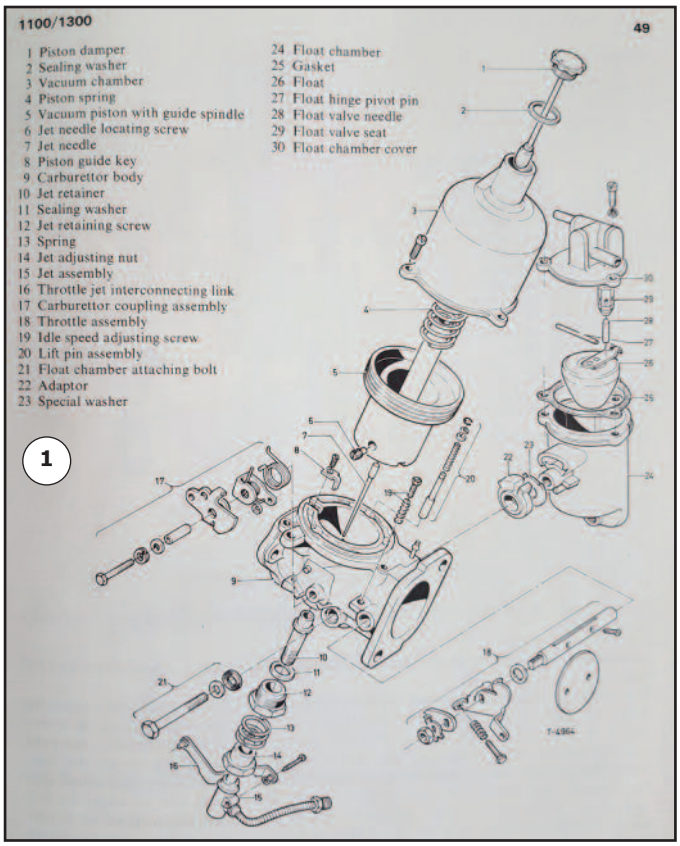
Tips From Turbo Tony - No. 1

Tony Cole has recently taken over as the 1100 Club's Historian, and this is his first article in the new role - combining the ADO16's history with his technical expertise



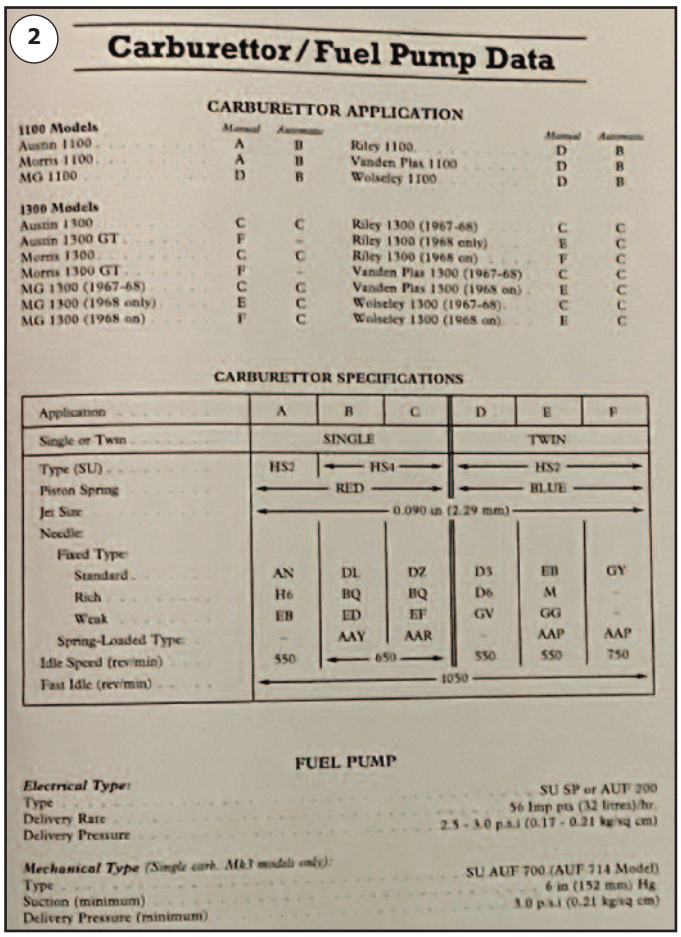
As your new Club Historian I'm going to try and give as much information as possible to as many members as possible from what I have gained over the last sixty years of being involved with our 1100s. This I hope in turn will enable as many of you as possible to keep them on the road and running well.

The first problem that came to my desk in my new role was from a member who had bought an 1100 with no carburettor or manifold and wanted to know what type he needed for the particular age and model of his car, so in this piece I thought I would share some information about carburettors.



First, there were only two types fitted to all 1100 and 1300 models, both being the SU type, (**Photo 1**). Some cars had one had, some had two, and they came in two sizes - the smaller one is an HS2 with a one and a quarter inch bore and the larger is the HS4 with a one and a half inch bore. The HS2 was fitted as single or twin, whilst the HS4 only ever as a single unit on the automatics and early 1300s up to 1968. The advantage of the SU type carburettor is that you can change the inside parts to accommodate different engine models, these parts being the jet, needle and spring. The jet and needle will alter the petrol flow and the spring will help in start-up and smooth running.

I know you're all now asking what you should have on your car! Well, this is the point where I would recommend that you should all own a copy of your own club book, 'The Story of the BMC 1100', as all this information is already put together for you - **Photo 2**, taken from p163 of the book, is an example. I would not advise changing from that chart, as these specifications will give your engine the best all round performance.


2

Carburettor/Fuel Pump Data

CARBURETTOR APPLICATION

1100 Models	Manual	Automatic		Manual	Automatic
Austin 1100	A	B	Riley 1100	D	B
Morris 1100	A	B	Vanden Plas 1100	D	B
MG 1100	D	B	Wolseley 1100	D	B
1300 Models					
Austin 1300	C	C	Riley 1300 (1967-68)	C	C
Austin 1300 GT	F	–	Riley 1300 (1968 only)	E	C
Morris 1300	C	C	Riley 1300 (1968 on)	F	C
Morris 1300 GT	F	–	Vanden Plas 1300 (1967-68)	C	C
MG 1300 (1967-68)	C	C	Vanden Plas 1300 (1968 on)	E	C
MG 1300 (1968 only)	E	C	Wolseley 1300 (1967-68)	C	C
MG 1300 (1968 on)	F	C	Wolseley 1300 (1968 on)	E	C

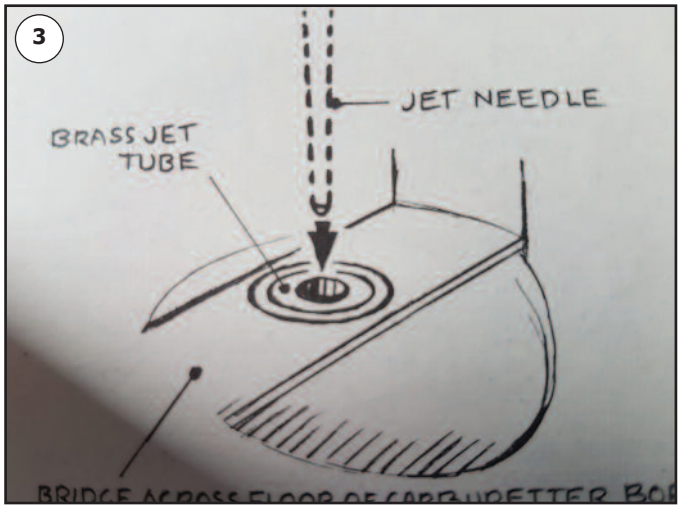
CARBURETTOR SPECIFICATIONS

Application	A	B	C	D	E	F
Single or Twin	SINGLE			TWIN		
Type (SU)	HS2	HS4		HS2		
Piston Spring	RED			BLUE		
Jet Size	0.090 in (2.29 mm)					
Needle:						
Fixed Type:						
Standard	AN	DL	DZ	D3	EB	GY
Rich	H6	BQ	BQ	D6	M	–
Weak	EB	ED	EF	GV	GG	–
Spring-Loaded Type:	–	AAY	AAR	–	AAP	AAP
Idle Speed (rev/min)	550	650		550	550	750
Fast Idle (rev/min)	1050					

FUEL PUMP

Electrical Type:	SU SP or AUF 200
Type	56 Imp pts (32 litres)/hr
Delivery Rate	2.5 - 3.0 p.s.i (0.17 - 0.21 kg/sq cm)
Delivery Pressure	
Mechanical Type *(Single carb. Mk3 models only):*	SU AUF 700 (AUF 714 Model)
Type	6 in (152 mm) Hg
Suction (minimum)	3.0 p.s.i (0.21 kg/sq cm)
Delivery Pressure (minimum)	

To adjust the carb you should always first set the engine timing, points, plugs, and valve gaps. Once these are correct and the engine is at running temperature you can tune in the carb. If your engine is not running correctly the carb is the last thing to be adjusted as it cannot "go out on its own"; it will always stay as it was left.



To fit a new spring and needle (numbers in brackets here are from the annotations in **Photo 1**), you need to first mark the front of the carb top (3) then remove and fit the

new spring (4). The needle (7) is held in by a screw (6) which you can just slacken rather than fully remove. The shoulder on the new one must be fitted exactly level with the body before tightening the screw, then to get the adjustment near correct you need to screw the jet nut (12) up until it is level with the body as per **Photo 3** (that's right, the very hard one to get to, see **Photo 4**).

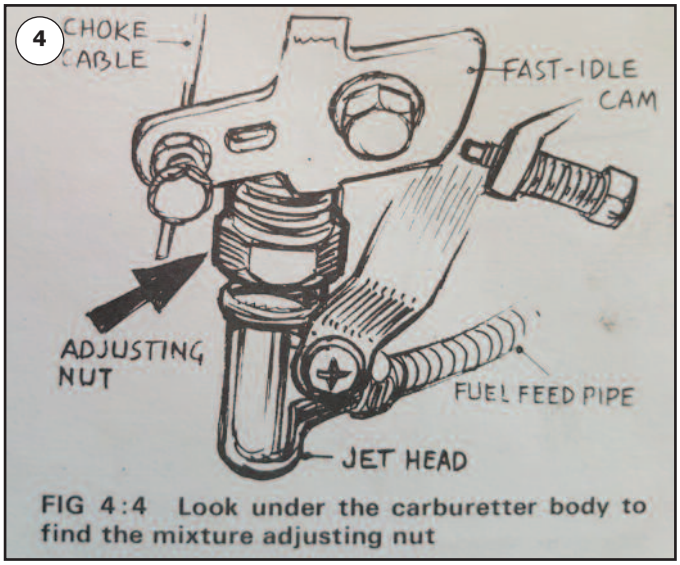


FIG 4:4 Look under the carburetter body to find the mixture adjusting nut

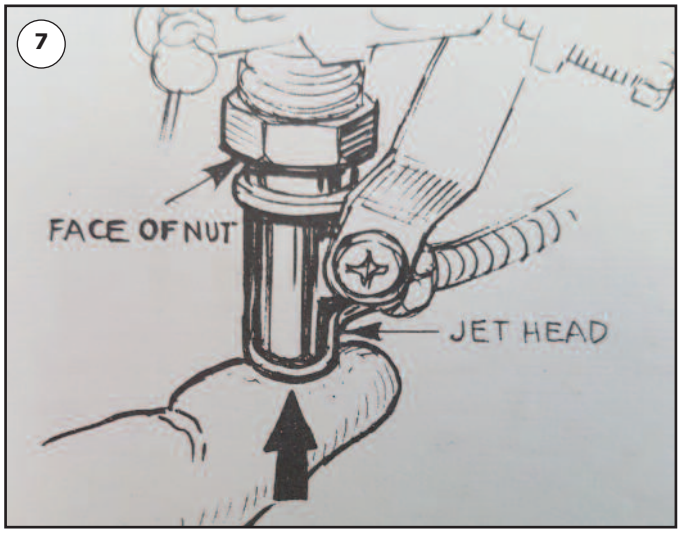
If it is too tight you can use a spanner or better still the correct tool (**Photo 5**). A tip here is to put an elastic band on it and around your finger; yes, if you drop the thing it will go right behind the subframe!



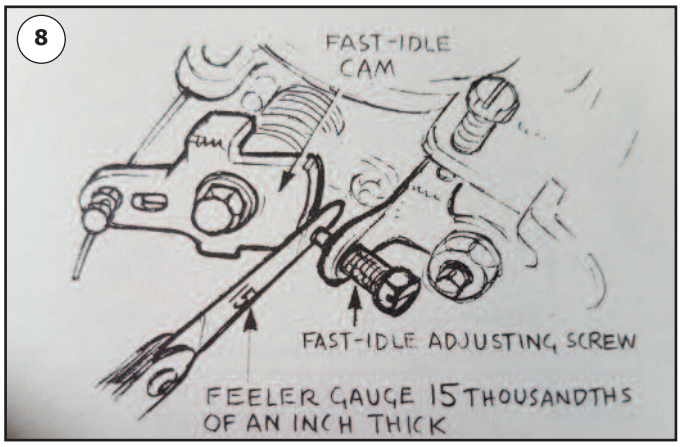


Once level, turn it back down eight flats and reassemble the carb top, with your mark at the front, and top up the dashpot with 3 in 1 oil.

To adjust, first you want to adjust the tickover on a normal running temperature engine to about 700 rpm or normal tickover speed. This is the screw that is pointing to you (**Photo 6**) and goes clockwise to increase the speed. Then it's back to the mixture nut; that's right, the very hard one to get to again! Looking down from the top, it's clockwise to richen the mixture or anticlockwise to weaken it. You adjust this turning it towards rich very slowly, about half a flat at a time, waiting a few seconds for the new mixture to affect the engine. When you hear it run a bit lumpy, back the nut up slowly, holding the bottom of the jet up (**Photo 7**) so it comes up slowly till the engine runs smooth. This is the position you need it in. You can then adjust the choke



gap (**Photo 8**) so this will hold the throttle open a bit while on choke.



One other thing to note is if you look on top of the float chamber you will see a tag (**Photo 9**) telling you the carburettor number and what is fitted inside, assuming nothing has been changed. If you are not sure, please text me on my mobile and I will let you know. I hope some of you are still awake and found this helpful!



Technical Tips and Advice



The making of a Gaffney displacer clamp, a couple of Q&As with Spannerman and another dip into the world of the workshop manual

Constructing the Clamp

As you know, Ian Gaffney provides 1100 Club members with a DIY kit to rehose displacers using his tried and tested clamp method. But have you ever wondered how he produces the clamps, working in his engineering emporium? (Otherwise known as his garden shed!) Here is a little photo story, starting with **Photo 1**, which shows the clamp blank.





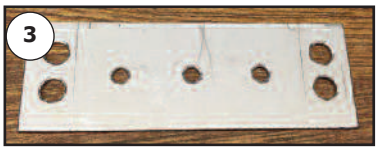
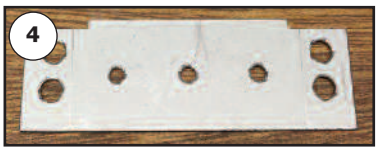


Photo 2 shows some pilot drillings and the metal is scribed for cutting the lip shoulders and wing bending, and by **Photo 3** the bolt holes in the wings have been opened up to 6mm.



In **Photo 4** the lip shoulders are cut on the top edge, and in **Photo 5** the clamp's corners have been rounded and the manufacturing date stamped.





By **Photo 6**, the wings have been folded up by approximately 45 degrees and very importantly in **Photo 7** the sharp inner edge adjacent to the hose has been rounded off.

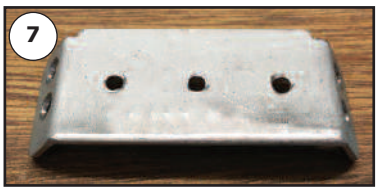


Photo 8 shows the initial bend with the lip end uppermost, and **Photo 9** the same but with the inner rounded edge uppermost.



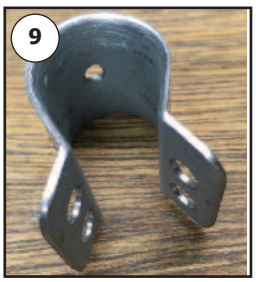


Photo 10 shows the final bend and in **Photo 11** the addition of the lip. **Photo 12** shows the internal view.



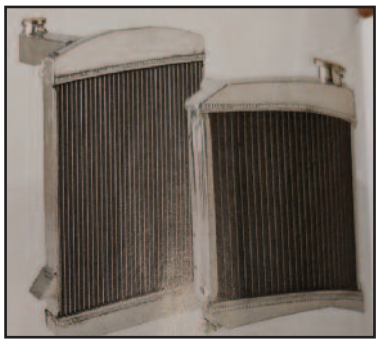


Finally, voila - **Photo 13** shows the finished clip. When you consider the process required, it's all the more impressive that Ian offers these clamps with hoses to members simply in return for a donation to charity, and will even install them onto your displacers for you if you get the displacer over to him in Blackheath, London, either in person or by post. You can contact Ian on rehosing@the1100club.com or on 07486 115896.





Hot Under the Collar



I would like ask a small question. I've seen that a business called Limora sells aluminium radiators for Minis. I presume that these radiators would also work in the ADO16. Do you know if someone from the 1100 Club has incorporated these radiators into their car? I don't know if it will clash as it is not black! I'm asking this because the Spanish summers are really hot, thus it would be great if I could improve my cooling system.

Pablo Pérez García

We asked a few 1100 Club experts for their views on this one, and publish their replies here as they helped Pablo and may therefore help others! Ed

I would fit a 72 degree thermostat and an automatic fan. This normally cures the problem and drops the needle about a quarter of an inch on the gauge, then check further from there.

Turbo Tony Cole

The temperature here and in Spain isn't all that much different during the summer months sometimes and I've had our 1100 loaded up with the five of us and the camping gear for two hour trips in traffic on the M25 in sweltering heat without any issues. So before you make any changes I'd recommend considering the following. The Mini rad is smaller either in original format or in aftermarket style. The outlet is also at a slightly different angle requiring a different hose. They can of course, like any radiator, be made to fit, but I wouldn't recommend going down that route in the pursuit of a cooler engine temperature.

Before doing anything, I would suggest making sure that the engine block is properly drained and flushed. Using

the drain plug at the back of the engine facing the bulkhead to drain the water and the accumulated sludge from that corner of the engine will guarantee water is flowing around the engine correctly with a reverse flush being inserted here - a hose pipe with decent pressure will suffice. Next the radiator needs to be flushed properly too if still serviceable. I recommend soda crystals in hot water left in the radiator overnight (remove the rad and plug the bottom with a rubber glove) and then flush this with a powerful hose or jet both bottom to top and top to bottom the next day. Alternatively use a correct re-cored 1100 radiator which will be basically the same cost as the aftermarket rads.

To be honest, even in the hottest of conditions those two moves coupled with good quality water pump and thermostat should suffice unless you're racing it. However, to make it further temperature resistant the following are possible options I would recommend:

1) Fit the thermostat from a Morris Minor 1000, which opens up about 10 degrees earlier than the one fitted as standard to an ADO16.

2) Fit the 1100 'automatic gearbox model variant' cooling fan blade. This has slightly bigger fan blades and is slightly more efficient at cooling.

3) Fit a Kenlowe or similar manual operated fan which are cheaply obtained and super easy to fit. The switch can then be thrown if the temperature begins to soar.

In addition to those steps there are other solutions such as waterless coolant, which is rather expensive to add initially and certainly not worth doing unless you have a watertight system! I have used this on an 1100 for a summer and it was notably cooler, but in the UK it's useless in the winter as we need antifreeze!

Other tips are to make sure you have the correct temperature sender fitted, as often these are replaced with aftermarket incorrect types that give a false readout of a higher temperature. With the ambient temperature outside at around 28 degrees C (or 82 Fahrenheit) the temperature gauge at 60mph should read with the needle at just over halfway and slightly moving off the white 'normal' band. A higher than normal reading is three quarters up the gauge. I had this on my 1100 after doing everything mentioned above and found out I had a Mini temperature sender which was giving a false readout. I used a proper ADO16 model and the temperature gauge went back to where it should be! The correct colour is usually white and not the green or red ones I think, but each manufacturer messes about with colours so I can't be sure on that one!

To check if the water pump is operating properly, take a note of the temperature at idle speed with the engine warmed up and the car static. Then hold the revs up a bit and watch the gauge. If the temperature falls with the car static and the engine revs raised a bit, then the pump is on its way out and will need replacing.

Finally, one other thing to add - don't forget to make sure that the pressure cap is fitted to the expansion tank and NOT to the radiator header! I've seen that before with an overheating engine - Gordon Diffey will remember THAT night!

Lee Robinson

Update from Pablo: Following the advice of Lee Robinson, I bought a 77C thermostat and a temperature sender from an Authi parts seller in the city of Malaga. The mechanic verified that the installed thermostat was 88C, and after testing the car with the 77C installed, the temperature needle behaved more or less as Phil Rixon explains in his article in the last issue of the magazine. I therefore believe that the problem was mainly caused by using the wrong thermostat. What I don't know is why the mechanic installed one of 88C knowing how hot summers are in Spain.

Guilty as Charged

QUESTION: Yesterday, I was driving the car and after about ten miles I noticed that the red light on the dashboard was on all the time. This has not happened before in the short time I have owned and driven the car. I have found out that this indicates a charging fault. I have cleaned the contacts on the dynamo with emery paper but this made no difference. Is the dynamo faulty or would there be another reason? In connection with my charging problem, I have had the dynamo tested with the engine running. It is putting out about 12.37 volts. This is probably not enough. I also had the control looked at and the mechanic thought that the contacts are not working properly. Should I replace the whole box? If so, which amperage is the correct one to buy i.e. 11 amps or 22amps? Alternatively, should I replace the dynamo or overhaul it with one of the kits available?



SPANNERMAN'S ANSWER: The charging fault could be the dynamo, the control box or a wiring issue. The problem may be finding a mechanic or electrician who understands DC charging systems and can test it correctly. If your car has a 'three bobbin' RB340 control box (underbonnet in front of the driver) a tool is ideally needed to carry out any adjustment of the cut-out, voltage regulator and the current regulator. Incorrect adjustment can cause damage to the charging system and/or battery. If you look on the 1100 website under Technical Information you can download the correct test procedure. (Lucas Generators and Control Box Tests). Unfortunately, checking that the dynamo produces 12.37 volts proves very little, and it could still be a dynamo, control box or wiring fault. With these systems, which were generally very good, the only safe way is to test the system as per the Lucas test sheet. The cause should then become clear. Overhauling the dynamo may not work either, unless you can get access to equipment to 'growler' test the armature for example. The correct control box should have '22 (amps)' marked on the lid, but the boxes can be adjusted to produce a range of outputs. If adjusted to produce more than 22 amps the normal C40 generator will fail. If the control box is at fault it is important that it is checked and adjusted correctly (or any replacement) ON THE VEHICLE, due to variations of wiring resistance etc.

Winter Storage

QUESTION: When storing my car over the winter, I have been advised to start it up about once a month to keep things moving. Would you agree with this advice?



SPANNERMAN SAYS: I don't agree with starting up the car once a month, as most engine wear takes place during cold starting. Frequent cold starts increases the oil contamination, and unless the car is driven each time, the plugs may foul up. I prefer to disconnect the battery earth terminal, to help prevent its discharge.

Spannerman's Technical Tips - No 8

Distributor vacuum units are often inoperative without owners realising. On the ADO16 they are fitted to advance the ignition timing whilst a car is cruising under a light load, to ensure best combustion of a weak fuel mixture and improve the fuel economy. Vacuum from the carburettor operates the unit when the throttle butterfly is partly opened, and its value varies with the engine load and speed. Other than pipe issues, failure of the flexible diaphragm within the unit is the most common fault, and can be checked by applying a vacuum and observing movement of the distributor base plate.



When the car is needed, remove the plugs and disconnect one of the small (LT) coil wires and crank the engine until the oil light goes out. Replace the plugs and refit the LT lead and then start the engine. This is much kinder to the engine. Depending on how the vehicle is stored, damp on the ignition can be an issue, so a squirt of WD40 may be useful here.

Fluid Situation

QUESTION: I am fully restoring a 1970 Morris 1300, and was wondering what coolant should I use. I also plan to use Dot 5 silicone brake fluid, because the system is completely clean of fluids and all components are new - is this OK?

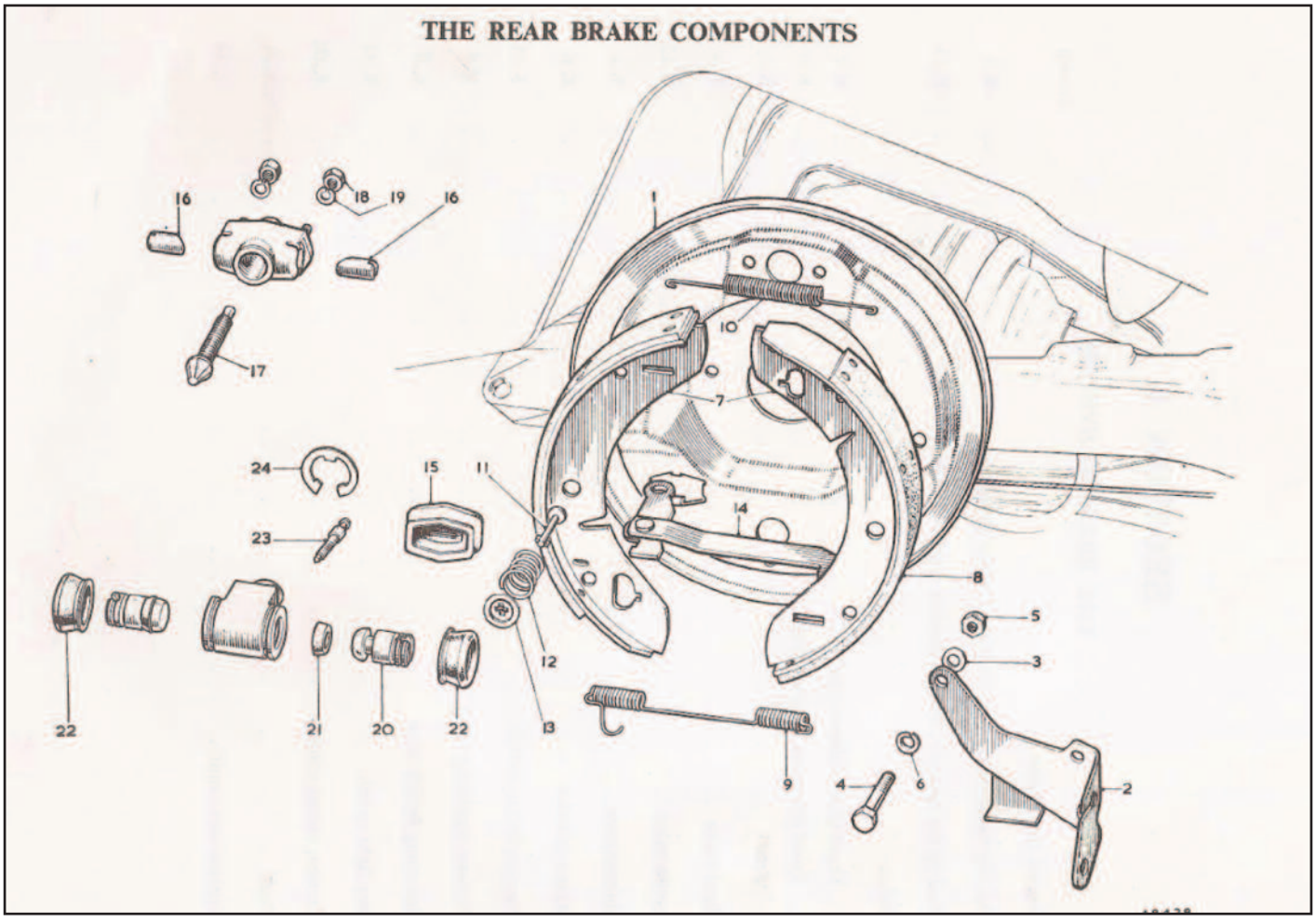
SPANNERMAN SAYS: Normal non-OAT (usually coloured blue) would be suitable for all of your cars. A common one used in the past was Bluecol. Originally many manufacturers recommended a mixture of 25% antifreeze in the UK, but the anti-corrosion properties of modern antifreeze is far better, so for many years 50% has been the norm. This will give greater protection against the coolant boiling as well as lowering the freezing point. Some experts don't like silicone brake fluid but I have been using it for at least 25 years and have never had a problem.

From the Workshop Manual

This time, we are taking a look at the rear brakes of the ADO16....without wishing to restart the Great Rear Brake Spring Debate that longer standing members will no doubt remember!

KEY TO THE REAR BRAKE COMPONENTS

No.	Description	No.	Description	No.	Description
1.	Brake plate.	9.	Shoe return spring.	17.	Wedge.
2.	Cable and hose bracket.	10.	Shoe return spring.	18.	Nut.
3.	Washer.	11.	Steady pin.	19.	Washer.
4.	Plate screw.	12.	Steady spring.	20.	Cylinder piston.
5.	Nut.	13.	Washer.	21.	Seal.
6.	Spring washer.	14.	Hand brake lever.	22.	Boot.
7.	Shoe assembly.	15.	Cylinder boot.	23.	Bleed screw.
8.	Lining.	16.	Adjuster tappet.	24.	Cylinder clip.

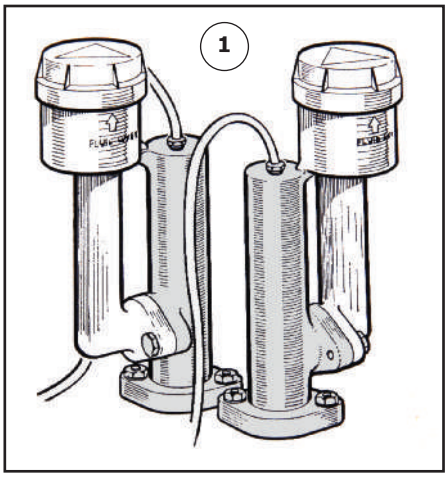


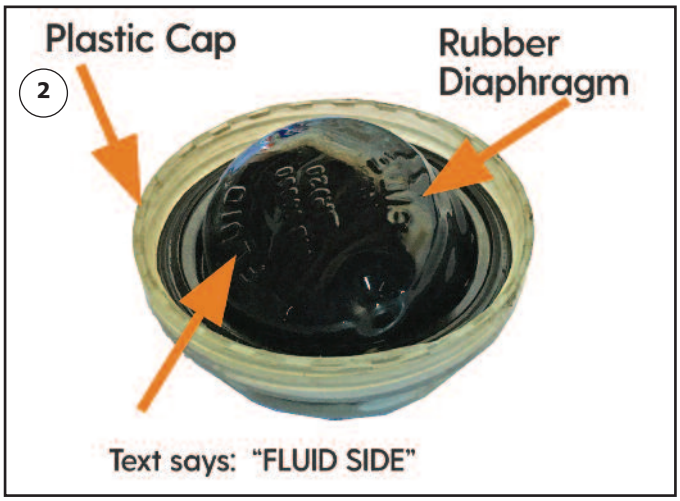
Tips From Down Under

This time Phil Rixon looks at the different master cylinders fitted to the Aussie cars



I have written before that 1969 was a year of change at the Australian factory. Not only did the 1100 find itself superseded by the 1500/Nomad, but alternators were adopted across the board (including on Minis) and a new design of master cylinder was introduced (**Photo 1**). Locally made, still vertically mounted and otherwise backwardly compatible, it was a completely new construction with a clear plastic reservoir bolted to one side. It wasn't just the ability to see the fluid level at a glance and better access for topping up that made these a step forward, but incorporated into the large plastic cap was an equally large rubber seal - not just around the perimeter of the cap, rather it formed a diaphragm that completely sealed off the fluid from the atmosphere (**Photo 2**). The cap had a pinhole vent, but the diaphragm allowed the fluid level to fluctuate without any new air coming into contact with the fluid, thus - minimising moisture absorption.



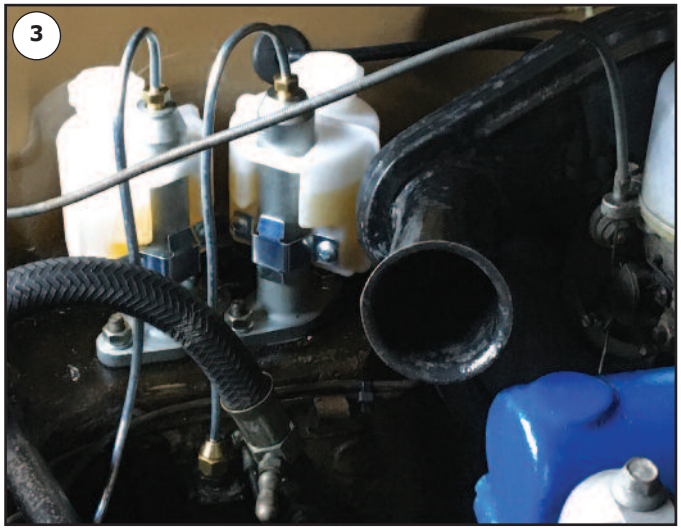


It is this cleverness of design and my preference for originality that has seen me go to great lengths over the years to overcome the fact that these have long been unavailable new. Many times I have managed to have master cylinders professionally reconditioned by the installation of a stainless steel sleeve which restores the original internal dimensions. As for the plastic reservoirs, I simply hoarded good secondhand examples whenever the opportunity arose.

The one downside to the design was that it placed the plastic reservoirs - particularly the caps - close to the underside of the closed bonnet. A few hours parked in the sun can see considerable heat radiated onto the plastic, with obvious consequences over time. On the plus side, swapping a cap is a five second job.

However, lately my supply of reservoirs has run out, so when some reproduction reservoirs became available, I bought a pair. They looked to be very accurate although they were a milky white material rather than properly transparent like the originals. Unfortunately though, I just haven't been able to make them seal effectively against the cylinders, despite new rubber O rings. It seems that the milky plastic has different characteristics to the original and it either flexes too much or not enough, I'm not sure which.

Anyhow, since functionality must take priority over originality in this situation, I have explored another approach and fitted the modern alternative to the tin-tank master cylinder which has a plastic tank around the cylinder - a small nod in the direction of originality and functionality since the fluid level can still be checked at a glance. It isn't a completely straight forward swap though. For the original type you must orient the brake reservoir forwards and the clutch rearwards - they won't fit side by side as the reservoir mounting flanges clash - and this way the clutch master dodges the air cleaner and hydrolastic hose that pass close by. For the traditional shape masters (tin or plastic tanks) they must both have the tank behind to avoid fouling the hydrolastic hose (**Photo 3**).



Some confusion can also arise because the internal bore diameter of the Aussie type can be either 0.7" or 0.75". The factory fitted 0.7" for brakes and 0.75" for clutch. Sometimes with the expectation of reducing brake pedal travel and improving pedal 'feel', a 0.75" may have been converted (by adding the internal restrictor valve) and installed for the brakes. For my purposes here I have stuck to the factory specifications and this has proven to be successful - and the constant seepage of hydraulic fluid onto the bulkhead has stopped!

Brake Master Cylinder: GMC171
Clutch Master Cylinder: GMC1008

One final point. If the brake lights stay permanently on, the pedal box mounted brake light switch may need a bit of adjusting. Some replacement switches can have a plunger which is just too short to make contact in the off position.

Membership News

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

Mr Keith Buckley	Shrewsbury, Shropshire	Vanden Plas
Mr Mike Davis	Sutton Coldfield, West Midlands	
Mr David Fleming	Tain, Highland	
Mr Frank Keohane	Croom, Limerick, Republic of Ireland	Riley Kestrel 1275
Mr John Manning	Ballyvolane, Cork City, Republic of Ireland	Austin 1100
Mr Andy Sharpe	Thornton-Cleveleys, Lancashire	Morris 1100
Mr Jeremy Thomas	Banwen, Neath Port Talbot	Vanden Plas 1300
Mr Michael Nolan	Bishop Auckland, County Durham	Morris 1100
Mr Marc Jaffe	Burlingame, California, USA	Austin America
Mr Paul Graham	Wigton, Cumbria	Morris 1100
Mr Sean O'Connor	Silsden, West Yorkshire	Austin 1100
Mr Gordon Penman	Fort William, Highland	Austin 1300GT
Mr Andrew Knutton	Mooroolbark, Victoria, Australia	Morris 1100
Mr Philip Geary	Colden Common, Hampshire	
Mr Colin Mumbray	Athea, Limerick, Republic of Ireland	Riley Kestrel
Mr David Ramshaw	Newcastle upon Tyne, Tyne and Wear	Morris 1300

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BL Autumn Rally

11th Annual Rally *'Celebrating BL's unsung heroes'*

Sunday 24th September 2023

Held at the Milton Keynes Museum



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FOR MORE INFORMATION
CONTACT TOM MORLEY
07899 864311
tommorley82@aol.com

Milton Keynes Museum, McConnell Drive, Wolverton, MK12 5EL

Prize Crossword No. 17

Congratulations to Brian Hauxwell, who was first out of the bag with fully correct answers this time! Thanks to all members who entered and thanks, as always, to Chris Hayward for compiling the crossword.



Classified Adverts

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

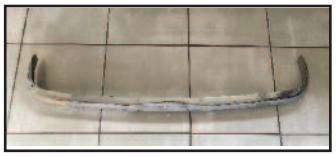
Cars For Sale

1971 Austin 1100, immaculate condition. £6950 ono. Contact David on 07468 613480 or 01304 363867 (St Mary in the Marsh, Kent)





Parts For Sale





Austin 1100 Mk II front bumper. Small dent on one end but chromework in good condition. Came off the Austin 1100 my dad reshelled from a write off in 1971 and has sat in my mum and dad's loft since. Free to a good home, but I ask that you make an appropriate donation to Ovarian Cancer Action. Collection only. Contact Kevin on 07973 639388 or kevinwebb12@gmail.com (Elsenham, near Stansted Airport)



Full set of seats from Morris 1100 Mk II. Good condition, minor blemishes. **Full floor panel** plus boot floor. **Bulkhead** with inner wing. Also assorted 1100/1300 parts, ring for details. Open to offers. Contact Bri on 01757 706322 or 07775176832 (Selby/York)



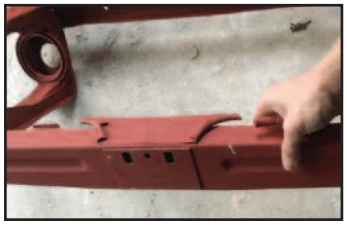


Pair of NOS rear door handles to fit all ADO16 models. Excellent condition and have never been fitted to a vehicle. £75 for the pair to include UK postage. Contact Paul at pkj926@gmail.com (West Sussex)



Rear subframe, has been shotblasted and repaired to an excellent standard, photos available of repairs. Ready to be painted and used. Can deliver locally. Contact Ryan on r.caulfield@hotmail.com or 07554 553820 (Cambridgeshire)





Wanted

Offside rear door, either new or a good used one or a door skin. Also **bonnet**, again new preferred but a rust free good used one would be fine. Contact Russ on russdownton@hotmail.com or 07419 376107 (Reading)

Full set of inertia reel seatbelts for my 1300 in black. Everything needed including the mounting brackets as looking to replace my existing fixed belts. Contact Nigel on 07956 149614 or nigeldavidpowton@gmail.com (Lancashire)

Wiper motor for 1965 Mk I Austin Morris. Contact Paul on 07407 275919 (Cumbria)

Dash top for Wolseley 1100 in Portugal, seems to be the same as a UK Austin Morris Mk II dashtop, see picture. Contact Virgilio on +351 939000150 or virgilio.cardana@sapo.pt (Portugal)



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