
Celebrating 60 years of the BMC 1100
www.the1100club.com
1962-2022
THE 1100 CLUB
www.the1100club.com
In this issue:
Sill Structure: Part II of our guide
Introducing 'The Gliderman'
Another 1100 Club display showpiece
Idle Chatter
CLASSIC & SPORTS CAR
CLUB AWARDS 2018
LANCASTER INSURANCE
WINNER!
Club Magazine of the Year
Idle Chatter, The 1100 Club
DRIVE IT DAY
SPRING SHOW
Details Inside
FKG 383M
January-February 2022
The magazine for members of the 1100 Club
www.the1100club.com

Contents

04 AREA AND OVERSEAS CONTACTS
05 CHAIR CHAT, LOOKING BACK
06 1100 CLUB REGALIA
08 IN BRIEF
11 MEMBERSHIP RENEWAL INFO
12 AREA UPDATES
13 FROM OUR SOCIAL MEDIA
16 FROM THE EVENTS DIARY
18 RUNNING REPORTS
23 RESTORATION SNIPPETS
26 FROM THE FBHVC
28 THE GLIDERMAN
30 SUSPENSION ON DISPLAY
32 MODEL ANSWER
33 1100 CLUB PARTS, OFFERS AND DISCOUNTS
34 MY OTHER CAR IS....
36 THE ADO16 FAMILY: PART TWO
38 WHEN HARRY MET PEGGY
39 FROM THE QUILTER COLLECTION
40 SILL STRUCTURE....
44 TECHNICAL TIPS AND ADVICE
45 TIPS FROM DOWN UNDER
46 MEMBERSHIP NEWS, CROSSWORD No. 15

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18th March 2022

Ed Lines



Welcome to the first Idle Chatter of 2022! Happy new year, and I do hope that you are safe and well as you are reading it.

As always, there is a lot to read in this edition, including the second instalment of Lee Robinson's detailed guide to the ADO16 sill structure. I don't know about you, but not being a bodywork expert I have learned a huge amount from it, not least thanks to his excellent and well explained photos. I also can't quite believe that Phil Rixon is still coming up with such useful technical snippets about our Aussie cars after all this time - thank you Phil for spending so much time on this month after month on top of your webmaster responsibilities, it really is appreciated. On the subject of Australia, we have the second segment of our re-run of the enjoyable 'ADO16 Family' feature from the now sadly defunct 'BMC Experience' magazine in this edition, plus a lovely Ford Escort belonging to long-time member Anthony Symes as our 'other car', the next chapter in the hilarious Peggy saga, a wonderful new display piece by the legend that is Mr Tony Cole and....wait for it....a look at one of the most extensive collections of restored ADO16 parts I think I've ever seen.



In other news, lots of you know that with my background in Geography I am keen to ensure I do what I can for the environment, with regard in particular to climate change, which I genuinely believe is going to be the biggest challenge we face over the next few decades, very much in our lifetimes. Burning fuel in our cars doesn't sit well with this concern, of course, so I was delighted to hear of the new carbon offsetting scheme that the FBHVC has bought into. I immediately went onto the website and offset the carbon of my classics for the next year, based on my estimated mileage, and was pleased to receive a sticker for each of them to show this had been done. The money will go towards the planting of UK woodland. It's not quite as good as avoiding the fossil fuels completely, of course, but it's the next best thing.

Dave Wilkins
magazine-editor@the1100club.com

FRONT COVER

ALEX LEE IN COUNTY DURHAM IS NOT AFRAID OF TAKING HIS CARS OUT IN THE SNOW!

REAR COVER

ON THE OTHER SIDE OF THE WORLD, PHIL RIXON'S MORRIS 1500 IS ENJOYING THE SUNSHINE AT GOSFORD, NSW, AUSTRALIA

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

Club Information



HONORARY PRESIDENT
Sue Johns

Your Club Committee



CHAIRMAN
Robbie Claydon
Tel: 020 8575 5479 or 07952 167173
chairman@the1100club.com



VICE CHAIRMAN
Ray Hardcastle
Tel: 01285 711395
vice-chairman@the1100club.com



GENERAL SECRETARY
Oona Robinson
Tel: 07764 372089
general-secretary@the1100club.com



MEMBERSHIP SECRETARY
Koren Maddison
61 Ambleside Road, Lightwater
Surrey GU18 5UH
Tel: 01276 476818
membership@the1100club.com



CLUB HISTORIAN
Chris Morris
Tel: 01162 714697



MAGAZINE EDITOR
Dave Wilkins
29 Grafton Way, West Molesey
Surrey KT8 2NW
Tel: 07779 871665
magazine-editor@the1100club.com



EVENTS CO-ORDINATOR
Lee Robinson
Tel: 07943 842166
events@the1100club.com



REGALIA SECRETARY
Fernand Pinckney
33 Nightingale Road, Edmonton
London N9 8AJ
Tel: 020 8805 2239
regalia@the1100club.com



TREASURER
Rob Manton
treasurer@the1100club.com



SAFEGUARDING OFFICER
Gordon Diffey
safeguarding@the1100club.com



WEBMASTER
Phil Rixon
webmaster@the1100club.com

Website Password

cowley-factory

Technical and Spares Support for Members

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

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

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

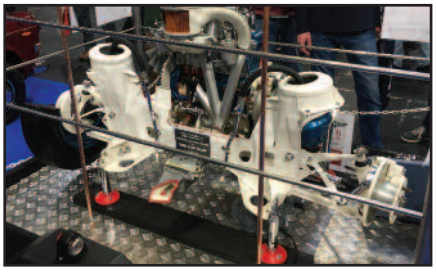
Brand new front wings are available from Lee Robinson on events@the1100club.com or 07943 842166

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

1100 Club Heritage Preservation

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





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

Classified Advertisements

All advertisement enquiries to: advertising@the1100club.com

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

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

'The 1100 Club' @The1100Club THE1100CLUB

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

Area and Overseas Contacts

Area	Contact	Contact Details	Meeting?
Essex	Tony Cole	020 8500 7059 or 07979 998627 essex@the1100club.com	Last Wednesday, *The King and Tinker*, Enfield (EN2 9HJ)
Hampshire	John Norris	07896 639640 (text preferred) hampshire@the1100club.com	Contact John for more details
Hertfordshire	Harvey Foster	01763 261250 hertfordshire@the1100club.com	First Wednesday, 8pm, by arrangement
Manchester	Paul Tubby	07905 905486 manchester@the1100club.com	Contact Paul for more details
Midlands	Chris Johns	07899 923149 midlands@the1100club.com	Third Wednesday, 6pm, *Caffeine and Machine*, Ettington (CV37 7NS)
Norfolk/Fenland	Lee Robinson	07943 842166 norfolk-fenland@the1100club.com	Contact Lee for more details
North Yorks and North East	Howard Ellis	01609 780445 northyorks@the1100club.com	
NW London	Robbie Claydon	020 8575 5479 or 07952 167173 nwlondon@the1100club.com	
SE London/ NW Kent	Stephen Carr	01322 528843 selondon-nwkent@the1100club.com	
Somerset and Wiltshire	Mike Franklin	01761 418310 or 07866 956787 somerset-wiltshire@the1100club.com	
South Wales	Nick Atkins	07584 408439 south-wales@the1100club.com	
Surrey	Dave Laing	07727 270554 surrey@the1100club.com	First Thursday, 8pm, *Marquis of Granby*, Esher (KT10 9AL)
West Midlands	Dave Shortland	0121 453 1748	
West Sussex	Tony O'Kavanagh	01903 367992 or 07746 322023 west-sussex@the1100club.com	
Wirral	Stefan Michalak	07731 544127 wirral@the1100club.com	
Worcestershire	Michael Balfe	07810 560409 worcestershire@the1100club.com	

Country	Contact	Location	Phone/Email
Australia	Phil Rixon	Gosford, New South Wales	australia@the1100club.com
Japan	Hiroshi Tachika	Shiga	+81 775 73 1602 japan-rep@the1100club.com
Lithuania	Mike Buckle	Pasvalys	+370 (613) 89728 lithuania@the1100club.com
New Zealand	Kevin Kershaw	Albany, Auckland	+64 09 4433124 or +64 027 2904070 newzealand@the1100club.com
Portugal	José Carlos Magalhães	Parede, Estoril	(+351)938097015 portugal@the1100club.com
Switzerland	Christian Rutishauser	St Gallen	+41 79 420 9881 switzerland@the1100club.com
USA	Dr Tom Gaylord	Atlanta, Georgia	(404) 261-5083 usa-representative@the1100club.com
USA (West Coast)	Kelly Wood	Portland, Oregon	1-503-679-2766 usa-westcoast@the1100club.com

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

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

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

Help your club!

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

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

Chair Chat



Hi everyone, I hope you are all well and enjoying the start of 2022. I was speaking to many of you over the Christmas period and it seems that a lot of you have new year resolutions which involve your car in some way or another. Just fantastic! Do remember to write up what you're doing and send to our editor Dave for inclusion in Idle Chatter.

I'm hopeful this year will see us all get back to some kind of normality. I'm pleased to report that the 1100 Club and its members have been invited to Cowley for our Spring Show on Drive It Day. There are more details elsewhere in this issue, but I'd like to thank organiser Tanya Field for the invite and also Tom Morley for facilitating it. I hope to see as many of you as possible there.

This is also for many of you the first magazine you'll receive after renewing your membership for another year. Thank you for your continued support. I hope, like me, you found the new way of renewing your membership online quick and easy. There are always a few teething problems with a new system, but thanks to the hard work of Koren, our membership secretary, the task of renewing is easier now for most of us.

On the subject of membership, I'm pleased to say that our membership levels have recently been the highest we have seen for years. I'd like to thank the excellent committee that we have for all their hard work in helping to achieve this, but also thank each and every one of you for continuing to be a member. Your membership fee really does make a difference and helps us with projects such as the remanufacture of parts etc. Thank you also to all those that promote the 1100 Club at shows, mention us on social media and are always willing to assist fellow members in any way you can. Thank you.

That's it from me this time. Happy new year everyone!

Robbie Claydon
chairman@the1100club.com

Looking Back

Memory Man is north of the border, admiring an architectural triumph!

This picture appeared on the 1100 Club Facebook page recently, courtesy of ARonline, whose owner Keith Adams has kindly given his permission for it to feature here. It is a view of the Golden Eagle Hotel, part of the town centre buildings of Cumbernauld in North Lanarkshire, Scotland, and was taken in 1975. Cumbernauld, originally just a village, was designated as the site of a New Town in 1955 and expanded rapidly over the next forty years. The hotel was opened around 1967 and closed not much more than ten years later, to be followed by demolition after a vehicle crashed into it. The buildings to the right of the hotel survive to this day, although redevelopment appears to be in the offing.

As it is a later view than those featured recently, there are a greater number of imported cars to be seen. Starting at the lower right-hand side there is a VW Beetle, a Ford Anglia 105E, a Morris Marina, a Hillman Minx (Arrow), a Ford Granada (or possibly Consul) and maybe another Marina.

In the next row, in splendid isolation, is a Morris 1100 Mk II, one of two ADO16s in the picture, and hence the reason for the selection of the picture for this issue of Idle Chatter.
In the next row, from left, is a Ford Cortina Mk II Estate, a Saab 99, a Ford Cortina Mk I (Aeroflow), a Renault 10, an Opel Manta A, a Saab 96, a Ford Cortina Mk II saloon, an Austin or Morris 1800, and at the far end, a Ford Cortina Mk III.

In the row behind that, beginning with another Morris Marina, there is a Renault 5, perhaps another Saab 99 with a chromed wheel arch, a Ford Zodiac Mk III, a Vauxhall Viva HB, then, after a gap, a Mazda 1000, a Chrysler 180, another Renault 5 and another ADO16. Parked at the back, by the hotel wall, is a Vauxhall Victor FD, a Morris Minor 1000, possibly an Austin Maxi, and finally a Commer PB van - perhaps ex British Telecom. Outside on the Central Way is a 'Fridgelink' articulated lorry. Fridgelink was based in Liverpool and was presumably delivering to one of the local supermarkets. Behind it is an FX4 taxicab.

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



1100 CLUB REGALIA for 2022



Mousemats
£3.50 - By Post £5.50
or
Mugs
£6.00 - By Post £10.00













When ordering Mugs or Mousemats please state: Morris, Riley, Wolseley, Austin, MG, VDP or GT

Keyrings
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Baseball Caps
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Sticker
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3XL	54 in	137 cm
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Black, Navy and White only

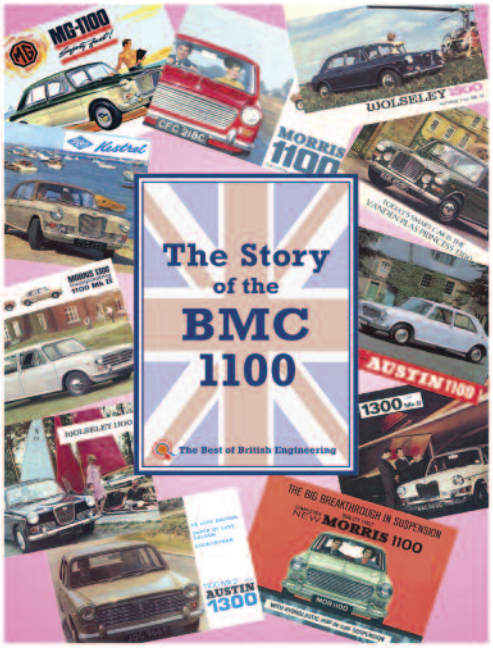
Colours for rough guidance only

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

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

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

1100 CLUB REGALIA for 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.

Overseas orders to be placed on **www.the1100club.com**

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(These images are for reference only)



In Brief



News, views and stories from the world of ADO16s

Sixty Years of 1100s



Can it really be sixty years since the ADO16 was launched? It certainly can, and we will be marking the occasion this year with our National Rally and various historical features in the magazine too. To start with, how about this picture of 'Launch Day' at W H Alexander, Newtownabbey in Northern Ireland. The team certainly look very proud of their new products!

Cash or Car?

It has come to my attention in the last year that a lot of members are selling their 1100s or looking to buy 1100s, and as area contact I have been contacted by quite a few people from the local area asking if I know anybody who wants a particular car or anybody who is selling one. On quite a few occasions I have been able to pair up members and all have been pleased with the outcome.

This got me thinking that it might be a good idea for the 1100 Club as a whole if I started an ongoing record of all cars for sale and all cars wanted by members. The 1100 Club would not be involved in recommending any car or passing opinions on cars or prices, but 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.

I do know that we run adverts in Idle Chatter and on the website, and these will still continue, but if I collect all the info of wanted and for sale in one place it may work out better for all, so let's give it a go. You can contact me on 020 8500 7059, 07979 998627 or via email on a brand new email address, cashorcar@the1100club.com

Turbo Tony (Cole)

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

Compliments from Norway

Dave, since you are the editor of Idle Chatter I want to compliment you for the good work you are doing. It is always a good day when the magazine arrives in my mailbox. When I am finished with it, I lend it to the grandchild of the former Leyland dealer here in Kristiansund, who is also an eager reader. He has a few pictures from the early 1970s which he inherited from his grandfather. I enclose three of them which you might want to use in Idle Chatter.







Hans Jørgen Wimpelmann

Seeking DVD

Member Tom Carter is looking for a copy of a DVD called 'Bodywork Restoration Tutorial' by David Gardiner. Can anyone help?

Nice Picture



Derek Porter has shared this picture with us, from an original spotted for sale on an eBay auction. The car is parked outside the Le Versailles Hotel in Nice, on the Boulevard Princess Grace de Monaco, and the hotel still exists - the ramp is clearly visible on Google Streetview! Derek wonders whether anyone would fancy the challenge of recreating an equivalent shot today, with their MG 1100 or even another model of ADO16?

Bangers and Flash

The 1100 Club had a call from the team behind Bangers and Cash, desperately seeking an 1100 at quite short notice to take some shots of the interior. We asked for help on our Facebook page and member Daniel Basham quickly came up trumps! It was for a crime drama that will go out on Sky Crime, looking at Wales' first recognised serial killer. Thanks to Donny Stigalike on Facebook for the picture of the shoot in process.



Wood You Believe It?

As a previous member of the 1100 Club, I acquired various 1100 related items over the years, including this wood model of the 1100. I purchased it over ten years ago from an ex-student at Oxford University who retrieved it from a skip! Being made of a hard wood and at approximately 1/6 in scale, it is quite heavy. I have included a photo of the model alongside a hydrolastic displacer to give you an idea of size.



I have also included a link to an article that appeared in the Oxford Mail back in 2013:
https://www.oxfordmail.co.uk/news/10202446.mystery-wooden-austin-1100/

Anyway, the model is now for sale and offers are invited to purchase the item. Offers, additional information and photos can be directed to my email address at markyb70@hotmail.com. Collection would be preferred, but a courier could be arranged at the purchaser's expense.

Mark Bowen

Snow Joke



Thanks to Alex Lee in County Durham for these shots of his fleet shivering a bit in the snow.

Little and Large



Richard Barrett in Santa Fe, New Mexico, has sent us this great picture of his 1964 MG Sports Sedan facing the beast that is a 1964 Chevy Impala! Do you think the big fella might need a pump up?

Caption Competition

Geoff Eastwood in Sydney sent us this picture of his 1300 GT being used in a little bit of advert filming!



In the last edition of Idle Chatter we invited you to send in witty captions for the picture, and we very much enjoyed receiving these:

"Stop, stop! I've run out of juice! Can you spare some for my ADO16?" *Paul Twidale*

"Taking the pith" *Ian Gaffney*

"Stop at the next corner, Gov, and I'll clean your windscreen." *Mike Owen*

"I'm not a number, I'm a free man." *Steve Poulton*

"You know what they say about yellow snow; so much for the idea of building a giant snowman!" *Roy Dowding*

Had Our Chips?



Approximately twenty-five years ago I bought a Vanden Plas 4 Litre 'R' in the neighbourhood of Cambridge. The seller had two more Vanden Plas examples in the same





colour scheme, registered as CHIPS 1 and CHIPS 2. Does anyone know anything about these cars or what became of them?

Cornelis van Langelaar

Please drop me a line if you do! Ed

Garage Fire

Long time 1100 Club member Ross Beddoe in Victoria, Australia, has sent us these before and after pictures of his garage and workshop.





Ross spoke to Koren on the phone and told her that the fire was caused by an electrical fault - he was awakened one night about a year ago by some popping and banging and a bright light, went out to have a look and found the garage ablaze.





Ross tells us he's slowly getting it sorted out, although he lost pretty much everything inside. Luckily the red car in the 'before' pictures wasn't there at the time as it was being worked on at a friend's house, but as you can see one ADO16 was destroyed. We're very sorry this happened to you Ross, and wish you all the best.

Cars Needed for Magazine Feature

As this great car approaches its sixtieth birthday, I am planning a major shoot for 'Classic and Sportscar' magazine in celebration. It will take place in March or April, on a day to suit all the owners, and so I was wondering if any of the following would like to take part:

Early Morris 1100
Austin or Morris 1100 or 1300 Countryman/Traveller
MG 1300 Mk II
Riley Kestrel or 1300
Vanden Plas 1100 or 1300
Wolseley 1100 or 1300
Austin Apache or Victoria

As to location, I was thinking Gaydon or Bicester, but, again, I can be flexible. Many thanks again.

Andrew Roberts, Motoring Journalist

Andrew already has some members signed up to help out, but this is likely to be a moving picture depending on dates etc so please do drop him a line if you would be interested in taking part, even if your car is slightly different from those listed above. Andrew can be contacted on 07923 896530 or eastcheamsid@gmail.com Ed

BMC Blogger

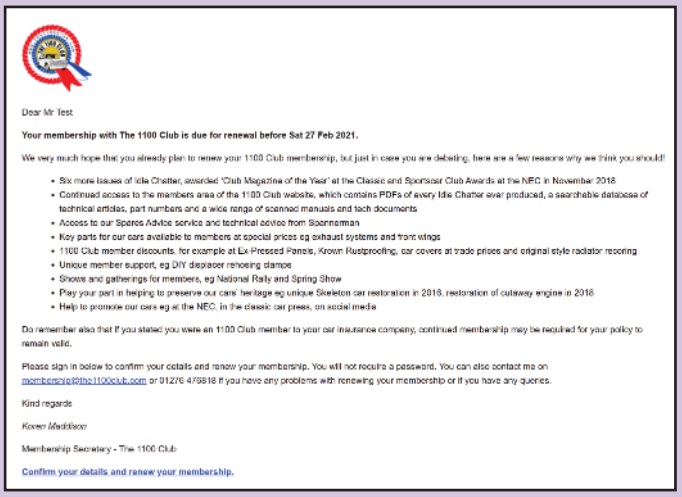


Some of you may remember reading an article by Andy Ibbotson in Idle Chatter a while back, telling us the story of RGT, the Mk III that he owned and loved, then sold, regretted, and finally relocated and bought back again, sadly in a much worse state than when it was sold. The car has now joined the queue for restoration, although he is currently busy with his late dad's Mini and other projects. Andy has launched a fascinating and inspiring blog of his restoration progress, which you can find here: https://britishclassiccars.wordpress.com

Your 1100 Club Membership

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

When your membership is coming up for expiry and we have your email on file, you will receive an automated email from Koren 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 rehousing 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 2016, 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.

Kind regards

Koren Maddison

Membership Secretary - The 1100 Club

Confirm your details and renew your membership.

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

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

Area Updates



Essex

Hello from the Essex mob. Well, here we are in 2022 - happy new year to you all. We're still not sure what this year holds, but we will continue with our planning and just hope and pray that we get to some shows and meetings, and get some jobs done on our cars. Our first one planned is Drive It Day in April.

Our Christmas meal went very well with a good number coming, and our quiz was won by Matt. We have not been thrown out of the pub so will be going back in January, hopefully to continue on with the show dates and to get our list of the ones we're hoping to go to.

I have now completed the front suspension showpiece, but I'm not sure how we are going to move it about yet. (*See article elsewhere in this issue. Ed*) On the car front, I am going to fit a new clutch in 'Wilma', Wolseley 1300, as she has now done 35,000 miles on the current one and that's when I like to replace them as she also tows and I prefer to fit them before they give trouble.

Terry 'The Bus' is making good progress on 'Tango' the estate and it's coming together nicely. He has fitted the steering rack, brake and hydrolastic pipes, wiper wheel boxes and front subframe; at present he is overhauling the rear one ready to fit. Good progress so far. Terry 'The Dust' is further along and is also making good progress on his blue GT; most of it is now together and running, with new carpets, interior headlining and vinyl roof fitted and the end is now in sight. The seats are being fitted and the four doors are to go on, plus the dash to fit and then it's as good as done. 'Farside' Jack has sold his 1100 plus trailer to Daniel (another Essex member) and instead has a Wolseley 1300 automatic. He's sorted out the gearchange and that is now working OK; he is polishing and buffing the bodywork and has named it 'Jaffa' owing to it being red like Tango. I just can't wait to see all of these cars, together with the MG being completed by 'The Professor' and 'Panic's' VP and Wolseley - these six together should make for a great photo. 'Panic' (Mark) has controlled himself and has settled on just three ADO16s, so now has his work cut out to keep them up to par and looking spick and span.

Boy, we're going to have some really great cars together this summer and should get a lot of photos in the magazine for you all to see. Hope to see a lot of you and your cars this summer; let's keep our fingers crossed it's a hot sunny one.

'Turbo' Tony Cole
essex@the1100club.com

Hampshire

Hello and happy new year from the Hampshire area 1100 Club. Over the past year we have attended many shows, Covid compliant of course, including monthly meetings at Port Solent, Classic Car Sundays at Alton and Locks Heath Car Club.





The most memorable show last year was the BMC Leyland Show at Gaydon's British Motor Museum, where we were kindly invited by Chris Johns, the 1100 Club's Midlands area rep. This was a hot and sunny day and was very well attended, catering for all BMC and Leyland cars - it was nice to see everyone and we hope to visit again in 2022.



We also attended the Goodwood Breakfast Meet and the Simply British Classics show at Beaulieu, to name a few.

This year we hope to attend many more events and hopefully include other 1100 Club areas. Please see our Facebook page for event information updates. The year marks the 60th anniversary of the 1100, so let's all dust off those cars, make an effort and be show ready for a busy year ahead.

This year we will combine our monthly meeting with an event on the second Thursday of the month from 7.30pm April to October at the Strawberry Field Tavern, Locks Heath Centre, Centre Way, Southampton, SO31 6DX. This is a local classic car meet with a good mix of vehicles - nothing better than to chat to fellow enthusiasts and enjoy a beverage on a warm summer's night!

Stay safe everyone, and see you soon.

John Norris
hampshire@the1100club.com

Surrey

Hello all, and happy new year from Surrey! The beginning of December saw us at the Marquis of Granby as usual. Mike brought some more pictures of his ongoing restoration of Koren's orange car, which has needed extensive bodywork repairs. It is now being refitted with all the parts removed for the bodywork restoration. It should now drain down properly from the heater bulkhead too!

Our Christmas meal was held just after New Year at the Marquis on Friday 7th January, as no further restrictions were in place. Unlike most years where we occupy two big tables, we had only six attending. The meal was very good as usual there and service excellent. There was no

quiz or 'mystery part' competition due to the low numbers attending. The picture was taken by Dave W, which is why he isn't seen. *Best for all concerned! Ed.*

As I write this, it's looking like the February meeting will be held as normal at the Marquis (things do seem to be slowly improving) but if there is any change to that please let me know if you intend to come so I can update you. We are hoping to have a Spring Show to look forward to celebrate Drive It Day (24th April) but no confirmation of this or a venue as yet. *There is now, Dave! Ed*

Dave Laing
surrey@the1100club.com



From Our Social Media



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

Ian Morton has been keeping us well supplied with interesting ADO16 pictures on the Facebook page. This one is from 1964, and shows the Palace of the Maharaja of Mysore in India.



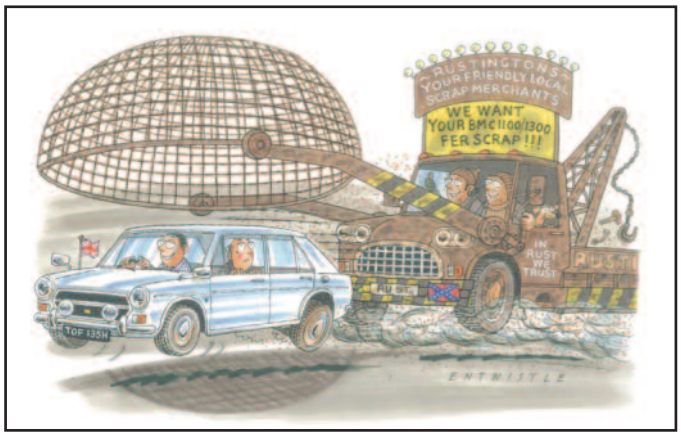
Also from **Ian** is this rather accessorised ADO16! Sadly we don't know anything about it at all, but it's definitely eye-catching!



We spotted this 'wannabe' GT in Malta posted on the 'Lovely Old British Cars' Facebook group by **Edoo Naseem** and shared it to our page (see above top right).

Joel Crooker posted this rather amusing cartoon (above right) on the page, which led to a few follow-up comments asking why it was a Mk III on 'H' plates and also whether it had been fitted with independent rear suspension!





Colin Richardson posted a picture of his first run out in 2022 with OJB. You may remember reading about the restoration of this car in our 'Running Reports'.



Nick Atkins posted the picture below and wrote: "OK, so this is a long shot....I own the Riley and have some history of the car. This photo came with the car as well as some others showing lots of awards the car won, which sadly didn't come with the car when I bought it. If anyone recognises the previous owners or has any history, it would be great to know. Thanks everyone."



Andrew Wemyss shared this picture below of a stunning machine he spotted in Malta.



Ian Morton wrote: "The picture below shows 'Gelignite' Jack Murray and Evan Green on one of their many competitive trips around Australia. The reason why Jack Murray was known as 'Gelignite' Jack was because if he found the route was blocked, he would then clear it with some Gelignite."



To the right are some more recent Facebook posts from members and page followers....







Chris Cowin posted a very interesting piece of ADO16 history on his 'British Leyland Chronicles' Facebook page, which we were very pleased to share: In the 1970s, both Leyland Authi in Spain and Leyland South Africa built a 'three box' saloon based on the ADO16 (Austin 1300) but restyled by Michelotti - the Spanish Austin Victoria, pictured here, and the (near identical) Austin Apache in South Africa. In both those countries, Leyland was forced to manufacture cars locally as import controls rendered built-up imports, or CKD kit imports, for mere 'assembly' uncompetitive, yet a small market made it hard to justify investment in manufacturing an all-new model. In both those countries, substantial investment had been made in the 1960s to manufacture the ADO16 and it made sense to try and prolong the usefulness of that investment. Hence the 1275cc Austin Victoria and Austin Apache, which had no role to play in the marketing plans of British Leyland beyond Spain and South Africa respectively.



Or did they? As seen here, the Austin Victoria was officially marketed in Greece - apparently in the base (single headlight) specification. Greece was a good (if small) market for roomy saloons with small engines (for tax reasons) and in later years they were keen on the Montego 1.3, so one can see the reasoning behind these exports. Greece appears to have been the only official export market for the Victoria (unless somebody knows better) though examples have been spotted elsewhere including Mauritius and various European countries, presumably imported privately. Cars, being cars, move around. I'm not aware of any official exports of the Apache beyond South Africa - although one can imagine some may have been sold new in Rhodesia (as it then was) and possibly elsewhere in Africa (although most African countries barred imports from South Africa in that era). Neither the Austin Victoria or Austin Apache were ever marketed in the UK, where an all-new successor to the ADO16 was launched in May 1973 as the Austin Allegro, reflecting the constraints outlined above, the Allegro was not manufactured in either Spain or South Africa, and was not available in either of those countries in the mid-seventies. In later years, after Leyland lost control of Authi, the Austin Allegro was notionally in Spain as an expensive import.

Translated by Philip Daskas, the text in the Greek advert reads: *The new model of Austin is an elegant, very comfortable car. Its dimensions - 4.03m length, 1.54m. width - and its transverse engine placement save plenty of usable space for passengers. It has four doors and an extremely luxurious cabin with very comfortable, adjustable seats. It is, however, a relatively affordable car, which costs about 160,000 drachmas. It has all the unquestionable advantages which have made Austins the most popular cars in the past fourteen years. The wonderful Hydrolastic suspension, the perfect roadholding, the safety provided by front-wheel drive, the famous powerful engines, the affordable parts and it consumes one tank in 240 kilometres. Another advantage of the Austin Victoria is the very spacious boot, the biggest in its class. You could even mention the radial-ply tyres, the double hood catch, the two-speed engine cooling fan and many other characteristic details. But all these can be summed up in a few words - a proper, affordable and very carefully-made car.*





From the Events Diary



News of the 1100 Club's Spring Show for Drive It Day at a very special anniversary venue, plus some pics from member activities on New Year's Day

1100 Club Spring Show - 24th April 2022

The 1100 Club has been cordially invited by Tanya Field to put on a display of cars to celebrate sixty years of the ADO16 at the old Morris Motors site in Cowley on Drive It Day, which this year is 24th April.



We are pleased to accept this invitation and designate this event as our Spring Show - now all we need is for you to come along and join us and make this the biggest display of 1100s and 1300s the plant has seen since its heyday!

The Cowley factory is now known as 'Plant Oxford' and is located south east of the city. It is currently a BMW car assembly facility where Mini cars are built; the plant forms the Mini production triangle along with Plant Hams Hall, where engines are manufactured and Plant Swindon, where body pressings and sub-assemblies are built. The original Morris Motors site at Cowley had three manufacturing plants, now separated by the eastern Oxford Ring Road and B480 road. The present site of Plant Oxford was the car body manufacturing business of the Pressed Steel Company, later known as Pressed Steel Fisher, which was founded in 1926. The north and south car assembly plants were originally Morris Motors plants, later part of British Leyland and lastly of the Rover Group. The whole site was reorganised in the 1990s and now only the original Pressed Steel Company portion of the factory still remains.



Tanya explains more about the history of the Drive It Day event: "I have put on Drive It Day events at Cowley since 2014, although due to Covid they haven't happened for the last couple of years. The idea is that Cowley is a free venue for classic car drivers (all makes and models) to drive to, pop in for a cuppa, look round the small museum, pop to the loo and chat to fellow enthusiasts. I also invite the local community, many of whom are past and present Cowley employees who enjoy looking around the museum, the cars and chatting to their owners. If possible, I like to have a display of cars to celebrate a Cowley anniversary, so this is where the 1100 Club comes in. In previous years we have celebrated thirty years of the Montego, forty years of the Princess, thirty years of the Rover 800, forty years of the Rover SD1, fifty years of British Leyland and fifty years of the Maxi, and I have been very lucky as I have been supported by all the various clubs in putting on these displays."



So how will it all work on 24th April this year? Tanya continues: "While the event runs from 10am to 4pm, the day has a very relaxed and informal feeling, so whilst it would be great to have a display of 1100s from about 9.45am to 3.30pm, it really doesn't matter if members come later or go earlier. We usually have a cake at some point in the day because everyone loves cake! There are basic refreshments available all day, so tea, coffee and biscuits which are free of charge (we do have a charity collection bucket) but there isn't anywhere to buy food so I recommend that people bring a packed lunch if they're staying for the day. However, if people forget, there is a Tesco and M&S just a quarter of a mile away, on part of the factory site that was sold and redeveloped."

Entry to the event is completely free, and there is plenty of space for 1100s to be on display, right outside the factory itself (which might be first come, first served) and just across the access road in the huge employee car park outside T Building, which is pretty much empty at weekends.



Please, please do come along and help us to create a superb show of our cars, plus of course get our cars out and about on the roads for everyone to see on Drive It



Day, when there should be lots of other classics out and about too. The show entrance is 'Gate 7' of Mini Plant Oxford - it turns off Horspath Road, which comes off the A4142 bypass road - head for the 'Mini Plant Oxford' marker on the map above.

If you have any other queries, please drop us a line on info@the1100club.com and we will do our best to answer them.



New Year's Day





Ian Gaffney took FYF for a spin on New Year's Day and ended up at this little gathering at the Three Horseshoes, Knockholt (above).

Terry Price also shared a picture of his car on show at Tabors Farm in Rochford, near Southend (above right).





Running Reports

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

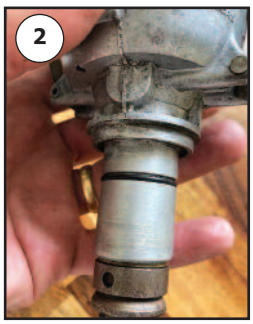


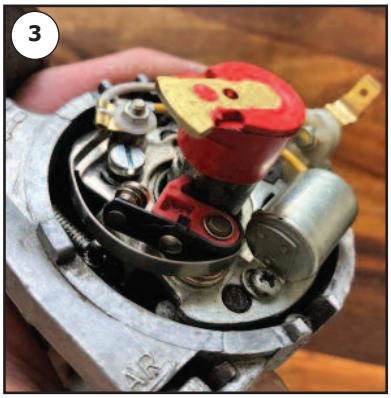


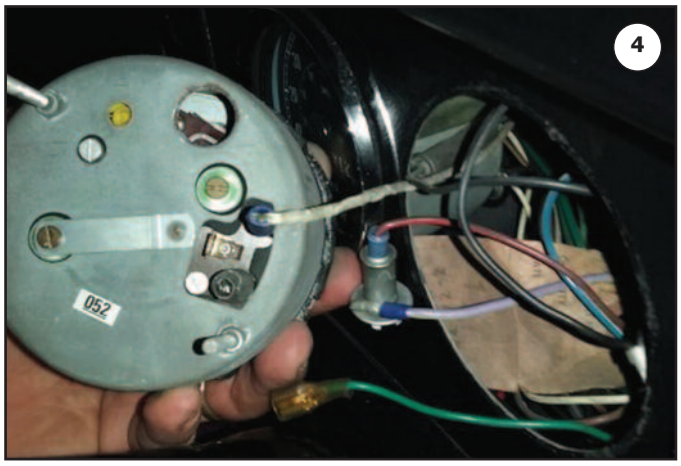
Greetings, and welcome to my first Running Report of 2022. May I offer my best wishes to everyone for an excellent new year. When I completed my final submission of 2021 to Idle Chatter, I honestly thought I had scraped the bottom of the GT barrel and had run out of topics to write about. Such are the surprises of classic car ownership that I now find I do have more to say. Collective groans all round! *Not at all Andy! Ed*

In the Nov/Dec issue I mentioned that the electronic ignition module fitted within my distributor had suddenly and unexpectedly failed, although fortunately not whilst driving. This set up was inherited with the car when I bought her, and up until this point had not given any problems. So what to replace it with? My friend the mechanic suggested a kit called 'Magnetronic' from the Lumenition company, examples of which he has fitted to his Morris Minor, Triumph Herald and VW Camper van, all with complete success. He has found them to be very reliable in use, and being electronic, once set up they require no further attention. However, after lengthy deliberation and consulting with a more knowledgeable club member (thanks Paul T) I decided to return the car to its original factory specification, that is points and condenser. Considering the very limited mileage the car covers it was agreed this would not be a retrograde course of action. A genuine secondhand Lucas distributor specific (I believe?) to the GT was sourced on 'fleabay' (**Photo 1**) and my mate the mechanic kindly gave it a careful once-over, declaring it fit for purpose (**Photo 2**). From what I have been told, the distributor fitted to the car was an aftermarket type already fitted with the electronic ignition module. New points, condenser, rotor arm and low tension connector were fitted (**Photo 3**) and the 'new' unit was installed without fuss. The new components were obtained from a supplier recommended to me called Distributor Doctor, and I understand the points are fully compatible with the recently installed high output Bosch coil. After a review of the mechanical and vacuum advance operation and a check on the timing, she fired up and ran sweetly.

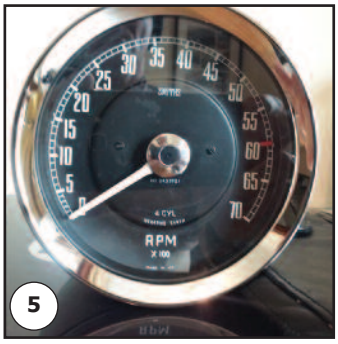




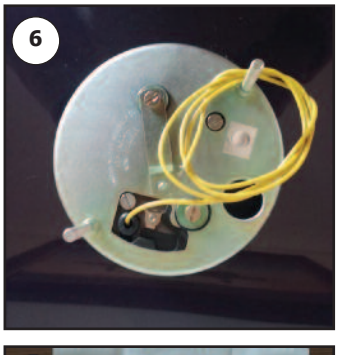


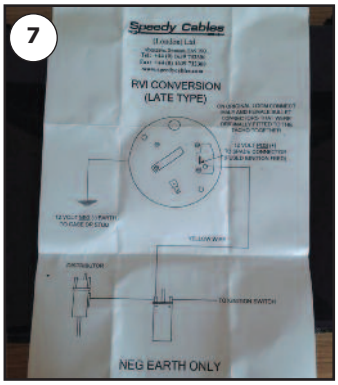


However, a customarily large 'bugger' moment was still awaiting a resolution - for reasons not fully determined, the rev counter on the car failed at around the same time as the demise of the electronic ignition. Various remedies were tried to coax it back to life, but to no avail. The rev counter was deceased, it was no more, it was an ex-rev counter! Perhaps it was a rare Smiths Norwegian Blue unit? To cut a rather long and not to mention highly stressful (for me at least) story short, my mate managed to remove the unit without recourse to dismantling the complete dashboard (**Photo 4**). It showed the feed wire that had connected to the coil had fried, and quite possibly had damaged the internals of the unit in the process?



So to a repair. A company called Speedy Cables, located in Swansea, were recommended to me as specialists in repairing all vehicle dials, clocks, switches, and most importantly, rev counters. Following a telephone consultation with them, the unit was promptly despatched with a covering letter confirming the problems and giving specifics as to the type of car it was from and the engine installed. Since they were very busy, it took a shade over eight weeks for the repaired unit to return, but boy, was it worth the wait. It was absolutely pristine (**Photos 5 and 6**) and looked like new; in fact, it now shows up the other gauges! Even the two tiny screws on the dial face were replaced. It has had the internals reworked to allow it to function safely with a high output coil, and will work with either the standard points and condenser or electronic ignition. The wiring to it has changed slightly, but they provided a suitable and easy to follow wiring diagram to assist



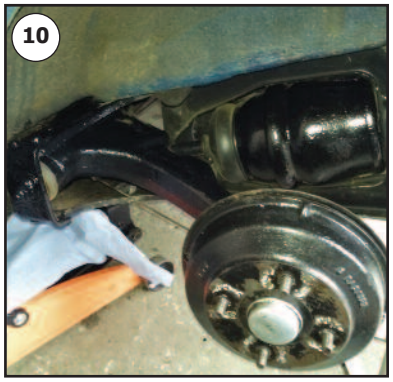


(**Photo 7**). Following careful reinstallation (**Photo 8**) by my ever resourceful mechanic friend, the time came to start her up and, to my intense relief (you have no idea how much!) and joy the unit worked.

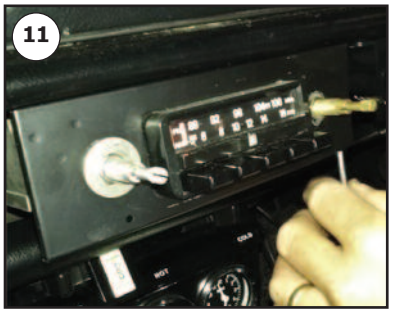


Following completion of the above job, I decided to get a little 'down and dirty' at the rear of the car! When I last removed the rear wheels to undertake my spray wax protection, I noticed the radius arms were starting to look a tad grubby and showing a few small areas of light surface corrosion (**Photo 9**). Time to take action! I gave the arms a gentle going over with a soft (brass bristles) wire brush, followed by a wipe down with a rag soaked in white spirit. The adjacent displacers were in generally excellent fettle with just the odd spot of very light surface rust. The latter areas were given a little rub over with fine grade wire wool, followed by a coat of gloss black enamel paint on both the arms and displacers (**Photo 10**). That should see them through another twelve months!





In my submission to the May-June issue of Idle Chatter I mentioned my efforts at sourcing a radio/cassette unit to replace the original 'period' radio already fitted, but sadly at the time other car related tasks interfered with its planned installation. Whilst the rev counter was being removed I had the original radio lowered from its mount (**Photo 11**) and had every intention of swapping it for the 'NOS' radio/cassette I previously purchased. However, upon checking the rear of the original I noted that whilst the positive feed/earth wires and ariel wires were easily accessible, those connecting to the speaker wires were not. In fact they were tucked behind the rear of the lower dash. Having already had my dose of stress with the car recently, I admitted temporary defeat and decided the installation could wait for another day. Hopefully I can report on this again in the future. Upon refitting the radio my 'OCD' noticed that it had originally been mounted very slightly off centre in relation to the centre of the car - less than an inch in fact. The simple remedy was to drill an additional hole in the radio facia mounting plate and this mated up to an existing hole that a previous owner had for reasons unknown drilled in the underside of the dash. Job done.





I must briefly mention my MoT earlier last year. The car passed with only one advisory; specifically, the offside track rod end was showing signs of play and would need replacing. I have obtained a quality replacement (**Photo 12**) from club friend Robbie Claydon. At the time of writing it has still to be fitted, but since the car won't be used during the winter months I figure there is no rush. I'll give a further update in a future report.



And just to finish off, I was very pleased to receive a little gift for my birthday last December in the form of a white GT keyring (**Photo 13**), which matched the model of one I already have. It even has the same registration number! I know, what a saddo....

Well that's all I have for you this time. What to write for the next issue? Suggestions on a postcard please! As always, thanks for reading about 'the car I always promised myself'.

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





At last my back is getting better and some progress has been made.

First some of the easy bits; I have overhauled the steering rack, fitted the fuel tank and part of the fuel line. The brake lines have been fitted front to rear and new copper home-made hydrolastic pipes have also been fitted - that was fun, not. The rear subframe is assembled (**Photo 1**) and ready to be fitted once the shell is off the rotator.

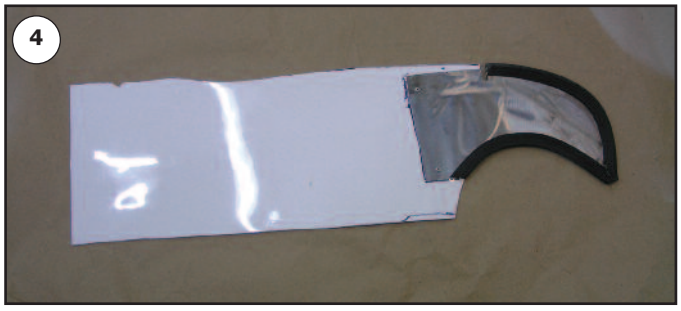




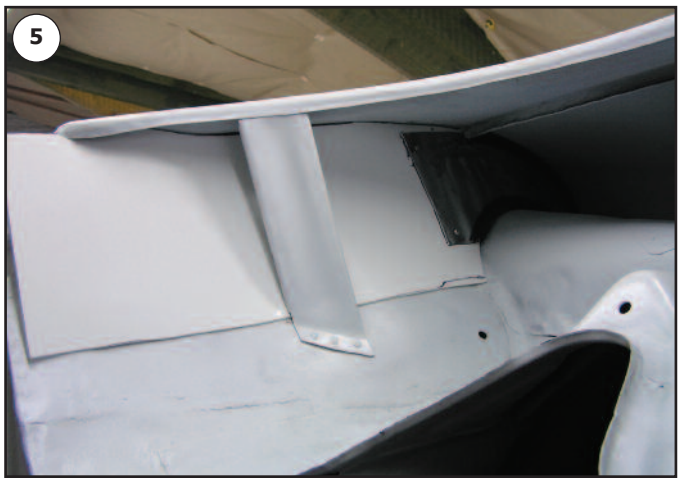


Then, feeling brave and having cooked the shell for twelve hours with infra-red heaters, I got two coats of paint on (**Photos 2 and 3**) so it won't suffer from the damp during the winter - I live in hope.

Another job that proved to be quite easy was removing the headlining; the glue was very patchy so it nearly fell off. The felt underneath is past re-use, so that needs to be sourced along with new headlining material. At present brushed nylon is the preferred material due to the cost of wool. Veneer has now been sourced as the cost of professional re-veneer is too much. That's a job for the winter months, along with repairing the leather seats and re-colouring them. Then I really need to look at the wiring loom. This car has a dynamo but appears to have a voltage regulator for a Lucas 11 AC alternator. There are too many wires for my liking.



Oh, and my efforts to make a shield for the rear of the front wings. The MG TF ones I tried didn't work, just too difficult. So I came up with what you can see in **Photos 4 and 5**. The white bits are cut from a set of rally mudguards. This looks like it will do the job once retained with self-tapping screws and sealed around the edges, and there is still a space behind for the roof gutters to drain. As I have plastic headlamp bowls I am not too concerned about the front of the wings being exposed.



Will I get this ready for next summer? I still haven't looked at the engine……

Name: Phil Rixon
From: Central Coast, NSW
Car: 1965 VDP 1100





I have been spending a bit more time in the garage with my Princess these past couple of months. The novelty of having an enclosed garage to work in hasn't worn off yet, and it is much more productive than having to work on the driveway at the mercy of the weather. Contrary to popular belief, it does rain in Australia, sometimes very heavily and with little warning, and sometimes for days on end. On the other hand, the intense summer sunshine can fry your skin deceptively quickly so there has always been the added complication of having to chase the shade.

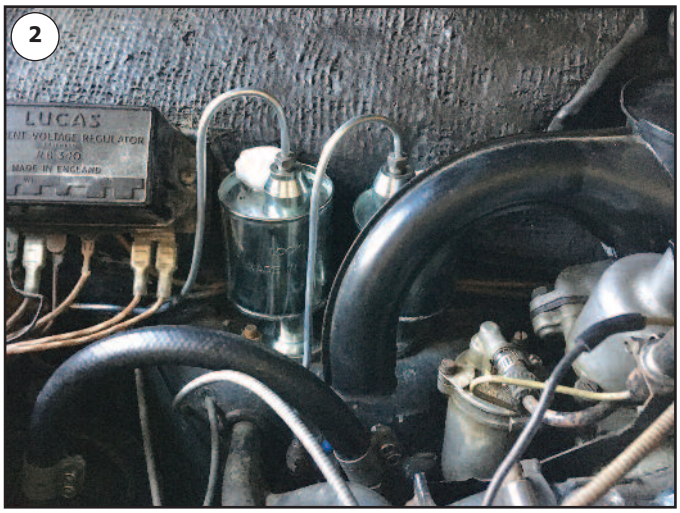
Anyhow, this January is ten years since her restoration was completed, and December was twenty years since she was rescued from under that willow tree - where does the time go? I almost can't remember life without her. But at the same time, it only seems like yesterday that we made that first tentative post-restoration journey to the inspection centre. I'd never driven a Princess before, let alone one I'd taken apart and then reassembled, so it was exciting and nerve-wracking all at once! Since then she has covered just over 1,500 miles (being on a restricted use 'Historic Vehicle' registration scheme) but the passage of time - rather than distance - has led to a few major items needing replacement. The exhaust silencer is something I wasn't expecting to have to revisit just yet but this one (from Earlpart - remember them?) has failed around the front weld. Metal fatigue by the looks of it, not rust alone.



The brake master cylinder was replaced during the restoration with a NOS item from the UK. It arrived looking a little shabby with superficial rust on the top surface (**Photo 1**). That was treated but it returned and, although functionally it was fine, it has always looked 'old', and now with the seals beginning to show signs of deterioration I have installed a shiny new one. While I was scrambling around under the dash removing and reinstalling the clevis pin I noticed the clutch master seemed to be

weeping a bit of fluid. It had been a NOS item from the same source, so I ordered a matching shiny new one to install before any fluid found its way onto the still-new looking beige carpet.

However, while the new master cylinders looked great, the shabby copper pipes did not. These were another Earlpart restoration purchase and, whilst again they were functionally sound, I couldn't help imagining something a little smarter would improve the appearance of this corner of the VP's engine bay. New zinc-plated steel pipes have done the trick (**Photo 2**).



I also gave that rectangle of bodywork next to the radiator a polish, and the adjacent radiator top surface, before I noticed another blight. That little triangular bracket that bolts to the thermostat housing to secure the radiator cowling had shed its black gloss for a layer of surface rust. That would need sorting out, so off it came, revealing a bit of an oversight of mine. Those unusual shouldered bolts and special rubber grommets that attach the bracket to the cowl had been replaced by two ordinary bolts and no grommets at all! What was I thinking? Perhaps they'd been lost long ago and I didn't realise special bolts and grommets were needed back then. Anyhow, that has all been sorted and is now back to factory specifications (**Photo 3**).



Another important Princess feature is literally under the bonnet - a moulded soundproofing pad. This was in a bit of a state when she was originally rescued and thankfully I opted to patch it up rather than toss it out. My approach was to buy a large square of specialist self-adhesive material and to stick it to the original pad, neatly folding it over the edges. It looked smart, but over time the internal sound-absorbing foam layer deteriorated into crumbs. A messy cleaning job has taken place, leaving me with the original (and rather floppy) pad to work with once again. It needed to be strengthened in a number of areas around its mounting points and I wanted to give it some 'shape' to help it sit snugly in the contours of the bonnet. Fibreglass body filler was the answer. This is strong and lightweight and could be moulded exactly to shape on the reverse side using lengths of silicone baking parchment before it hardened. The result is very satisfying, and more authentic than my previous efforts.

With all this work completed it was time for a bit of a run in the countryside, as they say. December is technically summer here but December 2021 was shaping up to be damp and cloudy - the sort of weather that keeps many Aussies indoors in front of a screen, just like me at this very moment! A degree of flexibility was called for, and with that in mind, when the seven day forecast predicted just one dry day in the week ahead, a rendezvous was quickly arranged so the Princess could catch up with a certain yellow Nomad which still resides down in Sydney. The Princess and I set off inland under cloudy Monday morning skies and began the climb up out of Gosford before sidestepping the Pacific Motorway in favour of the B83 southwards, which is justifiably signposted as the 'Scenic Route' (**Photo 4**).





That's a 70 kmh limit by the way, so 40-45 mph on the Princess speedo, except when the tight bends require a firm foot on the brakes! This is the sort of road that is a joy to drive an 1100 on, and because the vast majority of the traffic takes the motorway these days, there is a feeling of being transported back in time to another era. Our first stop was at the Old Road Café (**Photo 5**) - the B83 being the old highway before the motorway

was opened in the sixties, and now affectionately known as 'the old road'. Here we eagerly awaited the arrival of the yellow Nomad, and soon enough she floated gracefully down the road and across the rutted gravel path into the car park, the hydrolastic suspension absorbing the unevenness with ease.

After a coffee and a catch-up we headed back onto the B83 to travel in convoy through more scenery to Kangaroo Point (**Photo 6**). There weren't any kangaroos about, apart from the sad remains of one which had presumably made a fatal error of judgment amongst the weekend traffic. By this stage in the journey all my recent work on the Princess had proven to be successful. The newly reinstated sound absorbing pad under the bonnet was once again muffling the sound of the engine; outside the car the exhaust note was pleasingly subdued; the new battery was spinning the starter motor over effortlessly; and the coolant temperature had been steady despite the hilly terrain and unexpected 28°C midday weather. She also appeared to be pacing herself well as far as



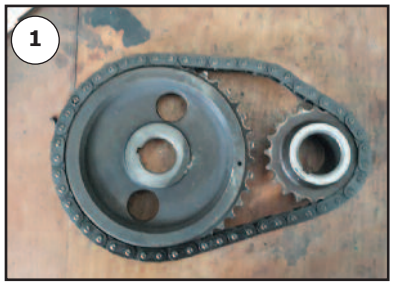
consuming fuel. The gauge began the day sitting on the half mark but wasn't quite down to a quarter by the time we arrived back home after the sixty mile outing. That's at least 30 mpg, and probably a little better.

Name: Craig Grundy
From: Canterbury, NZ
Car: 1972 Morris 1100





A few weeks ago now I discovered an oil leak in the timing cover area of my 1100's engine. I was sure it wasn't the crankshaft seal and as I had been putting up with a timing chain rattle for a few years now I thought it might be a good time to fit a new chain (**Photo 1**) while the timing cover was off. Disassembly was uneventful, and as suspected there was a lot of slack in the timing chain. After fitting a new chain there was little difference in the slack, so new sprockets were purchased (**Photo 2**). The timing cover was cleaned up and refitted, with a new gasket and Hylomar spread over every surface that I touched. I started the engine. No chain rattle any more, but my oil leak was worse. Bugger. Must be the engine mount plate…..





Yep! I disassembled the timing cover again, undid the mounts and removed the plate. There was no definite evidence of any leak….mmm. I reassembled, spread some more Hylomar onto surfaces I missed before and started the engine. Still the oil leak persisted. I cleaned the area again and left it for a few days, only to find more oil on the floor and hanging off the speedo drive housing. Because I had removed the lower radiator mount, I had released enough tension to allow engine oil to run free, so time for a new gasket and spread yet more Hylomar. This time the oil leak was sorted.

After that I thought I would tend to my heavy clutch pedal. Having removed the clutch cover, I cleaned and lubed all the necessary areas, reassembled it all and, hey presto, no change! It must be the flexible hose to the slave cylinder, I thought (**Photo 3**). Did you know that with a slight modification to a Mini rear flexible brake hose (**Photo 4**) it will fit the slave cylinder on an 1100? The clutch is nice and light again now.





Finally I tackled the oil residue and blow by at the dipstick; an 'O' ring worked a treat here (**Photo 5**). Next I will deal with the carburettor as the throttle shaft has excessive play.



Shopping on Amazon?

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

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

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

Restoration Snippets

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

Stephen Sutton has been busy once again with the rebuild of his MG 1100. He has been working on the engine and some interesting mods; the crank has been reground and flat top pistons fitted, raising the compression to 10.1, plus a fast road camshaft with lightened cam followers, a lightened steel flywheel and clutch pressure plate, with the combined weight down from 23lbs to just 14 lbs. He has also included lightened steel duplex timing gears, new higher poundage valve springs with new valves, guides and unleaded seats, finishing things off with a new high lift rocker assembly, oil pump, water pump and distributor.













Larry Miceli's Florida based MG restoration is coming along nicely. Larry's brother is doing a lot of the work, and the 1100 Club has helped facilitate some parts deliveries from Longbridge Motor Spares in the UK on a couple of occasions when it was required! We are looking forward to seeing the finished article.




Dan Lanier, also in Florida, writes: "This little puppy was dropped off at my shop yesterday - a white version of the one I drove off to college in 1965, except this one is a '67 MG 1100. It's in pretty good condition for its age and promises to be a nice rolling restoration. The plan is to install air conditioning and do a general tidy up. The interior is incredibly good. The suspension needs pumping up, but the power unit appears to be in very good order with only 55,000 miles covered. Stay tuned!"

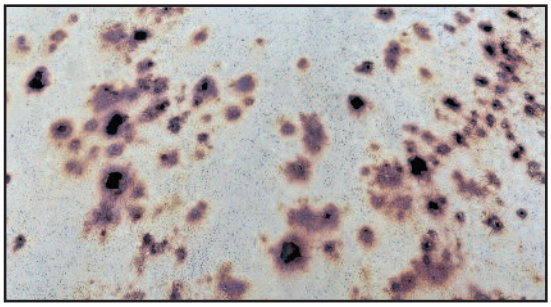




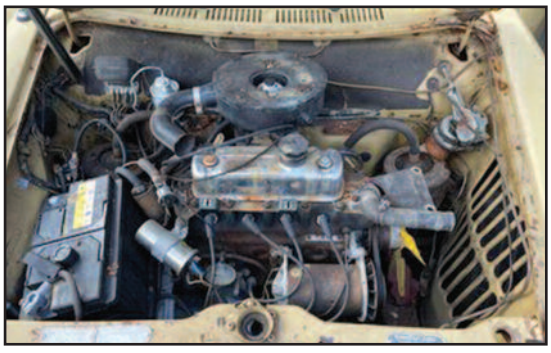
Mark Scotton in Louisiana has been stripping out the Vanden Plas princess he recently acquired, under the watchful eye of Mittens the cat! The car has some rust around the rear window, the bonnet has suffered badly from spending a wet winter under a cover and there is some daylight visible through the sill structure on the nearside, but other than that it does seem pretty solid and Mark is very keen to get moving on its recommissioning.









The article on the right appeared in a recent edition of Classic Car Buyer; the 1100 Club was pleased to assist with it. Thanks to editor Paul Wager and the CCB team for allowing us to reproduce it here. CCB back issues are available for purchase at http://shop.kelsey.co.uk

LIVING WITH...

BMC ADO16



The ADO16 was Britain's favourite car for most of the 1960s and there's a very good reason for that – they make excellent everyday practical cars. But there are some pitfalls when it comes to running an 1100 or 1300, so let's take a look at life with one



Gerard Hughes *Contributor*



TECH SPEC

ENGINE:	1098cc, 4-cyl
TRANSMISSION:	4-spd man
MAX POWER:	48 bhp
MAX SPEED:	78mph
ECONOMY:	33mpg
BUY ONE FOR:	£3000-5000

For many years, the ADO16 was a very common sight on the UK's roads. If you grew up in the 1960s or '70s, you were likely to have learned to drive in one, been ferried around in one by a family member or even bought one as a cheap second-hand car. Following the success of the Mini, that car's designer, Alec Issigonis, proceeded to take the basic concept of front engine/front-wheel drive and maximum passenger space, and apply it to a full range of cars. The mid-size ADO16 arrived in 1962, and the biggest in the range – the ADO17 1800/2200 'Landorab' – would be launched in 1964.

As with so many highly popular cars before and since, for many years, the 1100/1300 fell into the cheap 'banger' category, and coupled with their propensity to rust, many were simply run into the ground. Complex body structures meant that, for the average motorist, it was far cheaper to buy another example than to repair structural rust and huge numbers were consigned to the scrapheap.

Almost 50 years on, and the ADO16 makes a great choice as a classic car. Timeless styling, a healthy dose of practicality and ease of running and maintenance make it the ideal choice – whether you're a seasoned classic owner or if you're dipping your toe into old motors for the first time.

The 1100 Owners' Club are keen to let people know that there's never been a better time to buy. Prices have increased in recent years, but in comparison to similar classics, they still represent great value for money, and prices would still appear to have a way to go.

The most sought after – and therefore demanding the highest price tags – are the sportier models, with the later 1300GT being the car to have, closely followed by the earlier MGs. "A top end GT will command a higher price than any other ADO16," says Dave Wilkins from the 1100 Club. "A close second would be the MG1100 – a two-door with all the trimmings on it is definitely going to command some money – but the GT is probably the most in demand. Prices are going up for all models, but it's at that top end, that you really notice it. You're talking £12k now for a decent GT."

Compared with prices elsewhere in the classic car world, the ADO16 still represents great value for money.

OVERVIEW

More commonly known as the 1100/1300, the ADO16 was a range of family cars built by BMC, later British Leyland, from 1962 until 1974. Born at the height of the parent company's passion for badge engineering, the ADO16 was available in Austin, Morris, Wolseley, Riley, MG and Vanden Plas versions, each with its own badging, brightwork, grille and trim. Three body shapes were available – initially only a four-door but later as a two-door saloon, and an estate for the Austin and Morris versions, labelled Countryman and Traveller respectively.

The ADO16 was a huge hit with motorists and topped the sales charts in the UK for an incredible eight years – scooping the coveted title between 1963 and 1971 and losing out only in 1967 to the newly-launched Mk2 Ford Cortina. Just over 2.2 million cars were built over its lifetime.

Unlike many offerings from its main competitors in the sector which still relied on the conventional front engine/rear drive configuration, the ADO16 took the Mini concept up scale and upmarket, utilising the Mini's gearbox-in-sump, an A-Series engine and interconnected front-to-rear Hydrolastic suspension.



MAINTENANCE

With the engine and gearbox using the same lubricant, regular oil and filter changes are vital. Use a good quality 20w/50 oil, preferably one formulated for combined engine/gearboxes such as Millers Classic Trans M. Change every 3000 miles and check regularly for oil leaks – all transverse A-Series engines like to keep owners on their toes by dropping a little oil.

Beyond that, plugs and points will need replacing every 12,000 miles but, depending on use, will often need checking/resetting at oil services. Many owners find a switch to aftermarket electronic ignition improves reliability and useability.

All cars have front disc brakes. The Mk1 cars (until 1967) have conventional fixed twin piston callipers, while later cars utilise an innovative, single piston swinging calliper. These can seize through lack of use and need to be monitored. "They actually work really well if the car is well maintained and used regularly, but you suddenly find if the car isn't used, when you next look at it, you have one fat pad and one with nothing on – the calliper hasn't swung basically…" says Dave Wilkins of the 1100 Club.

The 1100/1300 is easy to work on – there's plenty of space in the engine bay – and almost everything you're going to have to work on is easily accessible. The only specialist tool you may need to lay hands on is a pump for the Hydrolastic suspension system, but these are surprisingly easy to acquire.

PARTS AVAILABILITY

Depending on what you need, buying parts can slide from easy to almost impossible. Engine and transmission parts are readily available, mainly thanks to the A-Series having been used in a multitude of cars- especially the Mini. But don't be fooled into thinking there's a massive parts interchangeability between the 1100/1300 and its smaller sibling. Beyond the engine and box, it's all different from the off out.

Most other service parts are available, either new or as new old stock. It gets trickier with the suspension, in particular with the Hydrolastic displacer units. These have been unavailable for a long time, so if one fails, it's a case of seeking out a good second-hand unit. Some specialists have found that as it's usually the junction between the pipe and the body that fails. This can be tapped and replaced with a new high-pressure hose. And one 1100 Club member has also developed an ingenious clamp device which cures the same issue. So all is not lost if a displacer does spring a leak!

"The only part that sort of worries me in the middle future, if you like, is probably rear subframes; there are increasingly few of those around," says Dave Wilkins. "We're encouraging people to repair theirs wherever possible – we have a club member who takes in tired ones, repairs them and sends them off for blasting and powder coating. But if someone pops up and says they're looking for a new-old stock subframe, it's pretty much impossible now, I'd say that's almost more of a worry than displacers, really."

Body panels are a different story, and think very carefully before taking on a full restoration. Some panels are available through the Owners' Club – they have recently had front wings remanufactured from the original press tools – and through companies such as Ex-Pressed Steel Panels (who give a ten per-cent discount to 1100 Club members). But the cost of a full professional body resto could easily outstrip the value of the finished car.

Trim is very difficult to find, especially for the more limited run models. As it was unique to each model, the chances of finding trim for something like a Riley Kestrel are close to zero.

LOOKING AFTER IT

Like many BMC cars of the '60s and '70s, corrosion is going to be top of your watch list. The ADO16 bodyshell is complex and this sadly means there are many rust traps. Add in decades of road dirt and damp, old paint technology and an almost non-existent rust protection policy from the factory, and it's fiesta time for the tin worm. Simply check everywhere for rot and bodged repairs.

The sills consist of four separate layers, so the potential for hidden horrors is great. Other prone areas are the front bulkhead, floors, subframe mounting points, inner wings and their strengtheners.

There should be visible seams on the front wings around the headlights and at the join with the sill – if they've disappeared, suspect filler. Front and rear valances and the door bottoms also rot out.

Engines and gearboxes can be long lived so long as the maintenance schedule is adhered to rigorously. The suspension can seem scary in principle but in good order it's no more difficult to maintain than conventional steel springs. Front swivel ball joints, tie rod bushes, the roller fool at the bottom of the displacer where it joins onto the displacer strut and rear radius arm bushes need to be monitored and maintained for both reasons of safety and ride comfort.

OWNING AND DRIVING

These cars weren't best sellers for nothing. The single-carb 1098cc engine started out with 46bhp, and the most potent were the 1275cc-engined Mk2 MG1300 and later 1300GT with 70 bhp, but don't let power figures be the only guide to how these cars drive. Hydrolastic suspension seems to be a little bit Marmite – you either love it or hate it – and detractors will bemoan a wallowing or choppy ride. In truth, it gives a compliance and level of passenger comfort that many bigger, higher spec cars can only dream of. And don't let that compliance fool you into thinking that the ADO16 doesn't handle. They do, but with a little more body roll at the limit. They're great fun to drive, and the cabin is an airy, comfortable place to be, seating four in comfort. The car was designed in the early '60s, so no, there's no hatchback. But the boot is a good size and, although it varies a little from model to model, storage space in the cabin is good.

The styling is neat and has aged well. The original car was penned by Pininfarina, and even with the updates on the Mk2 and Mk3 cars, they are undeniably good looking. From the purity of the earliest cars, through to the oh-so-'70s image of the late 1300GT, they turn heads wherever you go.

"They just drive really well, compared to a lot of other cars of their era," says Dave Wilkins. "So you can just use them like a modern car really – I ran mine as an everyday car for a long time. With an 1100, if you're in the front the Hydrolastic experience is a lot better than in the back, but overall where I live, there are a lot of speedbumps and it does waft over them pretty nicely."

OUR PICK OF THE RANGE

Any ADO16 is going to reward your investment handsomely. We'd buy on condition of bodywork, first and foremost. If you're hankering for performance, but your budget won't run to a GT, don't worry; the A-Series engine – and the wealth of specialists out there catering for it – means it's very tuneable, even on a limited budget. So we'd pick a later Mk3 Austin or Morris 1100 as a perfect mix of charm, practicality and ease of finding parts.











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From the FBHVC

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

Environmental Matters

As the Legislation Committee continues to monitor the increasing numbers of LEZs and CAZs across UK mainland towns and cities, the only major reference in this update to a 'new' commencement is the London ULEZ expansion. To be fair, this has had extensive coverage in the media and has been much trailed on the Federation website. We carefully monitored the implementing legislation to ensure that the historic vehicle exemptions remained, and they have. Of course, there is the wider debate about vehicles less than forty years old; for example, those thirty and older would qualify as historic at international level. However, as we have advised before, this is not a straightforward issue and the timing is not right to lobby for such a substantial widening of the exemptions. Where it is possible to argue for exemptions or concessions for younger vehicles, we do, and sometimes have success, occasionally in concert with member organisations, as was the case in relation to the Greater Manchester CAZ.

The FBHVC has recently launched an exciting new carbon balancing scheme for historic vehicles and historic vehicle clubs - full details can be found in the pictures on these pages.

Environment Agency

You may have read the account in our last update of Environment Agency assurances that their crackdown on the unauthorised scrapping and sale of scrap vehicle parts was not intended to inhibit the harvesting and sale of historic vehicle parts. They indicated to us an intent to issue some FAQs to provide further guidance. Appreciating that there remained nervousness across our community, we wrote to ask for some urgency on the production of this further guidance. We are happy to say we received an impressively swift and courteous follow up to our request from the 'Executive Support Team (Waste Strategy)' indicating these were being finalised and a copy will be forwarded to us as soon as they are ready.

Vnuk Update

As a brief reminder, Vnuk (Damijan Vnuk v Zavarovalnica Triglav) is a European Court of Justice case going back to 2014 which ruled that the EU Motor Insurance Directive extended the remit of motor insurance into uses and places of use that were beyond what had been intended. The effects of the case meant that compulsory motor cover would be required for a greater range of vehicles (simply requiring that the use is consistent with the 'normal function' of the vehicle) and for the use of vehicles on private land, not simply roads and places to which the public have access, which is the traditional UK position. The Federation responded in detail to a government consultation in the aftermath of the case about the potentially adverse effect on historic vehicles of changing the existing legislation, but by the time of the UK departure from the EU no amendment had been proposed. The bottom line is that the Government have

Keeping it green:

Carbon balancing the historic vehicle community

Historic vehicle enthusiasts can now balance their love of heritage vehicles with doing good for the environment thanks to a new initiative from the FBHVC. Last month, at the NEC Classic Motor Show, the Federation were pleased to announce a new partnership with Tree-V, a carbon offsetting company that specialises in anything with wheels or tracks. Launching this month, the FBHVC will be providing a quick and simple way for the historic vehicle community to carbon balance their emissions thanks to the planting of new woodland here in the UK.

Why is it important our community keeps it green?

Many historic vehicle owners will point out, correctly, that the carbon footprint of their vehicle is low. Its manufacturing footprint has been spread over so many years and the footprint from its emissions each year is as low as the mileage it covers.

Let's not forget, however, as much as our pride and joy attracts lots of positive attention for its looks and the nostalgia it evokes, it can also attract attention for having a grubby old exhaust pipe! If we want to keep our beautiful machines relevant and responsible in the 21st century, we need to recognise how others view them and ensure they're as green as can be.

The last thing we want is for our vehicles to only exist to be wheeled out for a quick wash and polish or a short, once in a blue moon trip. Making our vehicles eco-friendly, and shouting about it, is a way we can secure the future of our community and to attract the next generation of enthusiasts.

Hosting COP26, in November this year, has increased public interest in tackling the climate crisis and has highlighted the impact vehicle emissions have on the planet. The resolutions passed at COP26 lay a clear path to how governments will be turning our transport networks green and if we do not want to be left behind then our movement needs to show we are thinking eco and moving with the times.

What's the plan?

With this in mind the FBHVC is launching a new Carbon Capture initiative at ***www.trees.fbhvc.co.uk***. This scheme will allow Federation members to ***carbon capture*** their emissions and plant new woodland in the UK, via Tree-V. Simply head to the website, select your vehicle type and pick how many miles you do a year. It couldn't be easier, or cheaper! For example a car can be balanced for the sum of £20 or a motorcycle for as little as £15 per year! Bonus: you also receive a sticker for your vehicle to wear with pride and show off you've carbon balanced.

As you'd expect, the Federation's Carbon Capture programme embraces all historic vehicles including categories for cars, motorcycles, buses, coaches, lorries, commercials, military, agricultural and steam vehicles.

With this in mind the FBHVC has worked closely with Tree-V to tailor bespoke prices for their members, providing prices for all the vehicle categories in the FBHVC family, in bands that reflect each vehicle type's average usage. All thanks to the data from the recently published 2020/2021 National Historic Vehicle Survey.

Why do it this way?

The FBHVC were keen to secure a partner who could provide a holistic solution covering individuals through to large clubs that delivered a project in the UK. Many capturing programmes available only cover 'cars' but the FBHVC are proud to look after all historic vehicles and a simple capturing service through the Federation's own website allows every individual to feel confident in their contributions to the initiative and the planet's future.

If we as a community embrace this opportunity, imagine what we can achieve by showcasing our passion for our vehicles to the greater community and future generations to come.

The FBHVC is happy to take the lead on behalf of the historic vehicle community and provide a green banner under which we can demonstrate how much we care about our planet as much as we do our vehicles. After researching a capturing solution for more than a year they discovered many of the solutions are global in scale. Laudable as these solutions are, they were left with the feeling that historic vehicle enthusiasts would enjoy a solution closer to home. And what could be better than planting new woodland within the UK?

Why Tree-V

Tree-V are a company set up by a family of classic car enthusiasts. In fact they were inspired to set up Tree-V when buying Myrtle, the Morris Minor! They're passionate about the environment and driving in equal measure and are determined to provide a way for their fellow enthusiasts to enjoy their hobby, while remaining conscious of the environment.

Tom Worthington, co-founder of Tree-V said *"We're incredibly indebted to the combustion engine and the way it has shaped the society we live in today. Therefore, we passionately believe that all our historic vehicles, regardless of their size, whether they are driven or ridden, should continue to be turning their wheels and racking up the miles. But let's make those miles green by offsetting and capturing those emissions!"*

"Preserve the past, preserve the future"
- Tree-V

Whilst Tree-V provides the delivery of the scheme and an automotive lens to planting trees, the planting, validation and monitoring of the Federation's trees is delivered by Tree-V's tree planting partners, Forest Carbon.

agreed (in February 2021) that something needs to be done, but as yet without a timetable. To push things along, an MP laid the Motor Vehicles (Compulsory Insurance) Private Members Bill in Parliament in June. If a Government opposes a Bill, it rarely passes the first and certainly not the second reading. We are happy to say that on 29th October the above Bill did pass its second reading and has now gone to the Committee stage. We will continue to follow the progress of the Bill and the litigation which has been threatened by the Motor Insurer's Bureau, which has to meet uninsured claims and which has most to lose from Vnuk principles remaining untouched.

Picking a Pocket or Two

What were the implications for historic vehicles of the recent budget? Well, once again there was no announcement concerning bringing historic vehicles into the scope of Capital Gains Tax, something which has been feared for some years. Fuel duty has been frozen once again, and there is no increase in Insurance Premium Tax. An increase in VED will apply to cars first registered before 1st March 2001 but not yet forty years old; cars over 1549cc from £280 to £295 in 2022/23 and cars under 1549cc from £170 to £180. There has been no announcement about road pricing or any other measure to replace the revenue lost from fuel duty and other taxes when new petrol and diesel vehicle sales are phased out. If you are thinking of drowning your sorrows (not before driving!) at the rest of the budget, sadly taxes are up on red wine.

GB to UK

As trailed in the last Issue and flagged on the FBHVC website, should you be venturing abroad with your motor car (old or new) after 28th September 2021 you will need a 'UK' rather than the traditional 'GB' badge or sticker. We have been asked to clarify if there is any historic vehicle exemption and we had to reply to the correspondent with regret that there was not. The provision for such identifying marks is set out in the Vienna Convention on Road Traffic and for reasons we have given in an earlier newsletter, the Government submitted a declaration to the UN which was reported as follows:

On 28th June 2021, the Secretary-General received from the Government of the United Kingdom of Great Britain and Northern Ireland, in accordance with Article 45 (4) and Annex 3 of the Convention, a notification stating that the United Kingdom is changing the distinguishing sign that it had previously selected for display in international traffic on vehicles registered in the United Kingdom, from 'GB' to 'UK', and that "this change will apply only to the United Kingdom of Great Britain and Northern Ireland, and will not extend to any territories for the international relations of which the United Kingdom is responsible". In accordance with Article 54 (4) of the Convention, this change will take effect on 28th September 2021.

There is no provision for any exemptions in the Treaty and we doubt that an exemption for historic vehicles would be practical or sustainable in an international setting. That said, the provision would not prevent the GB badge being displayed in the UK at shows etc where period authenticity is important. On the basis that the Government advice for going overseas allows a GB symbol to remain on a number plate so long as a UK sticker is also displayed, it is arguable that displaying the traditional GB badge will pass muster so long as a UK badge is displayed as well. However, a zealous overseas official or policeman (what are the chances of that?!) would be entitled to ask for it to be removed or covered up.



The Gliderman

Cornelis van Langelaar in the Netherlands tells the story of a quite extraordinary man and fellow 1100 Club member he met during the course of his restoration....



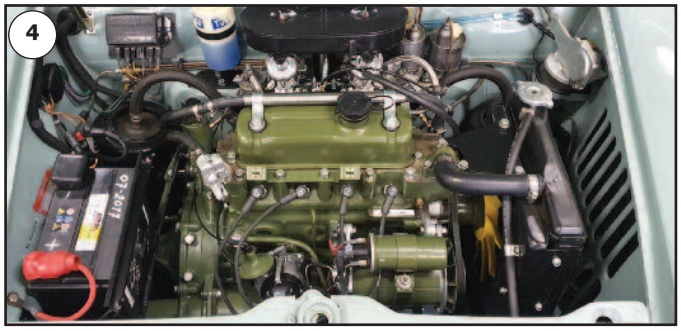
Two years ago I bought a Vanden Plas 1300 Mk II with two donor cars. The Vanden Plas was a very good restoration project that did not require any welding, and I was swimming in parts from the two donor cars. So I wasn't worried about the outcome, even though I had never worked on an ADO16. I had only just started when the phone rang. It was Bas van Rhijn. Yes, the same family name as Rembrandt. Only Bas's art is not painting, but the ADO16. He is a fellow club member of the Dutch Austin Morris Riley Wolseley Register (www.AMRWR.nl) and of the 1100 Club. We didn't know each other because we live quite far apart. Bas liked that I was going to restore an ADO16 and offered his help. He said that he had many parts and was willing to advise and assist me if necessary. Of course I thought that was very nice, but I didn't think I needed it. I thought the ADO16 was a simple car and I had more than enough parts. It turned out differently….

I really needed Bas. Even before I met Bas, I needed a part for my suspension that was no longer available. A week later I found the relevant part in the post, sent by Bas. I had a similar experience with Ian Gaffney. He sent me four new hoses for the displacers. He didn't want me to pay. I was not even allowed to pay for the shipping. What nice people those ADO16 lovers are.

I was still missing some parts and Bas wanted my surplus stuff. Moreover, it turned out that I could use his expertise very well. So an appointment was made and on a beautiful summer day I drove to Bas's house. When I got there I could not believe what I saw. A street ran parallel behind his house. He had bought the buildings adjacent to his garden and turned them into his showroom, workshop and warehouse (**Photo 1**). Everything was spotlessly clean and equipped with professional equipment such as a car lift, lathe, spray booth, sandblasting cabinet etc. But the icing on the cake was his cars. Four ADO16 models in concours condition. A Damask Red MG 1300 Mk II from 1970 (**Photo 2**), a Bermuda Blue Riley 1300 Mk I from 1968 (**Photos 3 and 4**) (with trailer in the same colour), a racing green Wolseley 1300 Mk II from 1973 (**Photo 5**)











and finally a Blue Royale Vanden Plas 1300 Mk II from 1973 (**Photo 6**). All cars were like brand new or even better than that. A joy to the eye!

His hobby doesn't stop there. He likes to restore ADO16 parts. Not because he needs them, but just because it's what he likes to do. So there were shelves full of gearboxes, for example. Standard gearboxes (**Photo 7**), close ratio gearboxes, automatic transmissions (**Photo 8**), all in absolutely new condition, neatly packed in plastic or covered with a transparent plate. This also applied to carburettors that came in all shapes and sizes. And what about the rack with suspension parts? Rows of displacers, neatly documented from which car they came (**Photo 9**). At the bottom of the cupboard were boxes full



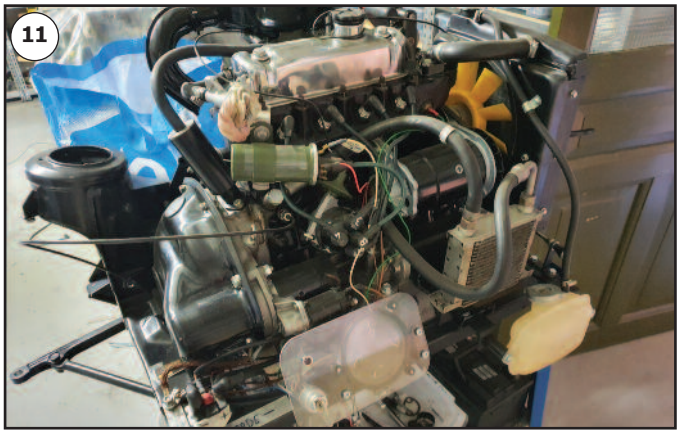






of other bits, and also an attic with racks, row after row, containing boxes full of parts (**Photo 10**). Everything neatly documented with car history, part numbers, VIN numbers etc. All professionally restored or cleaned. If you consider that Bas has had twenty-three ADO16 cars and did not throw anything away but dismantled the cars and restored most of the spares, you can imagine how big his stockroom is. Walking through this ADO16 playground you suddenly run into an engine test stand in the wild. It gets annoying, but the engine is also like new (**Photo 11**) and cared for down to the last detail. It is starting and running, not because Bas needs it, but simply because it is so much fun.





And the party doesn't stop there. In his pursuit of perfection, he has created a whole collection of special tools (**Photo 12**). They are for dismantling bearings, for assembling and disassembling gearboxes and automatic transmissions (**Photo 13**). There is a special tool for every job on an ADO16. Here, too, everything is neatly labelled and provided with the necessary information, such as torque settings.



I was so impressed by all of this that I gave Bas the honorary name, 'The Gliderman'. At the time, the Dutch importer sold the ADO16 series under the name 'Glider'.



This was to emphasise the comfort of the hydrolastic suspension. To this day, all ADO16 models are called Gliders here in the Netherlands.

"I was so impressed by all of this that I gave Bas the honorary name, 'The Gliderman'"

The question is, of course, where does this Glider love come from? Bas said that the ADO16 can rightly be called a family car. His uncle bought an MG 1100 in 1965, his father a Morris 1100 in 1966 (**Photo 14**) and another uncle drove a Riley 1100.



He himself bought his first Wolseley 1300 Mk I in 1977, then just seventeen years old, for about £70. Bas didn't have his driver's license at that time, but he couldn't resist the temptation to drive it anyway. On a foggy Sunday morning, his parents still in bed, he snuck outside, started the car and drove to a nearby abandoned

military training ground where he drove over dirt tracks and hills. The fun was short lived, for although there was no one to be seen, there were police. Bas was taken home and the charges were made in the presence of his father. No driver's license, no insurance, no MoT, way too much rust. The constable's conclusion was that this would cost so much that they would never afford it, so he left with a stern warning. A memorable start to a life full of ADO16 models!

"A memorable start to a life full of ADO16 models"

As I said, Bas has had twenty-three ADO16 cars. He emphasises that he has driven them all this time without any problems. On vacations, to work, as a shopping car; they always behaved well and did their job. "It moans, it rattles, it squeaks, but it is reliable", says Bas. In fact, he only had bad luck with an ADO16 once. The family of four were on their way when a displacer gave out and the car collapsed. Bas's father was now an invalid and was sitting on the low side, so the poor man had no way out. Fortunately, the bad luck happened not too far from home. Bas drove home at a snail's pace and his father was able to be freed there.

Armed with valuable parts for my own restoration project, I left Bas knowing that my car would never be as beautiful as his cars. That said, my car is now ready and I am secretly very proud of it. It is cheerful yet chic in Old English White with a dark blue vinyl roof and a dark blue interior. Thanks to Bas I have been able to complete it.

Nice that I also discovered a piece of special ADO16 heaven through my hobby project.

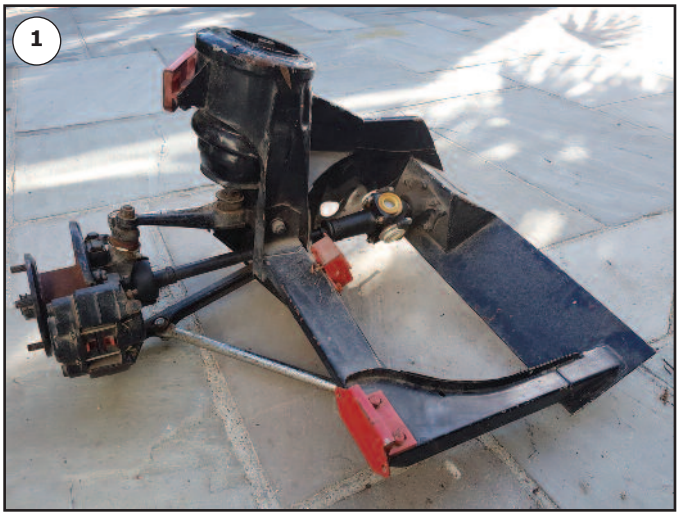
Suspension on Display

'Turbo' Tony Cole introduces the latest addition to the 1100 Club's portfolio of special display items, preserving some wonderful ADO16 heritage in the process



I don't know how much you all know about this, but I am always on the lookout for old display pieces that BMC used to produce for the motor shows at Earl's Court in the 1960s and 70s. The 1100 Club became the permanent custodian of the 'Skeleton' estate car some years ago, which the Essex TEA-m recently restored, and later we were offered the cutaway engine. The 1100 Club quickly bought it and the Essex TEA-m overhauled that too and mounted it on a trailer with an electric motor to turn it.

Since then I have been trying to track down a front suspension item. I heard through some of the phone calls I was making that the Mini Club were after their one as well. About six months later I received a phone call from a chap in the Mini Club asking if I had got any leads; we exchanged notes and phone numbers and a little bit of banter about who would find one first! After some more frantic calls and about three months he called me back and proudly told me with a smirk in his voice that he had found a Mini one and was going to collect it. I wished him well, put the phone down and (a bit dejected) carried on with my enquires. Three days later the chap phoned me back with a bit more of a low voice this time, saying that he was at the place to pick up the Mini suspension and it wasn't a Mini one. "Oh," I said, trying not to feel too dejected for him. "But I think it's an 1100 one," he added!



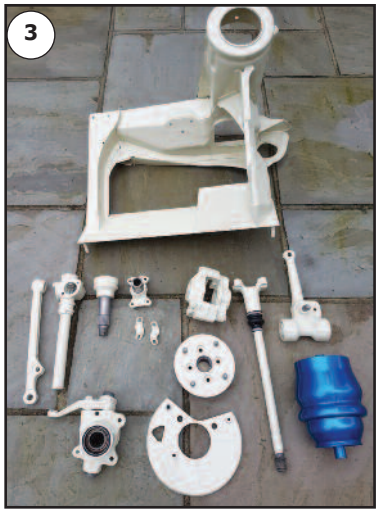


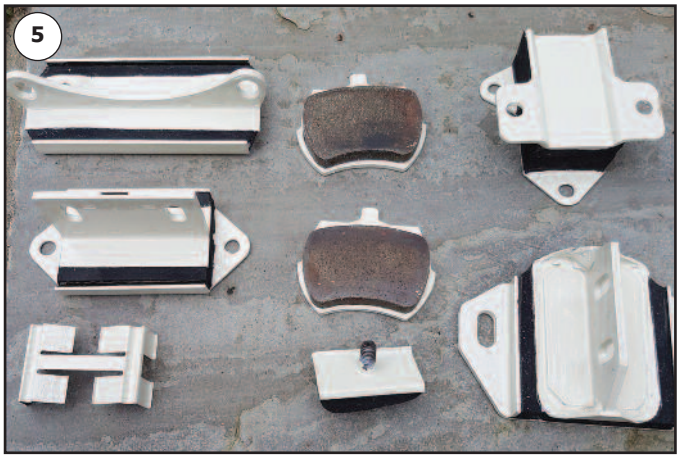
I sprang to my feet and immediately asked for a photo, which he supplied, and it was! "Could you bring it back for me?" I gingerly asked. "OK," he said in an even lower voice; he agreed to drop it off at the museum I belong to as it was a bit closer for him. "Thanks very much," I said calmly, putting the phone down, then gave out a great shout of "YES!!!"

A week or so later I went to the museum and one of my friends there spotted me and said, "We have had an 1100 front suspension model handed in; would you be interested in it?" "Oh yes I would," I said and we immediately put it in my car. My heart was thumping. "I've got it, I've got it," I wanted to shout out, but I didn't.

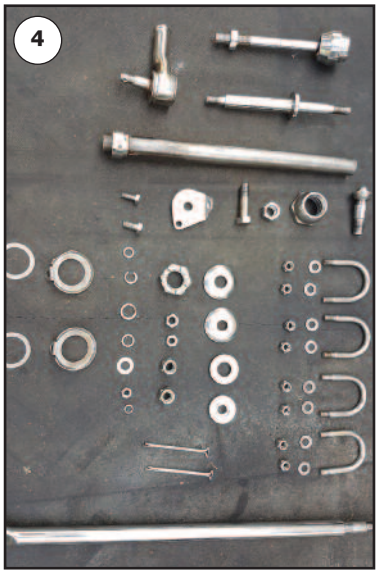
When I got it home and looked at it in daylight (**Photo 1**) it was clear that it was in a very bad way - it was hand painted, rusty, had the wrong driveshaft and coupling, the hub bearings had seized…..but I had it, yes I had it. The first thing was to start collecting all the correct parts and to strip it down, then to get it back to bare metal (**Photo 2**). This took about nine months as we were now in lockdown and to get early Mk I parts isn't always easy - try and find an early CV joint and driveshaft boot! But in the end I had all the correct parts.

I took all the metal to my mate Steve's place where he blasted and sprayed it in the original correct colour of Old English White with a brilliant blue displacer (**Photo 3**) - don't ask me why, but that is what BMC did on their display stands. This would also match the cutaway engine we did before. The chrome parts that were very bad were also treated to a lot of TLC (**Photo 4**).





I then painted by hand the brake pads, engine and subframe mountings (**Photo 5**) and made a half open rack boot to show the inside of the chromed rack. I stripped down and fitted new hub bearings, then it was time for the best bit - I proceeded to reassemble it.



It is now finished (**Photos 6 and 7**) and I have put it in a wheeled platform to move it about until we decide on how we are going to show it, possibly on a trailer but we're not sure yet. I will keep you posted.

This has taken me about four years but now that it's finished it will be on show, hopefully this summer - another plus for our 1100 Club.



"We have had an 1100 front suspension model handed in - would you be interested in it?"



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Model Answer

In the fourth and final part of the series, Nick Atkins from South Wales looks at the Wolseley models in his collection of Crossway and Jemini cars....



To all you avid readers of Idle Chatter both near and far, I would like to take the opportunity of thanking you for reading the first three parts of Model Answer. I very much hope that you have enjoyed reviewing the models and the history behind them. I'd like to think that some of you are rushing out there to purchase some for yourselves; however, can you please wait until I have completed my collection first? That seems only fair! Anyway….

As the old saying goes, all good things must come to an end. I was going to say that what goes up must come down, but then I started to think back to 2021 when my Riley Kestrel nearside suspension decided enough was enough and bit the dirt....but that is another very expensive story altogether!

So without further ADO (get it…..ADO? Never mind!) I bring to your attention the fourth and final chapter of…drum roll please…Model Answer. This edition will look at the posh ADO16s in the form of the Wolseley 1100 and 1300. I wish the Riley variant was created in this range, but alas, nope! These models seem to be very limited in colour and number production and were solely created under the Jemini Models brand during the 1990s. There were only four colours officially produced - Mallard Green, Bermuda Blue, Black Tulip and Harvest Gold.

Interestingly, having reviewed each registration number that accompanied the four colour variants, it seems that all four of the Wolseleys still exist today - I wonder if the owners of any of them belong to the 1100 Club? They certainly should do! The registrations are:

Mallard Green - HAE 77K (**Photo 1**)
Bermuda Blue - XEE 277K (**Photo 2**)
Black Tulip - MEA 789L (**Photo 3**)
Harvest Gold - FMB 502K (**Photo 4**)









Two prototypes were created in Mallard Green before the production numbers took place - both of which I have been fortunate enough to purchase (**Photo 5**). I know of a Black Tulip prototype out there and I am in strong negotiations with a view to purchase - picture the scene like two heads of state arguing over the next Covid restrictions! I'll go to most lengths to bag a Crossway or Jemini model, although I do hope the seller can accept a post-dated cheque! I also hope that the seller isn't reading this article, as negotiations could turn a rather nasty shade of tulip…awkward!



This next model (**Photo 6**) is a one-off special created by Roger Tennyson, who took a Bermuda Blue variant and converted it into a two tone with Teal - a rather stunning colour combination. Mr T is a very talented creator….I on the other hand can barely paint by numbers!



Now these next two models (**Photo 7**) are special indeed and someone in the 1100 Club may even recognise them. Roger Tennyson every now and again would be approached by car owners on a quest of commissioning him to create a model identical to their own real car. These two models are exactly that. The maroon model does not have a registration plate; however the Aqua sports the registration RCG 830G - a further quick snoop on the old interweb shows that the Wolseley still exists. From what I gather, Roger would make two models per

commission - one for the customer and one for him to retain. Roger very kindly offered these to me some years ago….I'm a lucky boy, I know!

Well folks, that brings the fourth chapter of Model Answer to a close and completes my step back in time on these wonderful models. Sometimes published articles and books are then converted into television programmes - I wonder if I will be approached to take part in a documentary series? Could you imagine that? The Welsh Riley Kestrel owner hitting the big screen? WATCH THIS SPACE! I'd like to say a HUGE thank you to the 1100 Club for providing me the opportunity of writing not one, not two, not three, but four - yes FOUR - articles for Idle Chatter - I hope I get an opportunity to write something less dull in the future. *You are always very welcome in these pages Nick, and thank you for involving us all in such a lovely model tour! Ed*



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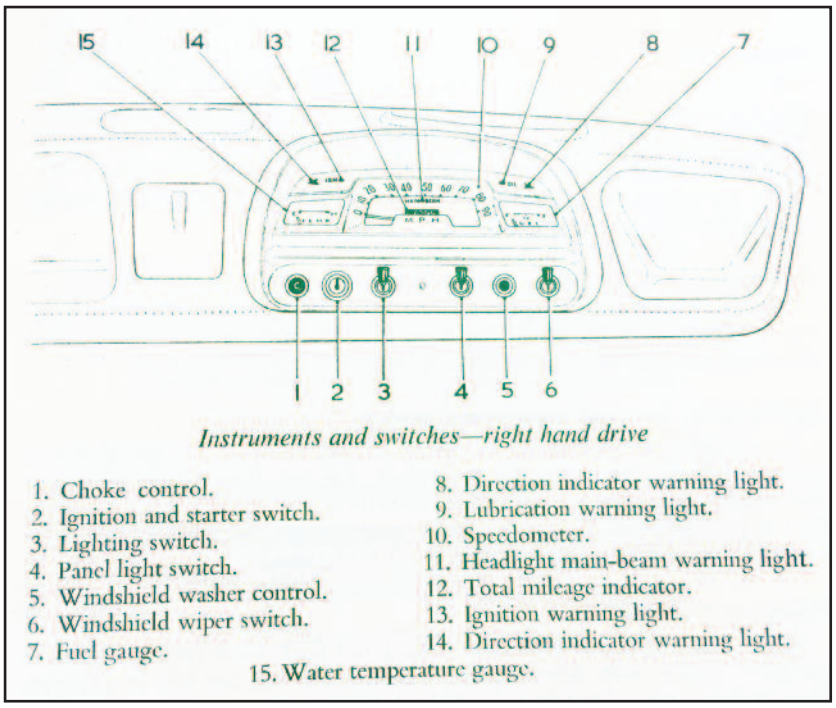


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Instruments and switches—right hand drive

1. Choke control.
2. Ignition and starter switch.
3. Lighting switch.
4. Panel light switch.
5. Windshield washer control.
6. Windshield wiper switch.
7. Fuel gauge.
8. Direction indicator warning light.
9. Lubrication warning light.
10. Speedometer.
11. Headlight main-beam warning light.
12. Total mileage indicator.
13. Ignition warning light.
14. Direction indicator warning light.
15. Water temperature gauge.

Dashboard of the Month

The tenth in our series of dashboards is from an early Australian Austin 1100 handbook - interesting that these handbooks were always printed in green! Thanks to Phil Rixon for sharing the picture with us....

My Other Car Is....



....a 1990 Ford Escort Estate in Galaxy Blue. Anthony Symes is a long time member who doesn't currently own an ADO16, but he will again!



Hello all, my name is Anthony Symes and I am now fifty years old - yikes! It was my big birthday in June of last year. I have been a member of the 1100 Club since spring 1993 and I am member number 1815. I bought my Austin 1300 Mk II super deluxe (reg SHY 442G) in Aqua Marine in March 1993 for the princely sum of £350! She had 27,500 miles on the clock, one previous owner and was twenty-four years old. Anyway, lovely 'Agatha Austin', as she soon became known, was with me for the next fifteen years and was on 97,000 miles when sold in 2008 for £650. She went through three owners and then my good friends Paul and Teresa Vincent bought her in 2011 - they have done an amazing job in restoring her to her former glory and have both worked tirelessly to get Agatha back like a new pin! Teresa even managed to source the original headlining material and, with help from her mum, took out the old headlining, made a new one and re-fitted it. How amazing is that? So Agatha now has a brilliant home and very caring owners and is in very safe and capable hands - just what a mature lady needs in her advancing years!

But this time I am here to waffle on about my Ford Escort Estate – a September 1990 1.3L five door model in Galaxy Blue with a Shadow (i.e. grey) interior, which is my 'other car'. I have had elderly Fords for years - this first started in 1995 when Agatha Austin was in daily use and someone smashed her quarterlight window to nick my stereo in October 1995. I took Agatha off the road for the winter months annually from then on, and in October 1995 I bought a 1980 W-reg Fiesta 1.1L in Met Silver. I had that Fiesta for six months, did 12,000 miles in that time, sold it on in spring 1996 and got Agatha back out for the six summer months. I did the same the following year, buying another Mk 1 Fiesta for six winter months and so on. So I have always had a fondness for 1980s Fords - usually Fiestas and Escorts (nothing bigger).

I have owned a few Escorts - my first was a 1990 G-reg 1.3L three door hatch in Radiant Red and that one was lovely - but the engine was pretty tappy even after the valve clearances had been adjusted. Ford had introduced the HCS (High Compression Swirl) engine when the Mk 3 Fiesta was launched in 1989 in 1117cc and 1297cc format, and the same engines were used in the lower powered Escort Mk 4s. I had the red Escort for a year or so, but I could see the paint was beginning to 'go', i.e. the bonnet was fading to an orangey-red, the boot fading to a pinky-red etc - so I thought it was time to say farewell while it still looked presentable.

Then I had a B-reg 1.3 Ghia Mk 3 five door hatch, but this had the CVH engine - nicknamed Coarse, Vibratory and Harsh - and I can't even remember what CVH actually DOES stand for! Compound Valve Hemisphere? Who knows?! I was NOT a fan of the CVH engine - not a patch on the old OHV units in my eyes. A few years later I owned a spanking H-reg 1990 Escort 1.4L five door hatch in Mercury Grey, which was totally immaculate and beautiful, but again this had the CVH engine and I just didn't get on with it - the engine would pink on light throttle and I just couldn't get it to stop - so that one went too!

So roll on to 2015 where I decided I wanted another Mk 4 Escort - it had to be a 1.3 and an 'L' because they had five speed gearboxes - they only did the 1.3 as a Bonus, Popular, Popular Plus or L - anything GL upwards was the 1.4 or 1.6 CVH units. And this was when I managed to track down H733 XYR - my Sept 1990 1.3L Escort five door Estate in Galaxy Blue. The Escort was up in Sheffield, so not particularly close to me in Portishead, Bristol, but I spoke with the owner and got extra photos and information etc etc - so I set off in November 2015 to Sheffield with my mate Jol and met the owner. The Escort was garaged with a car cover and the battery disconnected. With the cover removed and the battery back on, the engine turned over and over (pumping up fuel with the mechanical fuel pump) and she started first time - albeit with a bit of smoke and the famiiar rattly tappets of the HCS engine - and she was reversed out the garage for further inspection.



She was so good! 53,000 miles from new, and (I found out later) only one owner from 1995 until 2015 - she must have been garaged as she was in brilliant nick! A really good paint shine, superb trim, just a tiny bit of rust on the nearside rear wheelarch, never welded, never painted, original handbook, one key fitted all locks (both front doors, ignition, boot and petrol cap) and a new MoT. She was up for £1650, but after a bit of haggling we agreed on £1500 and she was mine! She had three and a half mudflaps (front nearside had the top bit remaining where clipped onto the wing but the bottom half had fallen off), all original wheeltrims and was really lovely! Jol drove the Escort home for me and I drove back in my partner's company car (which we had used to travel to Sheffield) - we didn't go too fast to start off with as the Escort had done very low mileage over the past five or so years, but she was absolutely fine and drove home with no issues. In fact, it was really lovely watching the Escort Estate in my rear view mirrors zooming along the motorway heading to her new home!

The Escort was put into daily use for the first three years of ownership and has been an absolute pleasure to own and drive - she's blinking brilliant! Our friend Colin is a mobile mechanic and he does the majority of work on our cars, so he came down to fit new spark plugs and adjust the tappets - I wasn't very hopeful that the engine would be quieter as a lot of HCS engines are naturally tappetty, but when Colin had finished and started the engine, she was super quiet - I was blown away! I do the basics, so

every 3000 miles or earlier I'll do an oil change, oil filter and air filter, but I leave the more complex stuff to Colin who knows exactly what he's doing.



The Escort is now on 79,000 miles and is going strong. In the last few years I have taken her off the road over the winter months and garaged her until the spring/summer time. She is German built and I am certain that the German cars were better built than the UK ones. The nearside rear wheelarch has been repaired by my mate Steve Bambury in Cheddar, who is a fantastic welder - Steve is very sympathetic to older cars as he owns Marinas, a Rover SD1, a Triumph Vitesse etc, and he's been repairing my cars for years. The nearside rear wheelarch has been painted by me in black Smoothrite - I don't want to get the rear wing repainted as its the original paintwork and the black nearside rear arch is not really noticeable. Anyway, my cars are used and loved and enjoyed - I don't want them to be pristine or perfect as I'd be too worried to get them out!



I delivered an 'Escort Estate Full' of 1100 spares to Paul and Teresa in about 2016 as I had a sort out in Dad's big barn. I broke an Austin 1100 H-reg in 1993/94 as it was rotten beyond economic repair and the car was stripped of everything I could get off it, so Paul and Teresa kindly offered to take all the parts off my hands, much to Dad's relief!



I have also moved a six foot fridge freezer in the car with the tailgate closed! It's only four bolts to remove the front passenger seat, which took about five minutes, plus two screws to take out the rear seat cushion (when it tips forwards it sticks up about twelve inches, so with that out you have a totally flat bed from front to rear) and the fridge fitted in with the tailgate closed - brilliant! The Estate car is so handy - loads more room to get stuff in, and a flat loading area, whereas the hatches had quite a high lip to lift stuff over. I was just about to say "it has never let me down" but then I had a memory recall! Loads of 80s Fords when new were fitted with a VV carburettor (variable venturi) which could be problematic. Mine had been fine, but got to the stage where it wouldn't tick over (would usually cut out) and was sometimes difficult to start. The issue came to a head when my partner Dave went to the fish and chip shop and had to re-start the car about thirty times - I'm sure that didn't do my starter motor much good! Dave was pretty cross when he got home too! So onto eBay and I managed to get a brand new old stock Weber carb for £60 I think, and once it had arrived, an hour of tinkering to remove the old one and fit the new one saw her start up straight away and she has been perfect ever since. You cannot go wrong with a Weber carb!

She is really economical (usually just under 50mpg), five speed, will cruise at 70-80mph, has not been modified (except a CD player) and is very comfy and easy to drive - I absolutely love it. Being the 'L' (and the last year of production) she has loads of mod-cons - or not, as the case may be! Wind-up windows all round, no central locking, no power steering, servo brakes, tilt and slide glass sunroof, four speaker radio cassette, heated rear window, rear wash wipe, intermittent front wipers with electric wash (wow!), tinted glass, cigar lighter, boot space light, full wheel covers - and that's about it! The less there is, the less there is to go wrong. I have tracked down a full set of the Escort 'L' wheeltrims (I managed to buy individual new one-off wheeltrims on eBay FOUR times to get the full set) and I'll be putting these on – yes, with CABLE TIES so they don't fly off or get pinched! I have re-routed the sunroof drain pipes that previously ran down the windscreen pillars, down the A-posts and INTO the SILL! I have now drilled a hole in each A-pillar and poked the pipe out, so water now runs OUT of the car.

This is probably my fourth Escort and my favourite out of the lot, not to mention the most useful and practical too. The Mk 5 Escorts were slated in the press for being so bland. The Mk 3 Escorts are okay - but the Mk 4 was so much better than the Mk 3, in my humble opinion. Ford actually used the CVH engines in the 1.3 Mk 3 Escorts - and reverted to the OHV 1.3 engines in the Mk 4 Escorts! A forward step in my view! I still hanker after an 11/1300 - more so the 1300 as they are more powerful and, more importantly, higher geared. And it would have to be an Austin or a Morris - I don't want any of these posh fangled makes! And it must be a Mk II - 1969 or 1970 - and a nice colour too. Not too fussy then! I keep my eyes peeled just in case the right one comes along, but I am not in any rush as we have lots of cars in our household, and we try to keep them all garaged if at all possible as this really does make them last better and longer than if out in the sun and rain and all the good old UK weather!

There was a time when Escort Mk 4s were commonplace. There was a time when the 1100/1300 range was commonplace too. Where am I going with this? Oh yeah! We have to keep the ones that are left going and on the road for everyone to enjoy, not just the owners.

The ADO16 Family: Part Two





Most MG 1100s came with two-tone, though mono white or black were popular. Kestrel looks great, but two-tone not original on this car.

The Cars

Morris & MG

Production of ADO16, marketed as the 1100, began in March 1962. Due to some lobbying by Morris dealers, because they had nothing to directly compete with the Austin A40 Farina, the Morris version of the 1100 would be available first, on 15 August, with the launch of the Austin version delayed until September the following year.

The MG1100 was the second version to be released, on 2 October 1962. Only four days later, one such car, prepared by Dick Jacobs, was driven by Alan Foster and Andrew Hedges to win the under 1300 class in the 1962 six-hour race for production cars at Brands Hatch.

At the time, the dominant rally car with the BMC Works team was the Austin Healey 3000, but they were looking for a small car to compliment the Healey on certain events. The Mini had already been used in 850 and Cooper varieties, but had not yet reached its full potential.

The event chosen to debut the 1100 was one of the toughest on the calendar – the 1962 Liege-Sofia-Liege. Two cars were entered, driven by Pat Moss/Pauline Mayman and Peter Riley/Tony Nash. Despite being fitted with special engines built by Morris Engines in Coventry, with twin carburettors, both cars retired with engine problems.

However, the Hydrolastic suspension had proved competent in the rough conditions, and it was decided to enter 1100s in other events.

The MG version featured twin-carburettors, three-branch exhaust extractors, the head from the MG Midget, with larger valves and double valve springs, and the compression ratio was raised from 8.5:1 to 8.9:1 – all combining to give an increase of 7bhp, for a total of 55bhp. There was also a rear anti-sway bar fitted as standard.

This made the car more suitable for rallies like the RAC and Monte Carlo, which had tougher homologation requirements than the Liege, so were unsuitable for modified versions of the Morris 1100.

At this point, the two model approach was a sensible one. The Morris was the car for the family man, with a fairly austere specification and no frills. MG had always been associated with Morris and there were plenty of examples of MG saloons simply being warmed up Morris cars with additional styling and comfort improvements.

In the case of the 1100, the MG came with an imposing vertical-slat grille, a timber dash with glove compartment covers, a heater demister as standard and leather seats as an option. It was also usually supplied in two-tone colour schemes, though monotone black or white were also available.

An additional advantage in functionality is that the MG's grille design allowed much greater access to the radiator overflow tank, which was initially mounted under the front panel – and virtually inaccessible in the Morris 1100.

Sadly, the 1100 had a very uninspiring rally career, with retirements from the 1962 RAC rally and the 1963 RAC, Tulip and Spa-Sofia-Liege rallies. The only bright spot was a fourth in class in the 1963 Monte Carlo Rally, entered by BBC commentator Raymond Baxter and Ernest McMillen.

Late in 1963 the BMC Works team got what they wanted, in the 1071cc Cooper S. The rest, as they say, is history.

Austin, Riley and Wolseley

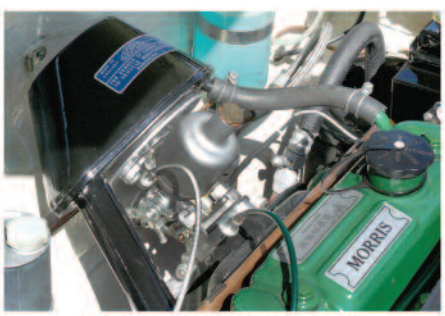
When the Austin 1100 finally appeared in September 1963 it differed from the Morris only in the radiator grille, dashboard and its badging. Yet, it went on to out-sell the Morris by more than 60% – with a total of over 1,219,900 of all Austin models, against 744,000 Morris.

One advantage the Austin did have over the Morris was the availability of a sporty two-door version, together with a two-door MG 1100, but only for export markets – until 1967 and the Mk 2 model.

Riley Kestral and Wolseley 1100 models appeared in September 1965. The two cars



MG 1100 seats were similar to Riley's



Single carb on Morris 1100.



Twin carbs on Riley helped a little.



Only 23 Vanden Plas 1100s came to Australia – all sold to dealerships.

had similar front panel and grille treatments – the Riley featuring its trademark "widow's peak" grille – and differed inside in the style of trim, the dashboard and a few other minor changes. Under the bonnet, both cars used the same running gear as the MG.

Austin, MG, Wolseley and Riley versions of ADO16 were never available in Australia from BMC and all examples in the country now were privately imported, mostly in recent years.

Vanden Plas

The Vanden Plas Princess was a top-end luxury version of the 1100, featuring leather and walnut interior and such luxury items as fold-out passenger picnic tables front and rear, central armrests for all occupants, timber capping on all four doors, height adjustable front seats, clock, ammeter and oil gauges as standard, electric windscreen washers, individual reading lamps for the rear passengers, a reversing lamp, plush carpet with additional sound-deadener, and even carpet in the boot.

Mechanically, it was basically the MG but with the additional weight from all the luxury appointments its performance was more like that of the Morris.

1275, Mk2 and Mk3

In June 1967 the MG, Riley, Wolseley and Vanden Plas versions were available with the 1275cc engine – albeit with only a single carburettor and producing 58bhp.

Mk 2 versions of the Morris and Austin 1100 were released in October of that year, with clipped rear fins, revised grilles for Austin and Morris, improved seating, a steering column-mounted combination switch, repeater flashes in the front wings, ventilated wheels, and a revamped interior for the Morris.

The 1275 option became a separate model – the 1300 – but now had full-synchromesh transmission and more powerful brakes.

Austin and Morris versions of the 1300 were now also available, with the same engine specifications as the MG. This meant that the supposed sports saloon MG was no quicker than the standard Austin/Morris versions. In fact, it was probably slower, due to the extra weight of the front grille design and the various luxury appointments inside. On a positive note, the stylish two-door MG1300 was now available for the home market.

The same AP four-speed transmission as the Mini automatic also became available as an option on all 1300 models.

The MG, Riley and Wolseley models of the 1300 gained twin carburettors in March 1968, boosting engine output to 65bhp (up from the 58bhp of the single-carb models).

In October 1968 the Mk 2 models of the MG, Riley, Vanden Plas and Wolseley 1300 were launched. These featured an improved gearbox, and another 5bhp for the MG/Riley – 70bhp on manual, 65bhp for automatic.



Elegant estate was available as Morris Traveller and Austin Countryman.

Significantly, the MG was now only available in the two-door version, and had a much-improved dash layout. Where the Mk1 had a strip speedo, the Mk2 came with three round gauges, including tachometer. All these changes made the car much more suited to the title of sports saloon. Even many of the "purists" considered the Mk2 MG1300, two-door, worthy of the MG marque.

Twelve months later the Austin/Morris 1300GT was released – effectively a four-door MG1300 Mk2 in all but name. The cars featured the same twin-carb, 70bhp engine as the MG, lowered suspension, vinyl roof, side stripes, black and chrome wheel trims, black grille, three-spoke steering wheel, improved seating and MG instruments.

A point of confusion is that the first 1300GT was built on the Mk2 chassis, so that when the face-lifted model came out in September 1971, it was the Mk3. The Mk3 was more than just a face-lift though, with rod-change gearbox and inboard CV-joints.

Visually, the Mk3 was more a revision of the styling, with the most significant difference being the fitting of two round gauges on the standard and De Luxe models (except for the 1100 two-door) – the GT retaining the three round gauges.

The MG1300 was discontinued in April 1973, along with the Wolseley 1300 and Morris 1300 Traveller. The Morris and Austin 1300 and 1300GT were discontinued in June the following year, with the final ADO16 (a Vanden Plas Princess 1300) coming off the production line on 19 June 1974.







Some of the luxurious refinements in the Vanden Plas included timber picnic tables and height adjustable front seats.

This article was originally published in Australia's 'The BMC Experience' magazine, which ran from 2012 until 2017. Permission to reproduce it here has been kindly granted by the editor, Craig Watson, and is much appreciated. Craig can now be found at 'The Mini Experience', which is a fifteen-part digital magazine-style publication on the complete history of the Mini and Moke in Australia and the companies that built them. Part Three of 'ADO16 Family' next time!

When Harry Met Peggy



In Part Thirteen of the Peggy saga, Harry Taylor finds himself surrounded by some new characters on the plot....



Anyone who has ever read a 'whodunit' novel or watched a play or film about a murder where you are encouraged to work out who the murderer is will recall how infuriating it is when the author inserts another character you had not bargained for right at the end of the tale. Just when you thought that you had deduced that the illegitimate daughter of the murdered Duchess had left her native Switzerland to get a job as a nanny at Sluvenly Manor, started an abusive relationship with the late Duchess's son, who was in turn being blackmailed by the local post-man, who had a record for petty theft but had been supported by the local vicar who used to be a pharmacist and had access to the poison that killed the Duchess....(stay with me)....and when they are gathered all together in the room at the end - in walks the secretary who you barely saw. If you ever feel frustrated at such events, then you will completely understand the way I felt with the arrival at Len's garage of his wife, Kelly. My carefully laid honey trap motivation of Len via Lauren was now at serious risk of being undone - still with me? If not, re-read the previous chapter - the writing doesn't get any better, but it will help you understand this bit.

It was on a Sunday that I dragged my work weary self up to Len's garage. The task for the day was the tailgate. Parts for our cars are generally in pretty good supply. Two door and four door panels are always sourceable, and I actually managed to find a replacement Mk I strip speedo from one of our friends in Malta - it came in its original box! However, how many tailgates for a Traveller or Countryman do you see on eBay or any other classic motor sites? I did have a Mk II tailgate that I sourced from Gloucester, but it was relatively scabby and there wasn't much to choose between the metal content of it and the original. After a chat with Len, we decided to go for attempting to repair the original tailgate. The problematic areas of the tailgate were the bottom lip and the return edge, which was barely a ghost of the shape needed, and the part of the pressing that receives the rear windscreen - this looked like Godzilla had been nibbling at it. Of course, I had confidence in Len and his ability to remake the areas needed. I had to have; there was no other solution.



We sat in the garage with kettle burbling away. It occurred to me that if I had measured the energy use from the generator, the kettle would have spiked higher on any graph than the welder. A knock came at the garage door, interrupting Len's top ten countdown of fit birds in Croydon. I was not altogether sorry this lecture had been terminated early as I was running out of faces I could pull that contained any semblance of sincere interest. The garage door opened, and in strode Lauren, who most surely would have featured towards the pinnacle of Len's top ten. Lauren smiled and said hello, but before she could talk to me, Len immediately sparked into action. He took her over to the tailgate and explained exactly what it was he was going to do. Lauren asked, "How are you going to do that?" I inadvertently mumbled, "'Slowly." Len looked around with a puzzled look and then carried on talking to Lauren, deciding that he must have misheard something I said. I think it was when Len started telling Lauren about the gauge of the metal he was going to use and the type of welding rods that I noticed the expressions on Lauren's face coming to resemble the ones I had been forming during Len's earlier conversation. At that moment, facially, only Lauren's own mother could have told the two of us apart.

I was heartily proud of the fact that I knew Len would take no notice of Lauren's expressions and he carried on like a runaway fax machine, spouting all manner of technical information. My boy was doing good. After finishing with the grinder, he fired up the welder and we were on our way. I felt like Peter Cushing as Baron Frankenstein - with a bolt of blue light, my creation was being given life. Lauren stood back and chatted with me. I guess one thing that would have been not so popular in the clubs and pubs of Croydon would have been pock marks on your face from flying shards of red hot metal. Lauren then told me that her husband was arriving any moment as he needed Len to do a job for him. The echo chamber in my head reverberated to the shout of "WHAT!". This wasn't what I'd planned for.



Right on cue, Garry (Lauren's husband) entered the garage and started up a conversation with Len. Len downed tools and put the kettle on. I picked up the grinder and carried on. The garage door opened again and I noticed that Len's wife Kelly had now entered the fray. They all sat on a bench looking like some set of reserves in a quite bizarre alien football match. In the time it took them all to drink tea and talk about the merits of certain nightclubs, I had trimmed the weld in the screen area, sealed and primed it. I then walked towards my disinterested audience and in a voice borne out of sheer frustration and no little anger, I shouted, "We need to get the screen in!" They all jumped to attention as one, but I

now realise that it was not in response to my forthright encouragement to progress but more possibly in response to the fact that I had in my hand the still spinning angle grinder, pointing directly at them.



Len and I managed to get the screen in situ and nine tenths of the screen rubber in place, but that last bit just wouldn't go. Brute strength and ignorance gave way to levers, try it another way, hold it from the inside, heat the metal, don't heat the metal, bend the metal, for f**cks sake don't bend the metal. Eventually Lauren, Kelly, Garry and all pitched in and with wooden strips, pieces of string, grease and many hands, the rubber started to capitulate and slide reluctantly into place. I am fully convinced that in the end it was the last piece of foul and abusive language uttered by Lauren that eventually convinced the retaining rubber that further resistance was futile. We all stood back and heaved a sigh of relief. Lauren and Garry left and shortly afterwards so did I, leaving Len to explain to Kelly why he had invited Lauren to the garage.

I retired to the pub to contemplate the afternoon's events. The tailgate screen was in. I had noticed that a part of the rubber was slightly kinked, but I thought it wiser not to revisit the issue at this point. To this day, ten years later, that piece of rubber still doesn't look great, but it has never leaked. I will get round to replacing the rubber this year - I think.

So, I wound up with more characters in my plot than I had anticipated. Who did it? In the best traditions of Agatha Christie, I guess they all did.

From the Quilter Collection

John F Quilter in Oregon, USA, has very kindly shared some of his archive collection with the 1100 Club. This time, another great picture from the New York Motor Show, showing the MG stand.



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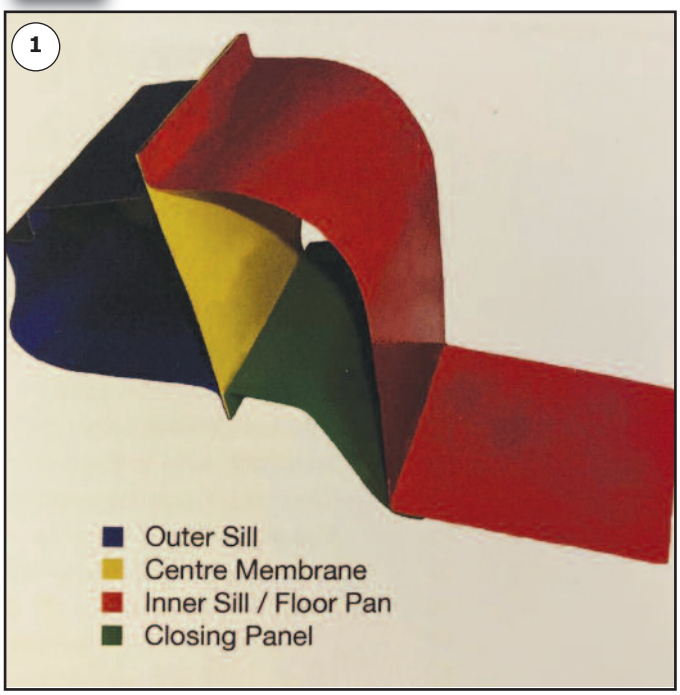
Sill Structure....



....repair, replacement and restoration. Lee Robinson considers the best ways to deal with arguably the most important parts of our cars' bodywork



This is Part Two of Lee's invaluable guide - the photo numbers continue on from Part One, but we will republish the first illustration below to remind you which key parts are which! Ed.



Time for Welding

By now, you will know pretty much what you are facing and will have bought the appropriate parts required, be they wings, sills, floor pans or just some sheet steel that you will be cutting and shaping. In many respects, whole panels are easier to work with because they are purpose made to fit. Having said that, some panels can be tricky to work with if they are large areas like a whole floorpan, for example. Either way, before you don your welding gloves, apron and helmet you should now pay close attention to any areas you have revealed that need repair. Often, replacing a sill or a wing will reveal an area that is beneath which has also rotted. Here are some common examples:

Front wings - hidden rot revealed to inner wing, trumpets or door post/footwell wall or sill leading edge
Outer sills - hidden rot revealed on the centre membrane
Floors/inner sills - hidden rot revealed on centre membrane, on the subframe mounting areas to the front or rear of the car
Closing panel - hidden rot revealed to the centre membrane or adjacent floor
Front valance - hidden rot to the lower wing corner, upper front panel or the inner wing and bumper blade
Rear valance - hidden rot revealed in the boot floor behind the rear wings in the boot area
Rear wings - hidden rot revealed in the sill trailing edge, wheelarch to boot wall/floor

As you can see, the centre membrane comes up a lot, emphasising its importance in the sandwich that is the sill structure. Using the sills as an example then, and based on the cutaway diagram in **Photo 1**, upon removal of the old sill you will now see the condition of the centre membrane and the extent to which it may require attention. In fact, you'll be lucky if it doesn't! This is the time to repair it, either by cutting away the rusted section and replacing with sheet steel cut to measure, or by using a purpose made centre membrane replacement panel.

If you are working on the sills, do make sure you have safely identified any sections of wiring running through it. The sills on UK cars have the loom running through the driver's side (offside) inner sill behind the centre membrane and above the closing panel. You can access the loom from the inspection hole side of the inner sill and remove it from the tabs that hold it to the centre membrane, pulling it inwards towards the inner sill and away from anywhere you are going to cut with a cutting disc and angle grinder. You have been warned!

"Do make sure you have safely identified any sections of wiring running through it"

If you are making any repairs, a cardboard template can be made of the area you are going to work on to help you size and shape the repair. It's a good idea to offer the repair up with some mole grips or magnets and to make sure you have plenty of bare steel areas to weld it to. If you need to, use the flap disc to remove surrounding painted areas so you can weld to them.

I'm not going to discuss in depth the entire welding process as you may be having this part done by a bodyshop or you may already be experienced in welding. Suffice to say, once a repair section is ready to be welded on, its often easier to have some pilot holes in the metal you are going to weld on that you can spot weld through, but that may not always be possible and you may have to make a section that is slightly longer and use a 'joggler' to put a step in the repair section to act like a backing plate that you can then drill holes through to and spot weld into position. If you are quite handy with a MIG, you may well be able to 'butt weld'. I'd recommend using a joggler if you are less experienced though.

Keep any welds well spaced to avoid heat distortion and follow a pattern that sees you tacking your repair in place at either end and in the middle first, then working in opposing and ever closer 'stitches' or 'tacks'.

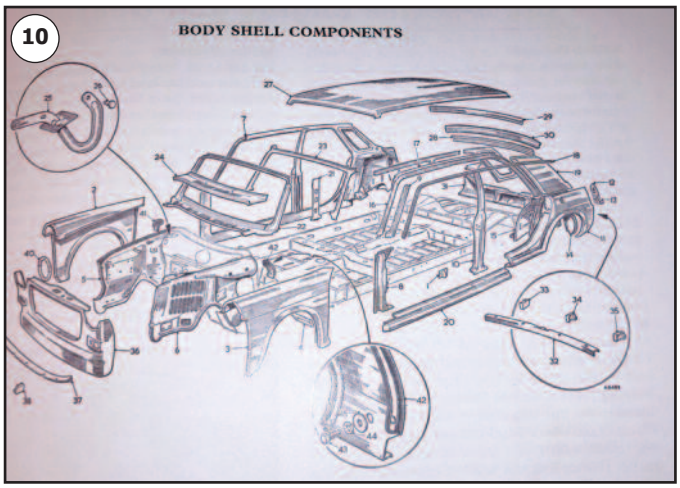
Of course if you are very experienced you can seam weld. The aim here is to get the rot out and solid metal in its place shaped the correct way to accept any panels or repairs that are then to go on top of it - above all else with this centre section, you are aiming for strength.

I'ts great if you can use a weld through primer at each point you work on when building back up from the centre membrane outwards, as this will offer some initial protection from new rust forming before your job is finished and then properly rust protected, which I'll cover later on.

The Order of Things

I recommend following a logical order to any work to the sills that follows a simple rule - start in the middle! In other words, whatever you are doing should begin with your first new welding (if required) to be carried out to the centre membrane and then work your way away from it. This makes sure you have a solid basis to build from. Be cautious if you have extensive rust in the floors, closing panels and the centre membrane as this can often lead to the shell bending or moving out of plumb. If in doubt, it's good to weld, or at least drill and bolt, a temporary jig that supports the body across it's width from B post to B post, and through its length from rear door to front door post both sides. You can also go corner to corner diagonally. You can remove this after you have affixed solid metal once more. If you are working on the floors, it's much easier to do this if you have solid centre membranes and closing panels, so do try to find any work that needs doing to the centre membrane sooner rather than later!

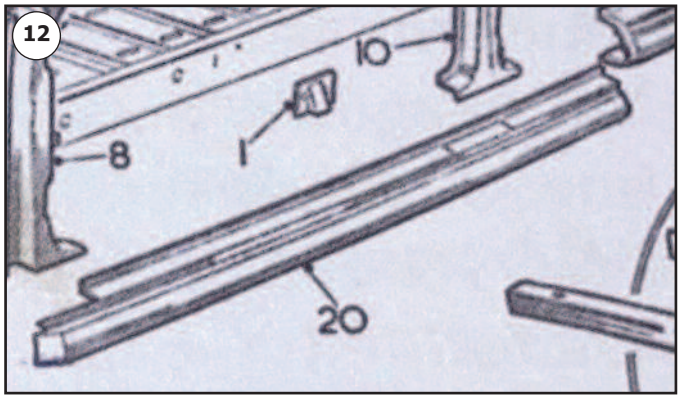
Often, your original sills may have rotted significantly away leaving you no clue as to how they should have looked! The bodyshell was originally put together with a rear wheel arch which incorporated a section of sill that was approximately below the rear door shut on four door cars, and below the rear window rearmost corner on two door and estate models (**Photos 10 and 11**). Cover sills are designed to cover the sill from the wheel arch to the door shut at the front wing, so often they appear longer than the actual genuine sill panels which are designed to replace the original sill and meet the rear wing part of the sill rather than cover over it.





The front of the sill by the front wing can also vanish over time, also leaving you wondering how it 'closes' or 'ends'. The original sill has a tapered nose (**Photo 12**) which tucks inward where the lowest part of the front wing at the wheelarch becomes more bulbous to conceal it and line up with the shape of the sill itself. When viewed from the side, we can see that this lines up with the door gap and wing gap perfectly. We can see what this looks like in **Photo 13**, where the front wing is removed.

This can be somewhat confusing if you have nothing there to start with and are in possession of a cover sill which, as





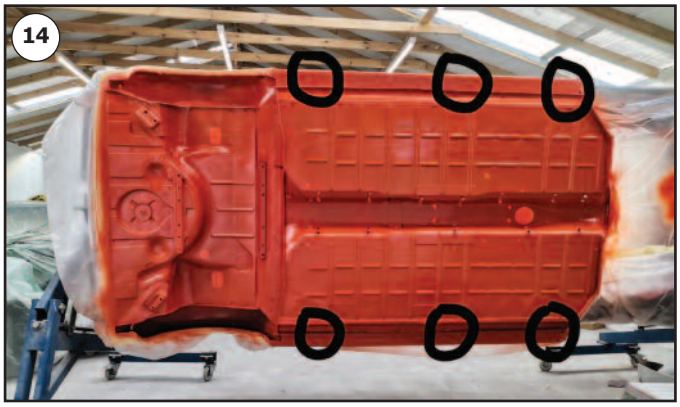
previously mentioned, is designed to sit over the original sill and therefore is open ended. If using a cover sill as the outer sill is your only option, you will need to fabricate the tapered portion and weld this to it. However, your challenge does not stop there if using a cover sill as a replacement sill, as these often don't have the correct shape to easily meet the centre membrane where it creates the characteristic under sill lip (look back to **Photo 1** again) where the membrane is sandwiched between the outer sill and the closing panel (remember they are designed to fit over the old sill so they are slightly deeper, which leaves a gap if not sitting over a sill). This results in the cover sill being slightly angled on the underside when being used as a replacement for a factory sill in order to align with the centre membrane bottom edge. Cover sills also often have a cut-out where they meet the door pillar whereas the original factory sill sat beneath the door pillar.

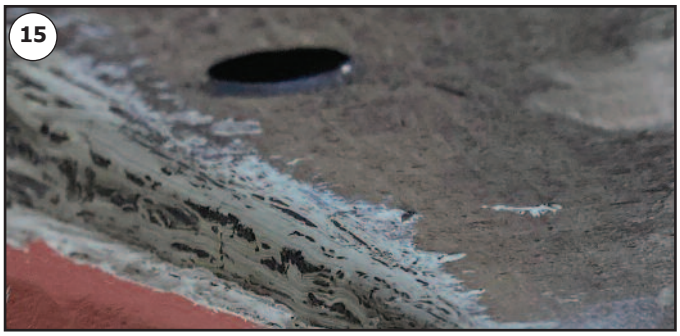
Using a cover sill over your original sill is the least desirable option of course, as it harbours more rust in the short to mid-term. Using a cover sill as a replacement for a fully removed rotten sill is workable, but not without extra challenges such as making the tapered front piece, disguising the 'joins' at the door pillar, and bending the underside slightly upwards and inwards to meet the centre membrane - this can leave the sill sitting inward of the front wings unless these are being replaced at the same time and are positioned to line up with it. It is, however, a method that, with extra time and effort, will mean the repair is almost as good as a genuine sill. Of course, ideally a genuine sill would be used as this fits best, requires least work beyond the lining up and welding of it to the car.

Of course, it's fairly likely that you may discover that only one section of the original sill has rotted, often at the leading or trailing edge. This is where it is possible to use a cover sill and cut it to make a repair section to weld into the original sill. However, as explained

earlier, because it's designed to sit over the sill, if you are cutting a section and welding it in, you will find its shape is rather more angled than the original and you will need to finish the repair with a skim of filler, resin and fibreglass or, if you're really old school, lead loading to make it all line up to the original. Lead loading aside, this isn't ideal long term as filler can shrink and crack, and resin can craze and crack over time. The general consensus is that an original or pattern of the original sill is the most desired and easiest of all to apply, but in a realistic world if it's between the car not being on the road and being on the road, then a repaired section or cover sill being used as the outer sill are both viable alternatives.

With the sill now made of metal, whichever route you have taken, it's then time to protect it if all your welding is complete. If on the other hand the sills were the first part of the repairs you undertake, you'll want to make sure you have completed all localised welding before moving on to the final steps of long term protection as welding and Waxoyl don't mix too well! On the underside of some original sills you may find holes drilled at spaced intervals to allow for cavity wax to be injected (**Photo 14** and a close-up in **Photo 15**).





There are of course many rust prevention methods and products that people swear by, so I'll just use an example based on my own personal experiences. I usually use a proprietary anti-rust wax in a tin which can be sprayed or pumped when warmed inside the tin in a bucket of warm water. Having completed all welding and painting, I use the holes (or make some if none present) to insert the nozzle of the oil sprayer and let it rip before using a matching rubber bung to seal the hole from the elements! A messy but satisfying process that leaves you safe in the knowledge that all the nooks and crannies of your hard work are now protected for many years to come! For best results, repeat cavity protection at least once every two years.

More About Closing Panels

The other common area that's most adjacent to the centre membrane is of course the closing panel section (back to **Photo 1** again). As with cover sills, there are panels that are made to cover the old closing panel and to be welded to the underside of the floor. They are normally around 20 to 30cm deep and incorporate a floor section. As with the cover sill, when attempting to use a closing panel without placing it over the original remains of the floor and closing panel, you will find that things don't quite line up! It really is a bad idea to use the closing panel over any area of floor or original closing panel as it just traps water and leads to more rot, so it's far better to find original closing panels, fully remove the old ones and replace like with like. Of course, these are not that easy to find, so you may well be faced with either using a closing panel repair section or making your own. I've found that it's possible to make a closing panel out of a single sheet of steel folded to shape (**Photos 16 and 17**).





It's a straightforward panel to shape as it's simply a series of angled folds which you can achieve using a sheet metal folder or even by using a vice and jig made from timber or similar to bend against. The slightly more tricky part is making indentations in it as per the original where it meets the indents in the floor panels that provide the floor with its strength. This can be done by marking up where it should line up with the floor indents, and hammered into the panel using a suitable template, something like a steel bar or half-moon file shape will work quite well. This also provides strength to the closing panel as per the original. If you have access to a 'joggler' you can use one of these. You will find that it's better to do this in your sheet metal before bending it to shape and before final cutting of length, as any shaping like this will shrink the overall length of the panel.

The closing panel supports the floor from beneath along the flanks of the car as well as closing the gap inside the inner sill. The closing panel also supports the wiring loom on the UK driver's right hand side and once in place creates the inner sill box section. It's unlikely that you will have a rotten closing panel but a solid floor - it's more than likely the floor will have begun to rust along the edge where the closing panel supports and is welded to the floor (**Photos 18, 19 and 20**). It is for this reason it's best to have that centre membrane attended to first and all nice and solid, so that when you cut away the rotten closing panel you still have plenty of strength supporting the floor and inner sill at the top of the (likely now repaired or replaced) centre membrane. The method you choose to use for any floor holes will depend on how you



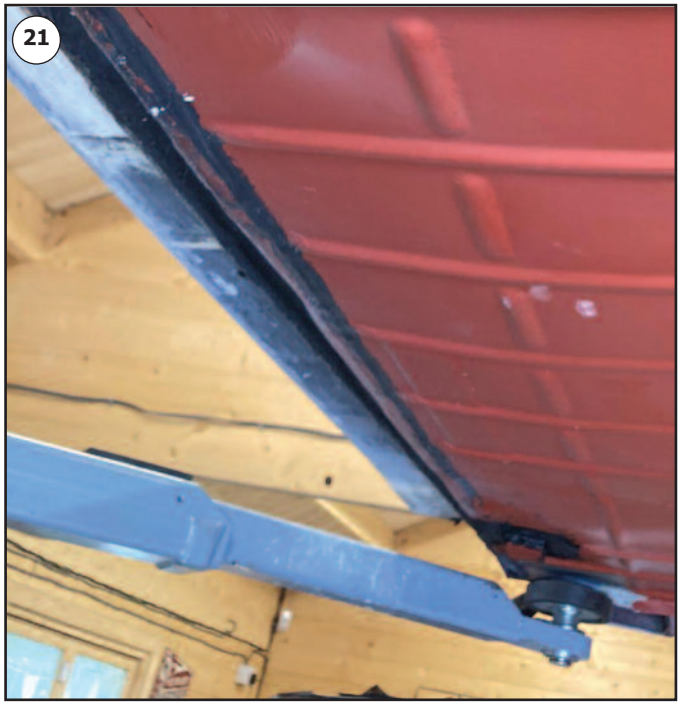




proceed with fitting the closing panel. If you are replacing the floorpan using a pattern panel such as those provided by Ex-Pressed Steel, then you will be removing your floor and inner sill, which is part of it, and this will enable you to easily remove all traces of the old closing panel and weld in your new one after fitting the floor/inner sill.

However, if you are going to be using localised repairs for the floor, such as quarter panels or floorpan patches to the footwell area only, then removing the spot welds of the original closing panel will be a slower process as you will be removing it from both the lower section of the centre membrane and the floorpan.

As with the sills, once the closing panel is in place and welded, I recommend injecting with a cavity wax protection from within the inner sill inspection holes. Before I do this, I usually use a seam sealing compound that can be injected with a caulking gun and then brushed, again using the inspection holes to do so. This adds an extra element of protection to the join at the centre membrane and from under the car at the point where it supports the floor, also protecting the seam here too. (**Photo 21**).



Hopefully this information will help anyone wishing to carry out this work themselves.

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FROM THE 50's THROUGH TO THE 70's

Technical Tips and Advice

Some tips from the Tango Man, courtesy of his friend Terry Waller who is currently rebuilding the 'Tango' estate car, plus some Spannerman insight

Tips from the Tango Man



If you fit the top stabiliser (see right), it's best not to use the spacer with nuts both ends as if you ever need to replace the rubbers the bracket one side would need to be released and would be a real nuisance job. Instead use the nut and bolt type.



Another thing to look out for is that there are two lengths of top stabiliser bar (see right) - from hole centre to hole centre, one is 6 inches and the other is 6.5 inches. This may be due to the fact that one was used on the automatic cars and the other for the later manual cars fitted with the rod change gearbox. I fitted one to my GT as it was missing when I got the car - it was too long and I had to cut it down!



Before doing your hub swivel joints, check the caliper threads and make sure they are OK. Unlike Tango here who failed to check them, only to find out when fitting the caliper that one of the threads was stripped. Luckily we had spare hubs, so just had to start again (see right).



Likewise, always check out the threads before fitting bearings. Tango did not, hence he now has to tap out the radius arms (see left).

When building up rear subframes prior to installation, remember to put the bump stop rubbers on (see below right) and check your pitch springs too (below left)! Thanks to Lee Robinson for providing a replacement for Tango!





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.

Checking the Oil

QUESTION: I went to start my 1968 Vanden Plas 1300 automatic after two months and firstly checked the water and oil levels. I was surprised that the oil was a lot higher than the max mark on the dipstick. I drained the oil and no water was mixed with it. I then replaced the oil with new to the max level, started the engine for a few minutes and found that the level was down to min. Do you know what the problem could be?

SPANNERMAN'S ANSWER: With respect, there is probably no problem. You cannot check the oil level accurately the way you first did it. Oil will drain down when standing. It should explain how to check the oil level in the correct way in the handbook, but in AP literature I have it says: 'With the engine at normal running temperature, run the engine for two minutes, switch off and leave for one minute and check the level. If the vehicle has been standing for many hours e.g. overnight, the oil level will be approximately half an inch above the maximum mark.' This method of checking the oil level is very common today on a variety of vehicles.

Spannerman's Technical Tips - No 3

There can be numerous reasons why an engine may misfire, but one thing that is sometimes not checked is the electrical condition of the plug leads and the coil king lead. Most have built-in resistance to help prevent radio interference etc. If the resistance is too high it will overload the HT system and encourage insulation failure and misfiring. This can easily be verified using an electrical multimeter. Check by connecting the meter (set to measure ohms) to the ends of each disconnected lead. Any reading over 15,000 ohms indicates the lead is defective.



Tips From Down Under

This time Phil Rixon looks at oil filter variations for 1100s with a manual gearbox



Most Australian car enthusiasts who spent the seventies and eighties servicing their own cars will be very familiar with the name 'Ryco' and will recognise the red and white boxes their products came packaged in. Ryco was (and still is) a major supplier of filters locally. These days they are made in South Africa, but when the 1100 was in production in New South Wales, Ryco filters were being made a little further south, down in the state of Victoria. That said, when BMC began manufacturing the 1100 in its Sydney factory in 1964, many smaller components were initially imported from the UK. It wasn't until the production line settled down and demand was proven that more and more components were produced locally - including the oil filter assemblies.

At the start of production, the 1100s were fitted with the familiar 'Pur-o-lator' oil filter. Early versions of these had an external warning light switch and were the same as those fitted to UK built 1100s. When UK production changed to a new version (12A179) with integral pressure switch, this found its way into Australian production after only about 8,000 cars had been produced. The change went largely unnoticed as these two versions used the same sized replacement filter element, which is equivalent to the Unipart GFE103 and Ryco R2180P (**Photo 1**).



1

So far this is all quite easy to follow, so around May 1965 BMC-A took steps to introduce some confusion. Well, not really. It may seem that way looking back from 2022, but in 1965 it made a little more sense because they were simply introducing a locally made filter assembly - part number AYG63, courtesy of Ryco. The confusion arises because the Ryco version looks very similar to the early Purolator with the same external switch. A giveaway, however, is the 'Ryco' brand cast into the front, and if that was the only difference then there would be nothing to write about here. The trouble is that, for reasons unknown, the canister is a little larger in diameter, requiring a different sized replacement element. AYG65 if you were buying from BMC, or R2200P from Ryco (pictured in **Photo 2**, and with a handy summary in **Photo 3**). This change wasn't just for the 1100. The locally built Mini Deluxe and 850 adopted it as well and it was probably to do with the desire to increase the local manufacturing content, while the external switch meant that a blanking plate could be substituted to save costs on low-spec models.

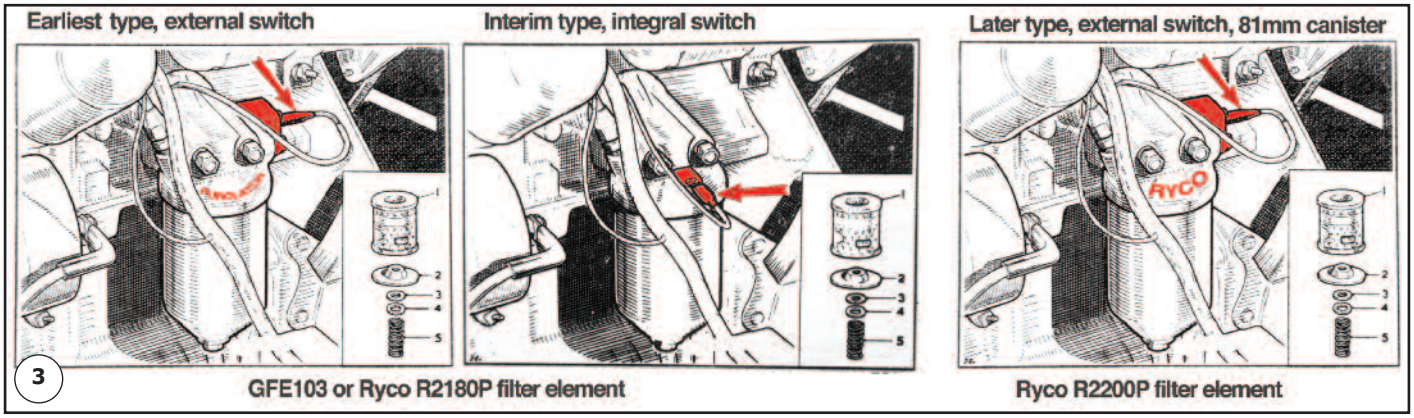


2

You will also need the R2200P if the filter head is marked PUROLATOR but the canister measures 81mm in diameter, as a small number are thought to. For the remaining cars (the first 28,000 or so built) with canisters only measuring 77mm in diameter, then a Ryco R2180P is the one you need, or the equivalent Unipart GFE103. The good news is that both types (R2200P and R2180P) are available in Australia from Ryco. This is partly because they are shared with other more common BMC/Leyland Minis, but also because now that production has been relocated from Australia to South Africa, various low-demand product lines have been put back into production. It is also worth noting that the filters come in plain white boxes these days and there is no longer a listing of compatible vehicles on the side for reassurance.

Before you rush off to drain your sump, there's just one more point of possible confusion to mention. Some other BMC vehicles that also used the A-series engine - and which were sold in Australia - did at times use a Purolator filter assembly with a shorter canister. Ryco makes a paper element replacement for these: R2053P. It is very close to the size of the R2180P, being the same diameter but 5mm shorter at only 83mm. This means it can be installed (by mistake or as a last resort) into an early Morris 1100 Purolator assembly. The shorter height means that the spring pressure is reduced and the internal seal less effective, possibly increasing the chances of oil bypassing the filter element. Something to watch out for if you are changing the oil and using the old element as a guide to the correct replacement.

Element/insert dimensions:
R2180P: Width 73mm, Height 88mm Australian 1100 to May/June '65
R2200P: Width 78mm, Height 88mm. Australian 1100 from May/June '65



3

Membership News

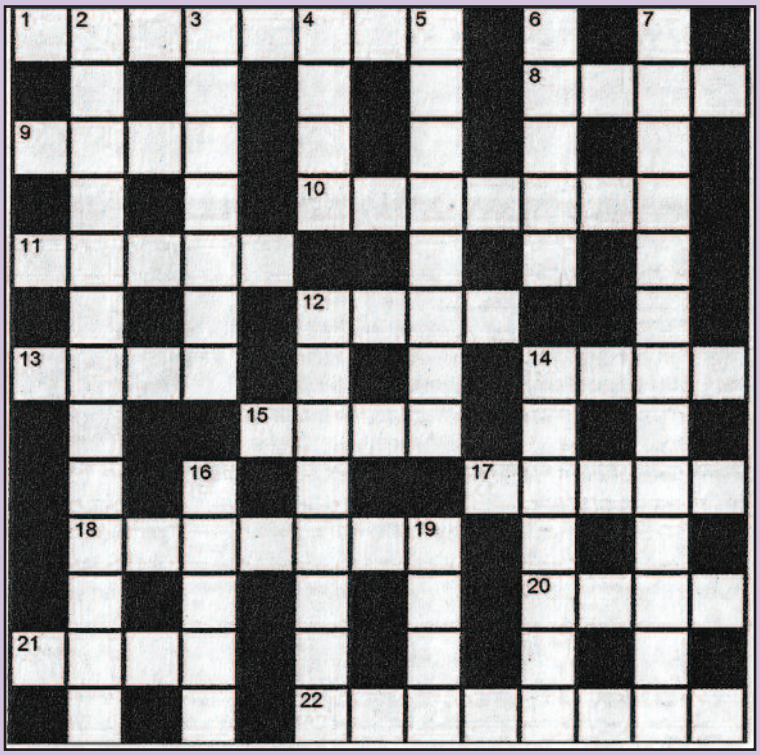
Welcome to the following people who have joined or rejoined the 1100 Club....

Mr Richard Bothway-Howard	Norwich, Norfolk	Riley Kestrel Mk II
Mr Brett Cutts	Mount Barker, South Australia	Morris 1500
Mr Richard O'Connor	Garristown, Meath, Ireland	Morris 1300 Mk II
Mr Paul Bryson	Coleraine, County Londonderry	Austin 1100 Mk III
Mr Alan Lawson	Wallingford, Oxfordshire	Austin 1100 Mk II
Mr Billy Maher	Cashel, Tipperary, Ireland	Austin 1300 Mk III
Mr Matthew Whittaker	Westbrook, Queensland, Australia	Morris 1100 Mk I
Mr Robert Macdonald	Taunton, Somerset	Austin 1300GT Mk II
Mr Dan Lanier	Davie, Florida, USA	MG 1100 Mk I
Mr Michael Pierce	Bengeo, Hertfordshire	MG 1100 Mk I
Mr Nigel Smith	Sutton, Surrey	Austin 1100 Mk III
Ms Melanie Parmelee	Deerfield Beach, Florida, USA	MG 1100 Mk I
Mr Calvin Urwin	Kings Langley, Hertfordshire	Morris 1300 Mk II
Mr and Mrs Fleming	Port Townsend, Washington State, USA	MG 1100
Mr Bill Kalafut	Westmont, Illinois, USA	MG 1100 Mk I
Mr Richard Nehring	Driffield, East Yorkshire	Morris 1100 Mk II
Mr Chris Lock	Chester-le-Street, County Durham	
Mr Simon Hansen	Perth, Western Australia	Morris 1100 Mk I
Mr Mark Scotton	Covington, Louisiana, USA	Vanden Plas 1300 Mk II

The 1100 Club Prize Crossword No. 15

Clues Across:

1. Car-derived commercial vehicle from Vauxhall (8)
8. Common ---- fuel injection: widely used system for road vehicles (4)
9. Unit to provide light (4)
10. Form in which, for example, paints are delivered from cans (7)
11. Short-lived U.S. Ford brand 1957-59 (5)
12. Ford-owned Italian styling house (4)
13. Motorsport street circuit in N. Ireland used for TT races 1928-36 (4)
14. Make slight changes to an engine to improve performance (4)
15. Cobbled road surface formerly used in car tests: Belgian ---- (4)
17. Hybrid Toyota model (5)
18. Bill issued by seller for goods/services (7)
20. Large nineteenth-century single-cylinder stationary engine (4)
21. Type of front spoiler for cars (4)
22. Ford's first UK assembly plant: -------- Park (8)



Clues Down:

2. Small car built in Coventry 1938-59 (8,5)
3. Sporty Rootes Group models 1955-76 (7)
4. Citroën supermini 1978-88 (4)
5. The part of a car closest to the kerb (8)
6. Total (figure) before deductions (5)
7. Successor to the Super Minx (7,6)
12. Slope or its steepness (8)
14. Leave a road for another one (4,3)
16. Commercial vehicles from Citroën 1947-81 (1,4)
19. Sussex-based sports car company, founded 1955 (4)



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

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



1968 Austin 1100, automatic, been off road for two years, needs a bit of welding and suspension goes down when not used. £1500. Contact Sam on 10banger10@gmail.com (Kent)



1970 Riley 1300 Mk II, lots of work featured in Idle Chatter, one of the last Rileys produced, all the goodies of the Riley model with the close ratio box etc. Loved and owned for a good while but now needs to go to the next person to finish. Needs a wing on the driver's side (panel provided), a good paint job and finishing off bits here and there. £4500. Contact Ryan on 07554 553820 or r.caulfield@hotmail.com (Cambridgeshire)



1967 Austin 1100 Mk II, original four door Isle of Wight car, 73,000 miles. Owned and garaged for seven years. Body in good condition, suspension solid and sits nicely, gearbox mount needs replacing. Usual age-related issues, such as split in seat and cracked dash, but headlining good, all door cards present and original carpet. Rolling restoration project - get on the road and do up at leisure. £2750. Contact Becky on 07787 554107 or becky.bateman@hotmail.co.uk (Byfleet, Surrey)

Parts For Sale

Various genuine Austin spares from 1970s 1100 ownership. Includes distributor cap (new), oil filler cap (new), exhaust fitting kit (may be new), front suspension ball joint kit (partly used), thermostat gaskets, rear wheel cylinder (new but needs to be checked), handbrake cable. Free to collector. Contact info@the1100club.com for owner's details (Birmingham)



Austin 1100 Mk II Badge. Condition as per picture. Free to collector or posted at cost. Contact Simon on sjf@dessain.org (Arbroath)

BMC 1100/1300 Workshop Manual, loose leaf, free for collection or just cost of postage. Contact Kevin on kevin.rockett@btinternet.com (Bury St Edmunds)



Various parts and tools. Clutch tool; new old stock heater tap; David Vizard tuning book; some brake spanners; Vanden Plas headlight rims in usable condition; two front spot lights which may be OK for parts; some picnic Vanden Plas tables which need a refurb. Offers as a job lot or separately, can post. Also some green seats, buyer collects. Contact David on 07731 691126 or david.baller1956@yahoo.co.uk (South Wales)

Various parts, including a Mk III 1100 block and many other parts; three synchro gearbox, complete and stripped; three synchro casing; nearside wing top; Austin Mk I or II radiator grille. Call Jim on 01789 490002 (Warwickshire)

Vanden Plas rear seats, in cream. Free to collector. Contact Roy on rsvehicle2@yahoo.com (Bognor Regis)

New old stock genuine Austin 1100/1300 offside front wing, still with original metal tag of CZA8310. Also **Vanden Plas bonnet**, needs repair but could be done. Offers. Contact John on 01767 318789 or uj1000@hotmail.co.uk (Bedfordshire)

Wanted

Front door cards for my Riley 1300 Mk II, must be in good condition in beige. Contact Tony on 07973 516354 (Derbyshire)

Underdash parcel shelf for MG 1100 or 1300. Must be grey with speckle finish and in sound condition. Can swap one for an Austin/Morris shelf if necessary. Also **rear seat armrests and trim panels** for a two door car. Red preferred but other colours considered. Contact Derek on 07775 762326 (Wokingham)

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