In this issue:

A New Member Writes: A GT that had to be!

My Other Car: 1958 MGA in the USA

The Scottish Play: Part 2 of the trip



Idle Chatter

November-December 2023

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LANCASTER INSURANCE CLASSIC MOTOR SHOW 2023

The magazine for members of the 1100 Club

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Copy Deadline for Jan-Feb Issue
18th January 2024

Change of Details?

Visit the 1100 Club website, click on the 'Membership' tab and then 'Update My Details'. Log in with your email address (no password required) and make any adjustments needed to your email, home address etc.

Ed Lines



Welcome to the November-December 2023 edition of Idle Chatter - hard to believe that we are once again nearly at the end of a year! Hopefully we won't be too far into December before this magazine is with you - our printing company now uses a third party to mail out, which has saved us a fair bit on our production costs and is one of the reasons why we have only had to increase our subs once in ten years, unlike the regular increases imposed by many other classic car clubs, but it does tend to add a little more time to the fulfilment phase. We will continue to monitor that and will obviously have to think again if it is untenable, but in the words of a major supermarket chain, every little helps!

Once again we have a bit of an international flavour to this edition of Idle Chatter, with Steven Suttle's piece on his sunroof-adorned MG and Stephanie Routt's stunning MGA as our 'other car' this time - we're very lucky to have members around the world who want to be part of our little community. I also really enjoyed the stories closer to home from new member Jay Webb, who has taken the plunge and bought a 1300GT, and also from Chris Hatton, who presents the first part of his '1100 CV', going right back to his childhood when an ADO16 was a big part of his family. I'd like to take this opportunity to thank everyone who has contributed to Idle Chatter during 2023 in one way or another, big or small, regularly or as a one-off - it's all much appreciated and without you, we wouldn't have the magazine that we do.

Finally, just a reminder that if you are an 1100 Club member of relatively long standing, your membership probably still expires on 31st December, in which case you should by now have received an email inviting you to renew. If you haven't received one and think perhaps you should have done, take a look in your spam folder to see whether it has inadvertently ended up there, and failing that you can always log into our membership system with your email address to double check when your membership expires – visit the 1100 Club website and click on the 'Membership' tab in the blue menu on the left. Those of you who joined a little more recently will have membership that simply expires a year after you joined, so will receive your email then. As always, thank you for being a member of the 1100 Club and helping to facilitate everything we do to promote, enjoy and preserve our ADO16s. Have a great Christmas and here's to more 1100-ing in 2024!

Dave Wilkins
magazine-editor@the1100club.com

FRONT COVER

CARS ON DISPLAY ON THE 1100 CLUB STAND AT THE NEC CLASSIC MOTOR SHOW

REAR COVER

AUSTIN 1100 COUNTRYMAN BELONGING TO CHRIS HATTON OF NEWPORT, SOUTH WALES

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
general-secretary@the1100club.com



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



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



EVENTS CO-ORDINATOR
Lee Robinson
events@the1100club.com



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



TREASURER
Joe Brain
treasurer@the1100club.com



SAFEGUARDING OFFICER
Gordon Diffey
safeguarding@the1100club.com



CLUB HISTORIAN
Tony Cole
Tel: 07979 998627
historian@the1100club.com



WEBMASTER
Phil Rixon
webmaster@the1100club.com

Website Password

flower-power

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

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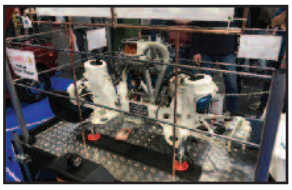
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Brand new front wings are available from Lee Robinson on events@the1100club.com

1100 Club Heritage Preservation

The 1100 Club owns and maintains this Austin 1100 Countryman skeleton car, used at the Motor Show by BMC and now displayed at the Great British Car Journey museum, and this BMC cutaway engine - both have been restored by our Essex T-eam. This special suspension display piece has also been discovered and restored by 'Turbo' Tony Cole, having originally been constructed by BMC apprentices.







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Adverts are accepted at the discretion of the 1100 Club team and longer adverts may be edited for space reasons. We usually limit the number of photos displayed on the website to six per advert, and in the magazine to whatever space allows.
'For Sale' adverts are also free to non-members - 'Wanted' adverts are accepted from members only. Adverts will appear on the club website to members only for the first two weeks and then to the general public thereafter, and also in the following Idle Chatter unless the Magazine Editor is advised that the item is sold. 1100 Club members can log in to the members' area of the website at any time to see the latest adverts before they become public.
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'The 1100 Club' @The1100Club THE1100CLUB

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

Area and Overseas Contacts

Area	Contact	Contact Details	Meeting?
East Anglia	Ryan Caulfield (March)	07554 553820 east-anglia@the1100club.com	Contact for more details - meetings take place in different locations
East Midlands	David Shadbolt (Kettering)	07775 824705 east-midlands@the1100club.com	Contact for more details – meeting dates vary
Essex	Tony Cole	07979 998627 essex@the1100club.com	Last Wednesday, *The King and Tinker*, Enfield (EN2 9HJ)
Hampshire	John Norris	07896 639640 (text preferred) hampshire@the1100club.com	Second Thursday, 7-9pm, *Strawberry Field Tavern*, Locksheath (SO31 6DX)
Hertfordshire	Harvey Foster (Royston)	01763 261250 hertfordshire@the1100club.com	First Wednesday, 8pm, by arrangement
Manchester	Paul Tubby	07905 905486 manchester@the1100club.com	
Midlands	Chris Johns Steve King	07899 923149 or 07980 454239 midlands@the1100club.com	First Thursday, 6pm, *Piston Club* at the Stag at Redhill near Alcester (B49 6NQ)
North Yorks and North East	Howard Ellis (Northallerton)	01609 780445 northyorks@the1100club.com	
NW London	Robbie Claydon (Greenford)	020 8575 5479 or 07952 167173 nwlondon@the1100club.com	
SE London/ NW Kent	Stephen Carr (Bexley)	01322 528843 selondon-nwkent@the1100club.com	
Scotland	Bob Gray (Abernethy)	07766 206553 scotland@the1100club.com	
Somerset	Mike Franklin (Radstock)	01761 418310 or 07866 956787 somerset@the1100club.com	
South Wales	Nick Atkins (Swansea)	07584 408439 south-wales@the1100club.com	
Surrey	Dave Laing	07727 270554 surrey@the1100club.com	First Thursday, 8pm, *The Fairmile*, Cobham, KT11 1BW
West Midlands	Dave Shortland (Rubery)	0121 453 1748	
Wiltshire	Mark Jones (Trowbridge)	01225 766703 wiltshire@the1100club.com	
Worcestershire	Michael Balfe (Redditch)	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
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

Approximate locations of area contacts are included where there is not a listed meeting location to help guide you as to where they are.

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.

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



Hello everyone, I hope this latest edition of our fantastic magazine finds you all well.

As I write this, the NEC show has just taken place last weekend and a fantastic weekend it was too. It was great to see so many members come to the stand and say hello, and I'd like to say hello again and welcome to the members that joined us at the show. I'd also like to thank the team that attended the show this year and worked incredibly hard, not just on the three days the show was open to the public, but for their hard work getting cars ready, getting the stand and equipment ready etc. We have to be at the NEC on the Thursday so it's really a four day commitment. Thank you again team!

Although this year's show is now over, we already have to think about next year's stand. This year a number of you kindly offered your cars for the 1100 Club stand in the last couple of months. This is really appreciated, but we do in fact have to plan and submit our proposal for a club stand before March each year. Not all clubs get allocated a stand, so we have to commit ourselves very early on and provide the organisers with an idea of what we'll be _showing and doing in the hope our application is successful. So if you have a car that you think the public would be interested in seeing (by the way, it doesn't have to be a concours show winner) and if you are available to be on the stand for the three days, and also get the car to the NEC on the Thursday before a set time that may be early or late in the day as not everyone can arrive at the same time (this year we had a 9am arrival!) then please do get in touch with me in the next month or two. It is a very tiring weekend and is hard work, but it is very enjoyable also.

That's it from me this time and indeed this year. Happy Christmas everyone and I wish you all the very best for 2024.

Robbie Claydon
chairman@the1100club.com

Looking Back

Memory Man is in Rhos-on-Sea with what must be a record number of ADO16s!

No, this is not another view of Llandudno, which this column has featured twice before, but is one of Rhos-on-Sea, just four miles further east on the North Wales coast. The image appeared on the 'Residents of Old Colwyn Past and Present' Facebook group posted by Gerald Jones a few months ago and was shared to the 1100 Club page by Llandudno based member Mike Owen; we apologise if any copyright has been infringed by reproducing it here.

Beginning at the bottom right-hand corner, there is a Triumph Herald (with a roof rack), a Ford Cortina Mk II (badge on rear flanks indicates a GT), a car I cannot positively identify (could it be a Wolseley Hornet or a Riley Elf?), then an ADO16 - not an Austin or Morris given the chrome strip present - also with a roof rack. Then there is a most unusual car, identified by someone on the Facebook page as a Lancia Aurelia B20 Coupe and, after checking this out, I can't disagree! They were made between 1951 and 1958. Further along the promenade there is a Hillman Imp and another ADO16, again possibly sporting a roof rack, then another ADO16 facing the opposite direction with the two-tone paintwork design suggesting it is a Riley Kestrel. Beyond that things get a bit fuzzy, but another ADO16 can be imagined and beyond that is clearly a VW Beetle.

Driving on the road there is a white car in the foreground that I can't identify - too much of the boot is missing - and then yet another ADO16, with, you've guessed it, a roof rack! Well, this is a seaside holiday town after all! I hazard a guess that this one is an Austin 1100 Mk I. A Mini is approaching the camera on the other side of the road.



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

1100 CLUB REGALIA for 2023



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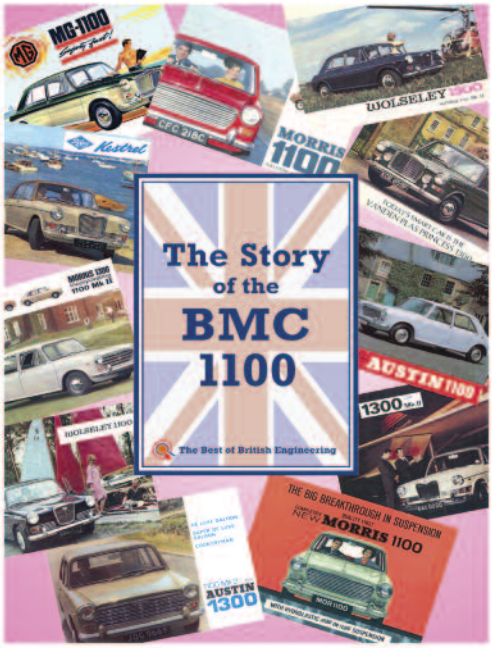
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1100 CLUB REGALIA for 2023



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.

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In Brief



News, views and stories from the world of ADO16s

Calendars

If all has gone to plan, you should find the 1100 Club's 2024 calendar included with this magazine. This time the theme is based around 1100s on tour, so there are pictures from the recent Scottish NC500 Tour, alongside previous 1100 Club journeys including LEJoG, the D Day Tour and our tour to Ireland, plus there are a couple of shots from other members who have holidayed or toured in their ADO16s. We hope you enjoy it!

Calendars Again





In recent years I have been producing a calendar made up of pictures of my cars, partly for my own enjoyment and partly as gifts for other like-minded enthusiasts amongst my friends! It occurred to me that this might be something that others would like to do, and that they may not have thought of it or may not know how.

I've used various different companies to produce the calendars in the past, such as Bonusprint, Printapix and Photobox, and that variation has allowed a wider choice of designs, sizes and prices. It's a case of uploading photographs (which do need to be in a decent resolution for full clarity in print) and playing around with them to put them into different months, as well as choosing a design and layout from the options provided. With most of the companies, the more you order the cheaper the price, which is good for me since I usually purchase around a dozen! I have also managed to find suitable online 'discount codes' which have allowed me to obtain another 10-15% off….an added bonus. Above are a couple of example shots from recent calendar pages featuring my GT.

Hopefully this has provided you with some inspiration if you hadn't really considered doing something like this before and would like to.

Andy Walters

Insurance Insights

Here is an extract from the latest newsletter from Adrian Flux, one of our insurance advertisers, which may be of interest. Ed.

It has been well documented that since the start of the year, UK drivers have seen increases in the cost of motor insurance across the country. Regardless of what you drive, there's a good chance your motor insurance will cost you more this year than it has in recent times. These increases are due to a number of factors, including inflation. We understand that at a time of rising prices, the cost of insurance is another burden people need to factor in when looking at their outgoings. At Adrian Flux we always search our extensive panel of insurers to get our clients the best rates and terms possible and to assist current customers when it comes to their renewals.

In order to save money on your motor insurance, the following tips may help:

Limited mileage policies: Consider limiting your mileage as the less miles, the less risk you pose and the less insurance you'll pay.

Club membership: Being a member of an owners' club could save you up to 15% on your premium

Speak to a specialist: Here at Adrian Flux you will talk to a specialist who can gather information not generally picked up online. That means they may be able to identify further areas where clients could save money.

Parts Available

With the chance that a lot could be scrapped, just to say BL Transverse in London SE25 have got to clear their yard by mid December. I was there today having a last look round with Pete Terpeluk and, with the owner's permission, took these photos.











With so much other stuff there, mostly Mini, I regret it was impossible to get more detailed 1100 shots, but the owner Les is happy for anyone needing parts to call him with enquiries, or to arrange a visit, on these numbers: 020 8654 3069 or 07812 149424. He also has a Mk I front panel at home that needs to go. Hope this will at least prove helpful to someone.



Ian Gaffney

Regalia Update





Two new keyring designs featuring the Magenta and Ranger kit cars have been added to the 1100 Club's regalia range, by member request, plus a new white British Leyland polo shirt priced at £20 (plus £4 for UK P&P), available alongside our usual polo shirts with the 1100 Club logo on the front.



The keyrings and polo shirts can be purchased quickly and easily from our online regalia shop, along with all of the other items advertised on p6 and p7 of this magazine. You will need to allow 7-10 days for embroidery on a polo shirt (they are made to order in the size you choose so that we don't have to hold a huge stock) and if you require postage overseas, please contact Fernand Pinckney first on regalia@the1100club.com for a quote.

Monkey Business

Thanks to Andy Dunne for sharing this one with us. We would love to know if the ADO16 made it out alive, and bonus points for you if you can identify the car at the rear.



Fuel Thoughts From Abroad

I read with interest the commentary in the 'From the FBHVC' section of the September-October edition of Idle Chatter, specifically with regards to the discussion of fuel additives for unleaded petrol and corrosion protection. I thought I'd throw my two cents worth in!

I have six British cars in my possession, the oldest being a 1951 MGTD and the newest being a 1990 Jaguar XJ6, and there is also one 1969 Austin America (1300). All are totally stock vehicles, some owned since 1960. All are in regular use, albeit not for high annual mileages. Here in the USA, we have been using 10% corn based ethanol fuels for at least fifteen years, and unleaded since about 1975, when catalytic converters became standard.

In all this time I have not had one indication of any problems or issues with the 10% ethanol fuels in any of these cars. Apparently, UK drivers are concerned about just 5% ethanol. However, our ethanol is corn produced and may differ from yours. SU carburettors and the stock SU fuel pumps seem perfectly fine with this mix. Here there are some reports that the shelf life of 10% ethanol is shorter than what we call 'pure' gas, but if it is not stored in the car for long periods of non-use there seems to be no problems. I have also not experienced any corrosion issues in the tank, metal lines or carburettors in all these years.

I have tried as an experiment the much more expensive pure gas (often a dollar more than the 10% variety) and see no difference in the performance of the vehicle. Our pure gas is of a much higher octane and for this one pays a premium, sometimes 30% more. None of my cars require this high-octane level. Our US octane measurement is quite different to yours; with our measurement system we have commonly available 87, 89 and 91. The pure gas I have found is in the range of 95, which is unnecessary for my cars. While it is possible that ethanol COULD affect rubber flex lines, I have found no evidence of it, although I am sure the lines in my cars are not as old as the cars and have been replaced at some point, which is probably not a bad service procedure anyway.

So in sum, my advice to your readers is to "keep calm and carry on" and replace the rubber flex lines if they are old or show signs of perishing.

On another note, I found the past British concern and need to disassemble engines and fit hardened valve seats when unleaded fuel was launched a rush to judgement. Unleaded has been the only fuel available here for forty-plus years, and in all my cars I have not experienced any valve or valve seat issues with whatever those cylinder heads came with from the factory. Periodic valve jobs on cars of these ages were not unheard of in the 1950s to 1970s; it was normal deterioration and expected depending on how the car was used and mileage driven. My 1969 Austin 1300 has never had the head off in 109,000 miles! So in this writer's opinion and experience, if you are using your cars year round for reasonable mileages even if low, spending money on fuel additives is a waste. So again, my suggestion: "Keep calm and carry on". You have much more concern about the Government's outright restrictions on where you can use your older cars than the fuel you are feeding them.

As a side note, I spent thirty-two years with British Leyland and then ultimately Jaguar Land Rover North America as a regional warranty manager, so my

background in these cars goes back a long way, though I am now retired and enjoying life and my cars. I have one Austin 1300, two 948cc Morris Minors, one MGTD, one 1965 Jaguar 3.8S and one 1990 XJ6.



John F. Quilter

It's always interesting to hear a different perspective on issues such as these, especially coming from a country that is a few years ahead of us in both the inclusion of ethanol and the removal of lead. The FBHVC piece John is responding to was simply stating that they will no longer be recommending or endorsing particular brands of additive as it is a bit too complicated these days, but our 'official' advice still echoes theirs when it comes to the ethanol question - use E5 when you can get it or use an additive made by a reputable company, don't leave petrol in your tank for longer than you have to and keep a close eye on your fuel lines, which as John states is always a good idea as part of your general maintenance anyway. Ed.

Turbo in Print

He gets everywhere, does our Turbo! This extract is from the December 2023 edition of Practical Classics, after Tony was interviewed at the Luton Classic Car Show back in the summer.

National Rally IoW?

We have recently had a very kind offer from club member Paul Seaman on the Isle of Wight to potentially organise a National Rally for us, based at the Havenstreet Station on the delightful Isle of Wight Steam Railway.

If this was to go ahead, it would be for 2025 rather than 2024, as we already have developing plans for an event in Leicestershire for next year. It's a wonderful venue and of course the Isle of Wight has so much to offer in other ways as well, BUT we do realise that it's quite south (really quite south) and it involves a ferry. We know that quite a few of you come to our National Rally for the whole weekend anyway, so there is definitely an argument to say that an IoW based event could be turned into a fun weekend away if there was enough notice to plan ahead for it, maybe even a long weekend. But it wouldn't perhaps be as good for those of you who just want one day out, or even just want to pop in briefly.

So we now need to try and work out whether enough members would be keen on the idea to make it viable. Obviously we don't have a definite date in mind yet, and being summer 2025 it's also quite a long way ahead, so we're not asking for any kind of commitment at all. But we would just like to know if, in principle, you would be prepared to take your car over there for a National Rally and if so, whether you could kindly visit the link below and jot down your name and any comments you would like to make. If you would consider it but with caveats, you could log that too. We'll say again - no commitment, we won't hold you to anything and you can change your mind - it's just to see whether in principle it could work.

SCAN ME

The link to follow to leave your feedback is: https://forms.gle/qqeKzuZMwSgCwAqo8 (you can click on this directly if you are reading the magazine online, or if you are reading a paper copy you can scan the above QR code with your smartphone).

'One owner, one driver, one restorer... me!'

1968 Wolseley 1300 MkII Tony Cole, Chigwell Row

I actually bought this car new for £848 in 1968 and drove 213,000 miles in it before she finally packed up. It's a very rare twin carb MkI, only built for five months. I used her for business for the first 100,000 miles towing a trailer, then for the next 20 years she was the family car. After her retirement, between 1990 and 1997, I spent seven years rebuiding her, renewing everything and doing the whole lot myself except for the respray, which my mate did for me. She has covered about 38k since then and is still going strong.

I've been a car mechanic all my life, so I just maintained everything myself and did it carefully with proper intervals. That's why it has lasted so long – there's no secret, I was just thorough and careful. Whenever something needs doing, I do it straight away. Anyway it's part of me and I'll never part with it – or her, her name is Wilma!



Tony keeps on top of the servicing himself.



VP on TV



Several members have been in touch to ask whether we spotted the rather lovely Vanden Plas being used by experts Raj Bisram and Irita Marriott in a recent set of episodes of the BBC's 'Antiques Road Trip', but Gary Barnes has gone one step further and sent a picture! Does anyone know the car? The seats look to have been retrimmed particularly sumptuously!

Crossword No. 20



Congratulations to our very own Memory Man, who was first out of the upturned 1100 hubcap this time with a full set of correct answers for Crossword No. 20, with the solutions also shown here. An 1100 Club keyring will be winging its way to you in due course.

Thank you again to Chris Hayward for putting the puzzle together for us, and you will find another one to tease your grey matter in the January-February edition of idle Chatter.

Chasing Cars

The above piece featured in Classic Car Weekly in April this year, catching our editor's attention with it's number-plate initials! The price was also an eye-catcher - whilst we have seen strong pricing on some of our 'exotic' models, it's an encouraging shot for an Austin.

ASKING **£9995** PRICE



CHASING CARS

1970 AUSTIN 1300

ENGINE 1275cc/4-cyl/OHV **POWER** 58bhp@5250rpm **TORQUE** 69lb ft@3250rpm
MAXIMUM SPEED 80mph 0-60MPH 16sec **FUEL CONSUMPTION** 30-40mpg
TRANSMISSION FWD, four-speed auto **MoT** 12 months on sale **ODOMETER** 49,151 miles

WHAT'S IT LIKE TO DRIVE?

The four-pot starts and idles cleanly. The automatic gearbox selects gears cleanly without any lurching despite revving a bit on the choke's fast idle. The engine pulls strongly and seems perfectly smooth. There are no untoward noises from the engine or exhaust and it's quickly up to a respectable road speed. The brakes feel a touch spongy – notwithstanding a lack of engine braking in the auto contributing to the feel of a harder application – but the steering is light with no pull under braking and smooth from lock to lock. The renowned Hydrolastic ride comfort is very much in evidence.

BODYWORK CHECK

The wheel arch lips are smooth, solid, filler-free and obviously well cared-for since replacement wings were fitted a while back. The vendor had not prepared (or even driven) the car at the time of our visit so its 'as-is' condition is a joy to behold. The grey paint is excellent, likewise the freshly painted black wheels and re-chromed hub caps. The rest of the chrome is blemish- and chip-free, as are the nose, bonnet and windscreen. All of the window rubbers are good, shut lines are tight and all the lamp lenses in good order. There's plenty of tread left on the tyres.

EXTERIOR Great paint, no rust, good chrome
INTERIOR Original with period radio and unmarked trim
MECHANICALS Willing engine, smooth auto 'box

HOW'S THE INTERIOR?

The unmarked two-tone blue trim complements the exterior colour well. The fascia is like new with a period-correct radio and only slight patina to the column stalk and rocker switches. There is no sign of sun damage to the upper dashboard, the headlining is good and the carpets have been protected by over mats. There are no squeaks or rattles when on the move and all of the catches and window winders feel tight and true.

UNDER THE BONNET

It's in superb condition and everything is either original or correctly replaced. The radiator is good, the fragile cowl intact, the hoses for coolant and more importantly Hydrolastic suspension are sound and the brake reservoir and metal pipes good. There's new sealant on the rocker box and the engine looks dry, as does the torque converter housing and suspension unit tops. The ignition system looks good, too. It's clearly done low annual mileage and been serviced to schedule.

THE CCW VIEW

This car would make an ideal first classic, It's in terrific rust-free condition and there are spares and specialists aplenty. The automatic transmission makes it easy to drive for somebody used to modern cars, the engine is willing with enough pace for modern traffic and it will be cheap to run in terms of fuel, servicing and tyres. The price looks like a bit of a bargain, too. **Ian Shaw**

✓ **PROS** Easy to drive, original condition, great price
✗ **CONS** Some prefer a manual gearbox


Engine bay is pretty much to show standard.


Smart, period-correct interior looks mostly original.

BUY IT FROM Craner Classics, Runddington, Nottinghamshire NG11 6LA.
0115 691 9553, cranerclassics.co.uk

STOP PRESS: Spring Show

The 1100 Club 2024 Spring Show will take place on Drive It Day (21st April) at the Bubble Car Museum in Boston, Lincolnshire.

Lots more details next time, but please save the date!



Area Updates



Midlands and West Mercia

We had a great meet tonight (6th October) at the Piston Club near Alcester, and it also turned up an amazing coincidence. I took our 1100 automatic along, Wayne Ryton came in his immaculate MG 1300 and Paul Ragbourne in his 90s Rover. Then this beige 1300 pulled in beside us. Paul 'Foxy' Fox had stopped off for a quick pint on his way home in his 1970 16,000 mile 1300, which he uses every day. He had never heard of the 1100 Club and just dropped in by coincidence. He has certainly heard about us now and is enthusiastic to join. Sorry about the quality of the photo - my excuse is that the car park was inundated with bright lights.



I did get a fair number of responses from the emails that went out to local members, some of whom said they would like to come but were either away or had something else pencilled in, so it seems worthwhile continuing and we are all set to meet again next month. Steve King is also looking to restart meetings at the Cross in Finstall when he is able to, so perhaps we might alternate or even have two per month to suit members in different parts of the area.

I am still gobsmacked by the fact that we had an 1100 club meet and by pure chance someone who knew nothing of the meet or even the club turned up in a 1300 at the very same pub at the very same time for a pint on the way home. What are the chances of that?

Chris Johns
midlands@the1100club.com

Essex

Hello again from the Essex mob. Well, our last show of the year has taken place and as normal it was the BL Autumn Rally, as advertised in Idle Chatter. Four cars travelled up together and were soon parking up in a row of other 1100s, then we were putting up our gazebo and setting up the tea! There was a full field in about an hour and a bustling atmosphere as different models were compared.



There were a lot of 1100s - sixteen altogether - and quite a few I had never seen before. One was a new purchase from an auction that very morning and driven straight to the show - I was particularly interested in it as it was a very early model (February 1963) with a lot of parts that you don't often see, including a bent gear lever, the petrol pump mounted outside on the near-side of the rear subframe and a different dipper switch. I think it could be the oldest one on the road as there are no '62s left that I know of. I have taken a photo of the engine and identification plate to see what I can find out.





Terry 'Dust' won the Best 1100 in his GT and was presented with the award by Sarah of 'Bangers and Cash' fame - well done mate! It was a very interesting day and a great last show to finish the year off with.





As I write I have just returned from the Classic Motor Show at Birmingham's NEC, and boy, what a three day show that was! The Essex mob were there in force, with a lot of help from other club members too. The cars, regalia and cutaway engine, plus all the stand backing, tea and chairs etc, were taken up the day before and the stand set up ready for the big opening the next morning. On Friday morning we were all there on time and the show was opened - we soon had a full stand with enquires, questions, sales and admirers - this was the theme for the three days. We had a lot of praise and thanks from members and public visitors too, plus admirers of the cars on show. We all finished up

completely shattered, but very satisfied with the outcome of what we had achieved and done.

Now is the time to get your car up to scratch for the beginning of the shows next year. Merry Christmas and a happy new year to you all.

'Turbo' Tony Cole
essex@the1100club.com

Surrey

Hello from all at the Surrey group. October's meeting was held, as is usual now, at the Fairmile in Cobham on the A307. The Triumph Sports Six club were there as well, and being now dark by 8pm we were inside in the separate room to the right of the bar that we book out. A number of us were eating; the food seems a bit better (and more quick to appear) than at the Marquis. Koren's car still has a list, so I said I'd bring her the area's newly acquired hydrolastic machine in November, which I did. Dave W was working very early the next day so had to leave early.

In November we braved the predicted storm conditions promised by Ciaran which never really reached London and Surrey, although it was very wet on the drive home. We all arrived in 'moderns' because of the threatened bad conditions. Koren's dad was a bit unwell so did not come; hope you feel better soon, Ken. The hydrolastic machine was duly transferred to Koren; she is hoping to finally track down the cause of the problem. A member of the Triumph club brought us presents - a Mk II 1300 boot badge and an 'Autobooks' manual. He thinks he may have one or two other bits as well, which is very thoughtful. It just shows how nearly everybody had an ADO16 at one time in their motoring life.

My newly acquired Morris Marina Sun Tor campervan has finally been cleared to run on the road without getting a ULEZ charge - what a palaver that has been! I will be writing a 'My Other Car' article on it in due course.

We are planning to have our 'Not the Christmas meal' at the Fairmile, and this will probably be the first Friday in January. Please drop me a line if you would like to attend, and note that we will NOT therefore be meeting on the usual Thursday night for January.

Dave Laing
surrey@the1100club.com

Hampshire

Nothing much to report from Hampshire this month, but we will just mention that the Hampshire area will be back over to the Isle of Wight next September (2nd to 8th) for the Ryde Classic Car Extravaganza and a bit of a tour. I'll probably be taking the Allegro this time, but if anyone is interested in joining us you would be very welcome! Ferries and accommodation would be arranged individually, but please do drop me a line if you would like to find out more.

John Norris
hampshire@the1100club.com

East Midlands

The East Midlands area had its 'Halloween Spooktacular' unsurprisingly on 31st October, again at the Dukes Arms in Woodford. It was a filthy night, and other than my MG, which was parked outside the pub, attendees brought modern cars. Halloween-themed decorations had been invited and Ryan was resplendent in a red officer's uniform, with his car cunningly disguised as his proud charger. Monty had a couple of pumpkins and a ghostly







spectre in the front and a severed arm on the back shelf, and I had transformed into a skeleton.

This was the last East Midlands meet of 2023, and activities will recommence once the clocks have come forward again in the spring. We are also talking to the East Anglia group about a joint event for Drive-It Day. Meanwhile, we wish 1100 and 1300 owners in all regions a very merry Christmas and a happy new year!

David Shadbolt
east-midlands@the1100club.com

North Midlands?



Calling all North Midlands 1100 fanatics! I'm Nathaniel Page, a relatively new member of the 1100 Club and own an Austin 1100 as my first car and daily driver. I'm looking at setting up a WhatsApp group to allow fast communication for help and advice between members in my area, along with setting up the odd meeting to enjoy sharing stories about classic car ownership! If you are interested in this please send me a text on 07398 283746.

Nathaniel Page (based in Tutbury)

From the Events Diary

News and reports from some events that have recently taken place

BL Autumn Rally

It's hard to believe the outdoor show season has, once again, all too quickly come to an end and what a fantastic way to round it off! I was absolutely delighted with the number and variety of cars that turned out en masse to support my 11th BL Autumn Rally. It's additionally hard to believe the show is now in its 11th year, from its humble beginnings with just 35 cars to around 250 exhibitors this year.

Despite some iffy forecasts, the weather remained dry and the sun shone later in the day - just in time for the presentations. We didn't actually have to worry about rain but instead mysterious yellow insect poo which seemed to cover every vehicle!

We are all saddened by the news of Harris Mann's passing this year. He always supported and attended the show, enjoying chatting to the vehicle owners and admiring the cars. As a tribute to him, I organised a display of some of the cars he had designed - Marina, Allegro, Princess, TR7 and Metro - and I am sure he would have been delighted to see it.

It goes without saying that the standard of the vehicles gets higher every year and the judges always have a difficult job. This year Terry Nightingale won the 1100 class, with his beautiful Teal Blue 1300GT.



Paul Le Blique with his lovely Bermuda Riley 1300 and Adam Marshall with his gorgeous early Fiesta Yellow Morris 1100 were both recipients of a Highly Commended Award.





Adam had only purchased the car from Bicester Heritage Auctions the day before and made the effort to collect it on the morning of the show so he could bring it along! 10/10 for effort. Finally, Ian MacKenzie was delighted his beautiful two tone Wolseley 1100 was the chosen recipient of the Sponsors' Choice award.



My dad made some beautiful trophies with oak blocks and a Vanguards model car corresponding to the vehicle class and they seem to have been very well received. Sarah Crabtree, former 'Bangers and Cash' star, once again presented all the awards.



The day drew to a close all too quickly and everyone said their goodbyes. My sincere thanks go to all the exhibitors and their vehicles, to Teresa Vincent for producing the

lovely Highly Commended Award certificates, to Sarah Crabtree for supporting the show, to Meguiar's for the class winners car care packs and finally to Ian and Dawn Kennedy from 'Hydragas and Hydrolastic Suspension Services' for their continued show sponsorship. See you all again next year!

Tom Morley

Rotherham Report

Alan and Sandra Sayles have sent in this picture taken at the Rotherham Show on 3rd September.



The NEC Classic Motor Show

The Classic Motor Show once again took place on Friday 10th, Saturday 11th and Sunday 12th November at Birmingham's NEC. Spread over six huge halls, it was once again packed with classic car club stands, dealers, traders, autojumble, cars for sale, food wagons and lots, lots more, plus a classic car auction, a restoration arena and Q&A sessions with experts from TV and the motoring press.



As usual, the 1100 Club was offered a good stand in Hall 3, right at the heart of the show and alongside all of the other BMC related car clubs - it was a particularly good spot this year as it was one of the first stands that people arrived at when they came in the entrance to the hall from the central plaza. As many of you will know, running a stand at the event requires availability from the Thursday onwards, as everything has to be in place and ready for the show opening on the Friday morning, so three ADO16s plus cutaway engine plus Fernand's Mercedes packed full of regalia made their way to Birmingham and a huge amount of work went into the stand build. Dan Smith, who had kindly offered his van to take a lot of the kit to the show, was unfortunately unwell, so we weren't able to get some of the back board displays etc there at the last minute, but the stand still looked great and as always, the display of regalia was second to none!







The cars on display also experienced a last minute change, with planned appearances by Terry Nightingale's recently restored 1300GT and Terry Wells' police panda car going ahead, but sadly not Gordon Diffey's Magenta, which for various reasons was just not quite ready in time from all of the work that he has been doing to it. So Terry Waller stood in with his red 1300GT, plus a kind offer to pull the cutaway engine on its trailer to the show, which would otherwise have been travelling behind Dan's van! So all was well that ended well, with the added benefits of having three Austins on display to mark sixty years since the Austin version of the ADO16 was launched, and also three cars that were all owned by someone called Terry!

It was great to see so many 1100 Club members throughout the course of the weekend, with both new







faces and some very familiar old friends coming along for a chat, and we were reminded of just how much the general public remember our cars, albeit some more fondly than others!

A good number of people joined the 1100 Club on the stand, and sales of our 'Story of the BMC' book at the special show price of £20 were still into double figures, eleven years after its 2012 publication!

There were some lovely comments on Facebook from people who visited us, for example:

"Lovely meeting you today. Thanks for looking after my coat!" *Lisa Morgan-Anstee*

"Nice to see the stand today and buy some bits. Hope to see you at a couple of shows next year with my Countryman." *Chris Hatton*

"Nice cars on show. Well stocked stall and pleasant chat." *Ian Gormley*

"The stand looked very impressive, as did the cars on display. Well done." *Alistair Carter*

"Really enjoyed it yesterday; as per usual one of the best club stands at the show. Will join next year and get looking for one!" *Ady Steele*

"The best club stand by far, and always a warm welcome." *Dean Oakey*

"No. 1 stand, fantastic layout, well done to all involved. Top T men!" *John Friel*

We would like to thank all of the people who helped on the stand for making it such a friendly place to be - you know who you are, but particular mentions for Terry Wells, Terry Nightingale and Terry Waller for providing their cars, Robbie Claydon for all of his liaison with the NEC organisers beforehand and ticket organisation etc, and last but absolutely not least, Fernand Pinckney for designing and planning the stand, for bringing and displaying all of the regalia and for generally being the lynchpin once again of Stand 480 in Hall 3!

Don't Mention the War!

The 1100 Club was contacted earlier in the year by Steve Pollington of the Secret Garden Touring Park in Wisbech, Cambridgeshire, to see whether we could help with sourcing a suitable ADO16 estate car for a Fawlty Towers dining experience being held on 14th October. Local member Gordon Diffey answered the call, and the pictures below were taken on the evening when he and Ryan Caulfield went along.

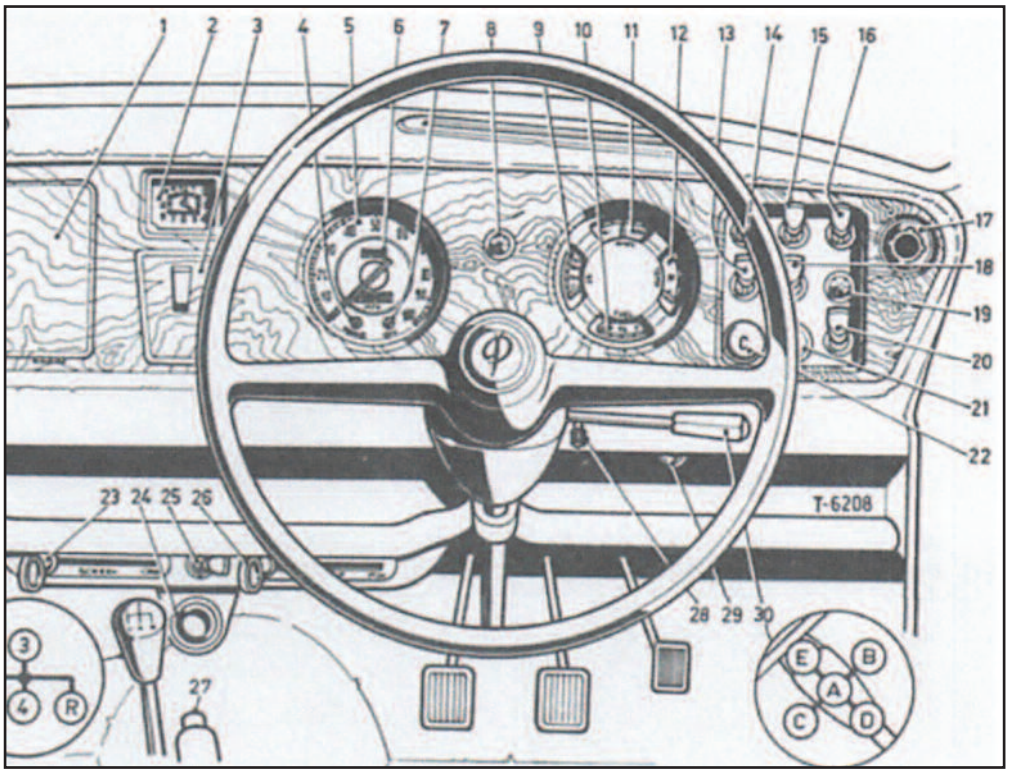






Dashboard of the Month

This time, the sumptuous cockpit of the Vanden Plas Princess 1100 and 1300 from 1963 to 1974



1 Glove compartment
2 Clock
3 Ashtray
4 Main beam warning light
5 Speedometer
6 Trip mileage indicator
7 Ignition warning light
8 Indicator warning light
9 Oil pressure gauge
10 Fuel gauge
11 Ammeter
12 Temperature gauge
13 Heated rear window switch
14 Fog light switch
15 Fog light switch
16 Light switch
17 Air vent
18 Panel light switch
19 Oil filter warning light
20 Windscreen wiper control
21 Ignition/starter switch
22 Choke
23 Air vent control
24 Cigar lighter
25 Heater fan switch
26 Heater control
27 Handbrake
28 Trip reset
29 Bonnet release
30 Indicator/main beam switch

Running Reports

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





Welcome to my latest compilation of random words and dodgy punctuation that hopefully forms a running report. *No dodgy punctuation gets past my proofreaders, Andy! Ed*. Starting inside the car for a bit of Walters 'detailing', I first turn to the cushions on the rear seat. Some years ago whilst perusing the ADO16 section on Fleabay, I came across a vendor selling cushion covers with an image of a GT on the front, and of course I just had to buy them. At the time I thought the car featured was only available in orange, but nevertheless bought a pair. With hindsight I may have been incorrect about the colour availability, but imagine my delight earlier this year when I noticed the covers were now available with a blue option, although sadly not Teal Blue! An added bonus was that I could specify the registration of my car, as seen in **Photo 1**.



A rapid order and delivery once again ensued, satisfying the Walters OCD and detailing fetish! They now have pride of place on the rear seat (**Photo 2**), and the original covers have been donated to a fellow member with a Blaze coloured GT.



In my previous report published in the May/June issue I raised a concern about the levels of condensation in our beloved cars, especially when stored over the winter. You may recall that I tried out some small dehumidifier pots in each of my cars, and I'm very pleased to say they work! As you can see from **Photo 3**, showing the unit removed from the Austin, it had collected about an inch of water after approximately five months use, and there was still a quantity of the moisture absorbing crystals unused. For the record, I positioned the unit on the floor immediately behind the rear ashtray. To prove a further point, the unit in my Ford Focus, which is stored outdoors under an all-weather cover, had collected a similar amount of water and prevented any signs of mould appearing on the seats and plastic trim, which has happened previously. All in all an effective and cheap little product that I can happily recommend. I will of course be purchasing additional units for future use.





Moving on now to the rear of the car, specifically the boot lid. I mentioned in my last report that I had commenced a refresh of the cavity waxing schedule I originally completed around the lockdown period by injecting the inner and outer sills once again. Next on my agenda was the interior of the boot lid, which received a very generous dose of the same wax used previously, namely Dynax S50 (**Photos 4 and 5**). This product exhibits excellent sprayability, even in cooler temperatures, gives good penetration to all difficult to reach areas, and any overspray is easily cleaned off with white spirit. Once dry, this gives a nice smooth finish but remains ever so slightly tacky to allow some modicum of 'creep'. Whilst spraying I did ensure several dust sheets were used to protect the boot/luggage area and outer rear wings, which turned out to be a very wise move.



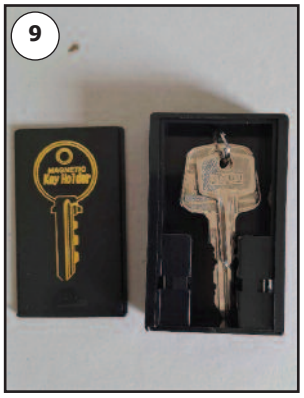




Having allowed the wax to penetrate the upper sections of the lid, I closed it to allow for penetration of the lower areas, only to find a considerable quantity dribbled out of the lock aperture, fortunately onto the sheet (**Photo 6**)! Very nearly a customary 'bugger' moment! Finally I cleaned off any residual over-spray, gave the touch up paint an outing for a few small blemishes, and buffed up the paint with Turtlewax coloured polish (**Photo 7**). The next area to receive more wax is likely to be the innards of the bonnet.



With regard to car security, I have two sets of keys for the car (one original BL, the other aftermarket) of which the spare set stays at home. I decided I wanted another set that could be secreted somewhere on the car when out and about, in case I was to lose or misplace those being used, or indeed in the very unlikely, but in theory possible, scenario of locking them in the car! I did that once with my Capri! Therefore I visited a local old fashioned cobbler who, to my pleasant surprise, was able to quickly replicate both door and ignition keys for me. These were subsequently coated in Vaseline and wrapped in plastic (**Photo 8**) and placed into a small plastic key box, which was sourced online (**Photos 9 and 10**). This is fitted with two powerful magnets, allowing it to securely attach to any flat metal panel on the car (**Photo 11**).







I have chosen a suitable location and installed it, but of course, whilst you are a very trustworthy bunch, its exact position will have to remain a secret! Once again, the Walters OCD has been satisfied.

To finish up this report, I am very pleased to say that the Austin passed her annual MoT (my choice) towards the end of July, and with no advisories. Result!

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

Name: Nigel Powton
From: Lytham St Annes
Car: 1969 MG 1300





Well, onwards and upwards as they say, although this recent period has perhaps been more onwards and downwards into a deep abyss as numerous problems have manifested themselves during the stripdown. What this does prove is that a car can look shiny and presentable on the outside whilst hiding a plethora of quite serious issues that perhaps even the previous owner was blissfully unaware of. She is certainly in a much poorer state mechanically than I ever originally envisaged.

So I completed the dismantling process and decided to have the gearbox checked over and overhauled. I have said previously, as I am looking to undertake some track days in the future, I thought it sensible to fit a centre oil pickup pipe to avoid oil starvation under hard cornering. On a remote change box this requires a complete strip down as the layshaft and laygear need to be removed in order to remove and replace the pipe. I'm not great with gearboxes but I went to see Craig Dickinson at Mini Technique who uses one chap to undertake all his gearbox rebuilds. This bloke has been doing them for over thirty years, so I'm pretty convinced he knows what he's doing. I arrived at Mini Technique on a cold and damp Friday morning, tired and grumpy as my sat nav had diverted me down some very narrow single track roads for no apparent reason resulting in a journey taking forty-five minutes longer than usual. I had undertaken no checks on the gearbox at all, literally just having unbolted it from the block, so was surprised to find I had some serious issues. I put the box on Craig's bench and when he tried to rotate it he found it was binding to the degree where it almost wouldn't turn two thirds of the way through a full rotation. His initial thought was that there was a bearing issue, which no doubt his gearbox guru will resolve, but it's frightening to think I drove all the way from Pickering to Lancashire with a partially seized gearbox!

"I drove all the way from Pickering to Lancashire with a partially seized gearbox"

Things then continued to deteriorate; as regular readers of my ramblings will know, I am looking to overbore sixty thou to give me a 1330cc capacity as part of my tuning upgrades. So off I went to Blackpool Road and Rally full of boundless enthusiasm, but to no avail - a non-starter with my existing block, it transpires. Mia's block has been linered at some point, meaning that a twenty thou overbore was the maximum possible. I've no idea why she was linered, considering the relatively low mileage, but it is a known fact that some blocks were linered from the factory.

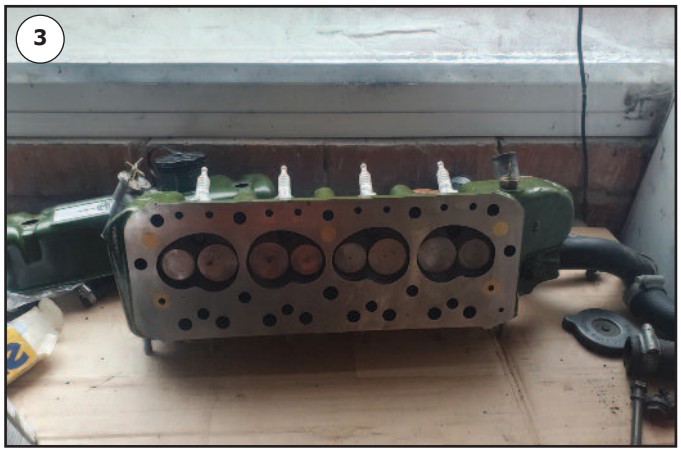
So, what does a man do in this situation? He goes home, smokes his pipe and descends into the state of euphoria that a few glasses of craft beer initiate! To be honest I was feeling pretty fed up at this point, but awoke the next day and managed to purchase a substitute block from Craig at Mini Technique - £350 I hadn't budgeted for, ouch. I've also purchased some 10.3:1 compression pistons (**Photo 1**) at sixty thou over from Minispares, so they should do the job nicely, and I'm looking to get the blocks to Blackpool Road and Rally so they can perform their magic, reboring and refacing and transferring the crank etc from the old block to the new one.



With renewed enthusiasm I started sourcing some of the more 'fun' parts I would need to complete the rebuild. The first was a set of 1.4:1 high lift rockers from Swiftune, which I mentioned in my previous update; very expensive, but they offer a significant performance benefit. These are matched with bespoke Swiftune valve springs. Camshaft choice took some pondering, but in the end I opted for the Swiftune SW8 as I have also mentioned previously, which is quite lairy but should give me the power curve I am looking for, and is complemented by Swiftune's in-house manufactured upgraded cam followers for optimum reliability. I'm not building the car to potter about at 30mph and I envisage she will be trailered to the track days I do. I have also invested in an adjustable vernier timing gear assembly (**Photo 2**) to ensure the camshaft timing is spot on, which is imperative with a performance camshaft. Additionally I have purchased a performance clutch plate and diaphragm, again from Minispares, and I will combine this with a lightened steel flywheel and have the whole assembly balanced.



The cylinder head has been fully rebuilt by Blackpool Road and Rally with hardened valve seats and Swiftune's uprated valve springs, plus some optimum valve stem oil seals from Minispares (**Photo 3**). This gave me a bit of a lift to actually see parts coming back together after all the trials and tribulations of recent weeks and helped to rekindle my rapidly fading enthusiasm.



Another job that I felt necessary was a radiator re-core as mine was looking a bit weary to say the least. I fired out some emails for quotes and got back what I thought were some totally silly prices. Then I saw the piece in the last Idle Chatter about Mick at Autocool Radiators. He quoted £187.60 including return postage (with the club discount) so I rapidly decided this was a 'no brainer'. The rad has now been returned and he has done a beautiful job; I cannot recommend him highly enough!

One sunny morning (a rarity these days), I pushed the car out of the garage to give the bodywork a quick look over. I am acutely aware that at some point bodywork repairs will be required and I will combine those with a full respray, but for the minute I was just looking at what could be tidied up. I don't ever envisage Mia being a 'show and shine' car but a fun, usable classic, so I'm not attempting any sort of concours restoration. The most glaring thing was that the wheelarches had all been coated in some black textured body coating. To be fair this was in good condition, but looked unsightly to my eyes, so I brushed a couple of coats of the original Bermuda Blue over the top and this has made a significant improvement to the overall appearance of the car.

I will hopefully make continued progress over the next few weeks and will end up with a fast, fun classic car which will be somewhat of a 'wolf in sheep's clothing'. But that's all for now; hopefully more ramblings in the next issue.

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





One of the reasons that I love writing for Idle Chatter is that when you mention a conundrum that you are facing, other club members quickly kick in with superb advice and guidance. That happens on social media too of course, and that's great, but somehow I find that when people take the time and trouble to respond personally to a magazine piece, they tend to really go the extra mile with helpful detail, and also tend to be people with genuine experience and knowledge, rather than people who might fire off a quick 'armchair' reply to lots of different Facebook posts etc, sometimes without that real experience to back it up. My query about replacing the chrome filler strips in my front and rear window rubbers was no exception, and not only have I had several great contacts from it, Phil Rixon has even based his whole 'Tip From Down Under' on the topic for this edition!



I have decided to use my running report this time to share some of that advice. Fredi Schneider in Switzerland was first in, with the following thoughts and above picture:

Re your question about the plastic chrome; I can say that we often change only this part, without changing the rubber. The tool you see on the photo is quite helpful, especially if the rubber is a little bit hard. One part of it opens the rubber, while the other part pushes the chrome in. Just use some fluid soap along with it.

Graham Dewey in East Sussex sent the following:
Just read your running report and wanted to give you the benefit of my experience with replacing the chrome effect insert in both the front and rear windows of my car. As I can see from the photograph, your inserts are as bad as mine were but the rubbers, which I believe to be original, didn't really need replacing on my car either. I purchased the insert from ANG Classic Car Parts in Nottingham and found them very helpful and responsive. Total cost was £26.15 back in 2021 so no doubt it will be a little more now! The front screen is one piece, with the join at the bottom, and the rear is in two sections, with across the top being one length and the rest forming a U shape down the sides and bottom. Removal is easy but be careful not to damage the rubber. Prise up one end and slowly pull it out of the rubber. It's always best to do this when the car is warm, which is not that easy this time of year unless you have a heated garage. I used some old metal dentist tools which have a flat spatula part at both ends and no sharp edges. But for re-fitting I also needed to use a flat bladed screwdriver as when fitting the new strip I found it easier since it has a handle and you can therefore exert more force when needed. A friend lent me a special tool for the job which has changeable heads to cater for different profiles and sizes, but I found this much harder to use and more likely to damage the insert so I went back to my dentist tools and screwdriver method. For inserting the new strip you need a lubricant; some people use washing up liquid but I have some silicon oil called Hellerine which is designed for use with rubber and was ideal for the job. Either will work; you can either smear it into the rubber channel or add it as you go onto the insert. I think the former is better as otherwise it's a bit like trying to manipulate a wriggly eel! I cleaned out the channel in both screens to make sure there was nothing in the way before I started. I also cut the insert into approximately the right lengths using the old ones as a guide, making sure they were a little oversize to allow for accurate cutting, once fitted. I was tempted to cut them to the exact size but I think this would have been a mistake as you will find they do stretch and it would have been hard to get this just right. Instead I fitted them all so as to overlap, then marked the cutting point (and angle in the case of the rear screen), then used a wooden block as an anvil and Stanley knife to make the cut. As far as the technique on inserting the strip goes, I tried several methods but the best, for me anyway, was to push one side of the strip into the rubber, then ease the rubber open on the opposite side using my flat bladed screwdriver to do so, pushing the strip in bit by bit and repeating the process as you go. Slow but effective. When you come to a corner, I found the best technique was to warm the insert with a hairdryer and give it a twist towards the glass as you need it to stay flat in the channel when you go around the bend (the strip, not you!). My first one didn't go too well but I took it out a little way and started again using the above method and that did the trick.

John Quilter in Oregon was definitely less keen on the idea of removing and replacing the strips:



My advice is that if they are not leaking, DO NOT go to the trouble of removing and replacing them. The risk of cracking the glass is, in my opinion, too great. Many years ago on my Austin the locking strips turned a dark brown colour from their usual silver. Otherwise, the seals were not leaking and are still in fine shape some fifty-four years later, although the car has always been garaged. What I did do to improve the locking strips was this: I found at an auto supply store some silver pin striping tape in the correct width and simply placed this over the locking strip. It looks just fine and has lasted for decades!

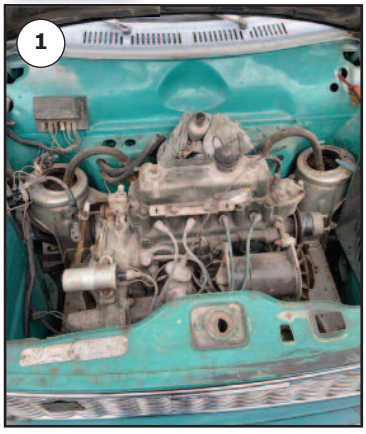
Steven Suttle also got in touch with the pin striping suggestion, plus Phil Rixon picks up on both of the options above in his aforementioned Aussie column, so it now remains for me to pull together all of this advice and decide on the approach I will take! Obviously I will report back in a future edition of Idle Chatter.

Name: Charles Harbone
From: Redditch
Car: 1971 Austin 1100





Back in the summer I bought an 1100, on which I will be carrying out a full restoration. The owner said it needed no welding, which was hard to believe with one of these, but it had been with the same family for over thirty years and must have been stored for a while as there was no MoT information available online. Early investigations suggested it had had a respray at some time, due to the different colour under the bonnet, (**Photo 1**) and my plan was to put it back to original spec - I am one of those who like to keep the cars as original as possible, and I like a challenge!





A few days later the car arrived (**Photo 2**) and I quickly started stripping it. I am not often surprised when working on classics, but this one did surprise me! The floor was in amazing condition (**Photo 3**) with just some surface rust on the front and possibly requiring a plate where the subframe mounting bolts on (**Photo 4**), which will be taken care of when the subframe is removed.

Before too long, most parts had been removed, with the underseal scraped off the petrol tank and just surface rust









found. The was perfect with no signs of rust, with even the fuel sender working well. The fuel pump was dead, but I cleaned the points and away it went. Considering the car had been off the road for over thirty years, it was really quite amazing, as was the floor above (**Photo 5**).

Next, the lovely job of removing the underseal from the rest of the car to see what horrors awaited (**Photo 6**).

A PRO Job?

Chris Hatton from South Wales starts off his story of a lifetime with 1100s, beginning with childhood....

My 1100 CV



I don't exactly know when my interest in the humble 1100 started, but it became a part of my growing years for a while when my dad needed to replace his ageing Rover 2000. I recall excited visits to see prospective cars (I imagine he had browsed the classified ads in the local paper) which included a Hillman Avenger, Allegro estate and an Austin 1100. The Avenger was scruffy and the Allegro well looked after but rusty, so the 1100 was chosen as the best of the bunch.





FNX 620K was a base model Mk III Austin, the one with the single dial in the centre of the dash and not much else! It was finished in Black Tulip with either a dark blue or black interior. I remember the bouncy ride putting a smile on my face as I tried not to slide along the vinyl back seat around corners. My dad set about his usual modifications, which included lifting the driver's seat by fitting wooden spacers under the bolts and applying a level of sound insulation that most modern house lofts would be proud of! The Austin became a characterful part of the family, presumably taking us everywhere for the next couple of years, including a holiday to Wales from our home in Birmingham. In **Photos 1 and 2** you can see the extra luggage space achieved by the fitting of a roof rack, leaving the small boot free to hold our cold bacon sandwiches and the meths burner, which would be fired up to provide hot tea after about two hours on the gas!

So as with many families growing up in the 60s and 70s, the 1100 was simply part of the family, humbly doing its job day in and day out, until such time as the ravages of tin worm took hold. I don't remember exactly when my dad sold FNX, but it was replaced with a Morris Marina estate commandeered to lug us two kids and two dogs in presumably greater and more modern comfort.

My next brush with an 1100 was in the late 1980s when I had just passed my test and was looking for my first car. I test drove a Mk III Morris Traveller while its owner, a lady not too dissimilar to Hattie Jacques, insisted on showing me every inch of the car and how it was rust free.



It wasn't rust free, it was pretty bad, and I made my excuses and bought an equally rusty Humber Sceptre Mk III instead.



Fast forward to the late 1990s, and I rescued an Austin Countryman Mk III. PRO 129L had had been off the road for about ten years and needed a good deal of recommissioning. I hid it in storage at the warehouse where I worked for a few years while waiting for the time and space to get on with it (**Photos 3 and 4**). I didn't find either, so when the car was eventually spotted under a tarpaulin by management I was obliged to get it removed pretty quickly. Oh dear! When would I get behind the wheel of a running 1100?



That opportunity presented itself in the form of a Mk I Morris 1100 that had been part of a collection somewhere in Herefordshire (**Photos 5 and 6**). I visited and saw a beautiful Mk II MG 1300 that I couldn't afford and a couple of Mk IIs that were nice, but the Tartan Red Mk I stood out with under 30,000 miles from new and in an 'untouched' condition that resembled when it left the factory. A deal was done with the owner who was in Spain, and I collected it on a cold November day, driving it back to South Wales and only breaking down when it ran out of fuel - a faulty fuel gauge was the reason!



It really needed nothing doing to it at all, so that's entirely what I did….nothing. I just took it to shows and enjoyed the admiring glances and conversations. I also had an MG Midget at the time, so the Morris was moved on to its next admiring owner and I lost track of it, only seeing that it had visited the Swansea Festival of Transport in 2015.

The 1100 itch had been scratched, but I thought that there must be more to owning and driving one. The Mk I had provided a lovely introduction to the model, but it didn't quench the thirst. What I really wanted was a GT - of course! The search was on. In the meantime, a Morris Marina Coupe came into my possession. A cheap project that today would have been put on the road, but in the late 1990s was too far gone to rescue. A Mk IV Cortina followed a similar fate. I had been 1100-less for far too long.

About this time I discovered a certain internet auction site. Amazing - you could look through cars that had previously been restricted to the black and white print of Auto Trader and you could bid to buy them. One such car was a Mk III Austin 1300 Countryman in Limeflower. I bid and won RLE 783L. Or, as my better half pointed out, I had simply paid more money than anyone else. Either way, I paid as much to get it delivered from London. It was in poor condition, really bad (**Photo 7**).



So bad that I sort of covered it up and walked past it every day, pretending there was something much better underneath. A review from the same friendly mechanic that condemned the Marina Coupe saw it consigned to providing spares for other cars (**Photo 8**), and eventually the shell was removed so that was the end of that.



The search for a GT continued. It would be a few years before I finally got to own one. Along the way there would be another Mk III Countryman, a close call with an MG 1300 and a dip into classic German motoring, but that's for another time. Happy motoring!

A New Member Writes



Jay Webb from Birmingham recently joined the 1100 Club in his quest to find a Riley Kestrel or 1300GT....and guess what he found?



Hello to you all, and before I tell you my story I just wanted to say a big thank you to Dave Wilkins, who has been a great help and given me advice right from the start of my membership. Dave is one of the reasons I'm able to tell my story, but also why I am now an owner of an ADO16, so thanks Dave.

When my father passed away thirteen years ago, a great emptiness fell upon the whole family and I was really struggling with not just being able to talk to him. I needed to find my own way of feeling connected with my father again, so I decided to start to restore and recommission classic cars, as this was something my father liked to do in his spare time and we had always worked on all of my cars since I was seventeen, in fact even before I was seventeen - this is how I gained my mechanical knowledge. So over the last thirteen years I have restored or recommissioned a Mini, Mk I Fiesta Ghia, a very early Mk I Metro and a Hillman Hunter 1725, all of which I have enjoyed owning and using but then sold on to fund the next project. But now, thirteen years later and not getting any younger, it was time to look for something that would be a keeper to maintain and use every year instead of just working on it all the time, but I had no idea of what I really wanted apart from it being an Austin, especially as the Pride of Longbridge is held every year just five minutes from where I live. Then it hit me very hard - it had to be an ADO16, which was the first car I ever owned but it sadly never made it on to the road as it was bought just to learn mechanics on and was sadly too far gone to be saved.

"Then it hit me very hard - it had to be an ADO16"

So early this year, while looking at one of the Mathewsons Auctions entries, I found a very nice example of a Riley Kestrel 1300 (POW 480G) on which I was sadly outbid by £100 and pipped to the post by the hammer before I could raise my response, but I believe this beauty is now owned by a member so a happy ending at least and fair play! But this made my mind up that I wanted a Kestrel or a GT - yes I know, both cars that are very hard to find! So I quickly joined the 1100 Club, and with Dave's help my wanted ad was placed and also pointed in the direction of Turbo Tony. The hunt was on, with no real luck until Dave contacted me back in July and sent me a Facebook link for a GT that was for sale, registration FMB 911K. I hope some of you may recognise this car and hopefully have more information regarding its past!

This GT was located more than an eight hour round trip from where I live, and also first refusal had already been given to another potential buyer who was hoping to view the car within the next few days, so whilst waiting for this to happen a lot of telephone calls, photos and a walkaround video of the GT were exchanged between the owner and myself so I could gain as much info as I could, just in case the first viewer did not buy it. I learnt from the seller it was once part of the Jaguar Land Rover Heritage Collection; how long they owned it for and when they sold it to a private seller I don't know yet, but it was proven by the logbook, and while doing a Google search for GTs for sale I found an article about a collection of cars in a field belonging to one person that was discovered and sold with many different photos, and one of them was this GT, with the suspension very low. I then found another picture of it later when it reappeared on eBay after having some minor bodywork and not a bad respray; the bidding reached £8000, but the auction was stopped so it must have gone with a 'how much to buy now' offer I guess. But I think it was used until maybe a hydrolastic pipe started leaking, then it was parked up in the field by the then owner and I don't think its touched the road after that, other than being passed on for sale.



So what did the previous owner tell me regarding its current condition? The roof lining and C post covers would need replacing as someone had painted them black; the rear shelf was missing and now covered with a piece of dark blue carpet; the driver's seat had a rip in it; the passenger door card had a speaker fitted in it; it needed a new carpet set; the chrome front and rear windscreen trim had been replaced with black ones; it had a replacement vinyl roof which was good but incorrect for the GT spec; it had been fitted before he bought it with a Maniflow exhaust to the correct design which cost £1000, and the carbs had been fully reconditioned. So mint condition then!



I also learned that this gentleman was a bit of a wheeler dealer with his finger in a few different pies; some of what was being said was about as clear as a foggy day! Anyway, while all this was being weighed up by myself, the first refusal viewer failed to turn up after several

promises, so the GT was now being offered to me. It was time to strike a deal that would include the delivery offered by the owner without seeing the car, and spending some of the daughter's inheritance which she doesn't know I have done yet. Would I roll a very big dice?



I forgot to mention what else had made the dice so big - for the last ten years a friend and I had rented a double garage unit close to our homes where we had stored and worked on whatever classic car either of us had owned, but we had just been served notice by the landlord that at the end of September he was not going to renew any leases on any of his units due to old age and sadly health issues. I was also just about to start a planned home extension on my home at the beginning of August, which could not be delayed, so the timing of the GT was totally wrong!

However, on Saturday 5th August, a very wet and windy day with a weather warning in place, at 9.30am, the GT arrived outside my house on the back of a trailer towed by a Range Rover. After a quick meet with the owner and an even quicker look around the GT as it was hammering it down with rain at this point, the GT was paid for off the trailer and now mine! Had I done the right thing in rolling this dice? With no insurance and the weather how it was, I just wanted to get it off the road and around the back of my property, so it was just a very quick 'once around the block' drive before that. It wasn't long before I discovered that the steering rack was completely shot - it was like turning two front wheels with flat tyres that had sunk into the sand - plus a knocking coming from the front driver's side suspension, so it was certainly not safe to be driven on the road, but on the plus side it did sound nice and felt quite nippy. The following morning it was finally time to dry it off so I could fit the newly purchased all year round £300 car cover (which was the only storage option I had) and assess what I had bought, taking the attitude that it's not the GT's fault but those that have owned it, so it wouldn't be fair to do a John Cleese and beat it with half a tree!

Now for the assessment. This GT is actually not that bad, and to be honest for some time was well cared for. It has had welding, with very good replacement sills and decent rear arches, along with a presentable respray, but what it clearly hasn't had for a very, very long time is basic maintenance; in fact, just total neglect. I think the last time this GT had a full service was when it was on the ark and done by Noah, because the plugs, leads, points, rotor arm and cap are so worn out I'm surprised it runs at all, let alone ticks over. The oil is as black as coal and the air filters, well, what can I say apart from the feeling that this GT must have a secret air intake somewhere because I really don't know how these carbs are getting an air flow! It probably explains why someone has set the carbs so rich – it's the only way it will run with a poor ignition system and completely blocked filters.



I could do no more for several weeks and sadly had to turn my back on it, no matter how much I wanted to start messing with it to find out more. I had to focus on the new extension as I had a deadline, and also spend my evenings searching and viewing potential new storage ready for the winter, which at present has come to a full stop as the rent that was wanted on a lot of them was far too expensive and the locations not the best. I wouldn't leave my daily car parked in some of them overnight, let alone a classic. The good news though is that with what was left of the summer I did manage to drain the oil out and get a service kit together, but further proof of the lack of maintenance was revealed when I removed the oil canister - when I tipped the oil out of it I found a washer and a spring, but no pressure plate to hold the filter up. So where was it? All answers to be sent to "I CANNOT BELIEVE WHEN SOMEONE LAST CHANGED THE FILTER THEY LOST THE PLATE AND JUST DROPPED THE SPRING BACK IN ALLOWING THE FILTER TO FLOAT AROUND IN ITS CANISTER!" All answers must be submitted before the end of 2030, thank you. So after a new plate was ordered plus two new oil filters, I put some Halfords 20/50 oil in along with an engine flush, ran it up to temperature and then drained it again to put in the other new filter and some good old Duckhams Q.



Well, that's it, all I can do now is keep it dry over the winter and run it when possible. When the spring arrives, I will be able to investigate more and start work on what's needed, deciding whether to keep it on the rare Dunlop alloys or find and fit some equally rare standard GT wheel trims, so if any of you can give me any advice, tips or have spares you want to sell like a rear shelf or anything I will need, or even just want to know more about this GT, please get in touch.

Just one more thing - when I have been able to have the cover off and work under the bonnet, I have stood back and looked at this GT. No matter how nervous I still am as to what I will find with it in the new year, I still get a big smile on my face as it's a piece of our motoring heritage. An ADO16, a GT, and it's mine!

You can contact Jay on j.webb15@talktalk.net if you know anything about his car or can offer any help with the parts required etc. We look forward to seeing another GT on the road! Ed.

A Double Ownership

Steven Suttle from New Mexico, USA, tells the story of an MG 1100 with a full length sunroof that is so nice, he's owned it twice!

My 1100 and Me



To paraphrase Sir Paul, "You'd think that people would've had enough of silly [Brit cars]. I look around me, and I see it isn't so....oh no."

Still, some British cars are indeed beautiful, eg Bentley, Jaguar, Alvis, MGA. Some are just plain funky, eg Morgan, Anglia, Herald, and some are sort of chunky, eg Rover 100, Austin A30, Morris Minor. As British cars go here in the States, their reputation for unreliability is well deserved - headlights that go dark in the night, cigarette lighters that catch fire, gushing oil leaks, repeatedly failing wheel bearings and horns that blow except when you need one. And for the record, all of that has happened to me. For the most part the British family saloons are incredibly small, slow, and uncomfortable for American drivers, especially those with larger feet. Who designed such small clutch and brake pedals?

Despite all that, in the early 1980s, against my better judgment and the advice of everyone I knew, I turned a youthful passion for Dinky and Matchbox toys into the real thing. I started buying English cars. Lots of them. MGA, MGB, Land Rover, TR3, Triumph Herald. And then, inexplicably, an MG 1100. Although the ADO16 makes were popular in Britain, the MG 1100 was a dud in the US. A sports sedan? What were they thinking? Where was the market? Presumably the bright bulbs at BMC assumed that former MGA and MGB owners, now married with a family, would like a snappy sports sedan. Boy, were they wrong! That class of drivers generally bought Karmann Ghias, VW Beetles or annoyingly fast and noisy muscle cars.



That first MG 1100 (pictured above) was a true disaster car. Everything was wrong with it - everything. Frozen engine, frozen brakes, rusty sills, rockers, and wings, cracked glass and a horrible repaint, a missing rear bumper and a tail light. Why I jumped off that cliff, I'll never know. In those pre-internet days, parts were impossible to find. Some British parts suppliers based here didn't even know what an ADO16 was. I gave up before I was hardly started and in a fit of whimsy, I painted a price on the windshield in pounds as shown. As I recall I didn't even get the equivalent of that in dollars. I am certain that car is now part of an airplane wing somewhere.

Every once in a while, I looked for MG 1100s on the market. Rarely did they show up and were consistently basket cases. Some were so badly rusted you'd need a tetanus shot to even look at the photos. I even had a US-based dealer who imports classic Minis from the UK on the lookout for one. He did manage to find a couple, but they were either in very poor condition, had sketchy histories or were incredibly overpriced. The overpriced ones were in Scotland. No surprise. *Oh god, we'll get letters again! Ed.*

Then in 2017 I placed a wanted advert on the MG Experience website and a nice gentleman from Pennsylvania offered me his. He needed some funds to restore a Magnette. Here was one that checked all the boxes. Extensive refurbishment had been undertaken, including new floors, a set of original wheels, all the manuals, new seat upholstery and some attention to the engine. The original Connaught Green paint had just a few nicks and chips and a small crease or two. It all buffed out nicely and I actually found a NOS in-the-wrapper rear bumper for it here in the States on eBay. Remarkable. It also has a huge aftermarket Golde sunroof. It's what we over here call a 'true survivor'. A little shabby around the edges, but good enough to drive and much too nice to restore. We worked out a deal, which was one of the most pleasant car trading experiences I've ever had. When it arrived, I was very pleased with it. A peppy little car with lots of torque and quick acceleration. Understandably a bit slow for US highways, but a hoot to drive nonetheless.



Then in 2020, just a tad before the pandemic shut the country down, I sold all my classic cars due to a recent bout of cancer followed by a heart attack. I found that I just didn't have the stamina to shift a manual transmission or deal with the lack of power steering. Off they went - a Model T Ford, a Model A Ford and a host of VWs. The 1100 was the last to go. As I watched it drive away, I had a nearly fatal attack of seller's remorse.

Eventually I had recovered enough to want to buy some of my cars back again where I could. I couldn't find any contact information for the purchaser of my 1100 - no phone number, no email address. Then I remembered his name and mailing address were on my copy of the bill of sale. I sent him a postcard. He only lives about sixty miles from me. Much to my surprise, he called two days later. I went to his shop to make sure it was still in the same condition. It was. We struck a deal and I drove it home



that afternoon. I travelled up and down the narrow mountain desert back roads and it was still a hoot - it is again the favourite among my classic cars to drive.

"You'll have to pry my cold, dead hands off the steering wheel!"



These cars are so incredibly rare in the US as to literally cause a traffic jam on the road. People honk, wave, roll down their windows, make gestures, and shout. I can't get out of it at a parking lot without at least one photo op and my accompanying lecture on BMC and ADO. According to the MG Registry it seems there are only twenty or thirty of them in the US that are in running condition. Of course, that number must be low. Not everyone who owns one belongs to the Registry and there are certainly others hidden away. There are, of course, many more in Britian still moving under their own power.

Nonetheless, my little green car always turns heads and is still a treat to drive. It's not going anywhere from here again. You'll have to pry my cold, dead hands off the steering wheel!



1100 Club Parts, Offers and Discounts

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

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

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

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

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

Autocool Radiators: 15% off a radiator recore or fuel tank repair work. See advert elsewhere in this magazine for full contact details, and use the discount code 'RAD15' when getting in touch.

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

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



The Scottish Play....Part 2



Event organiser Ryan Caulfield and David Shadbolt tell the story of an epic 1100 Club adventure around the NC500, picking up from Day 3....



Cast List

Ryan Caulfield 1972 Morris 1300 estate, WDE 107K
Mark Button 1972 Austin 1300GT, LPG 192K
Christian Rutishauser 1967 Austin 1100 hatchback, GR 8073
Ruth Baumgartner
David Shadbolt 1967 MG 1100, HJV 815E
Joe Jones 1972 Austin 1300, FNV 964L
David Laing 2004 Nissan Almera, LT54 UOC
Pat Chalk
Gary Caulfield 2005 Volvo 940 estate, FN55 YYZ

Day 3: Ullapool to Durness

It was from Ullapool onwards that the weather turned for the better. Glorious, hot sunshine became a feature of each day. The A835 took us north from Ullapool to Ledmore, then it was onto the A837 to Inchnadamph. From there we stuck to the A837 and then the B869 for what many people consider to the most breathtaking section of the whole NC500 route. The A-road follows the shore of Loch Assynt and so along to Lochinver. Then the B-road takes over and it is an exciting single-track adventure through the villages of Clachtoll, Stoer, Drumbeg and Nedd. We stopped for lunch and another photocall at Flossie's at Clachtoll, with **Photo 13** showing, left to right, Pat, David S, David L, Christian, Ruth, Ryan, Mark and Joe. There were no parking problems there either (**Photo 14**) - but was Mark a little moist again?





The A894 then took us to Kylesku, Scourie and Laxford Bridge. One thing we'd noticed was the huge popularity of camper vans - we passed hundreds during the week. But these were not the cosy little Volkswagen conversions of old, these were the huge and magnificent modern versions and somewhat over-bearing on diminutive Scottish roads. In the hands of experienced drivers this might be acceptable, but we encountered far too many where drivers couldn't judge the width of their vehicles, couldn't reverse or adequately manoeuvre their vehicles and who were simply out of their depth in this sort of terrain. David L and Pat fell foul of just such a situation, ending up with their nose in a ditch and a back wheel in the air (**Photo 15**) but fortunately a good Samaritan was quickly able to come to their rescue and get them back on the road, fortunately with no damage or injury.



If it wasn't vehicular traffic keeping us on our toes it was animals, as Ryan discovered when a death-defying sheep jumped down straight in front of the car and received a firm but thankfully very low-speed bunt on the backside from the nearside front over-rider. The old Laxford Bridge has been by-passed by a new bigger version, but a few

minutes were taken for photographs (**Photo 16**) and it was back into the cars for the last 19 miles of the day, mostly single track again, to Durness.



The campsite there is set right next to a beautiful sweeping beach of gleaming white sand, and has a club building housing a big bar area and a takeway food outlet. That was the evening sorted then, but first there were tents to put up. At last Mark and David were getting the hang of theirs and with pleasant summer weather accompanying their efforts, the tent was up in a much more respectable time.

Day 4: Durness to Wick

The day dawned fine and the procession departed without Christian and Ruth. Their accommodation - an exquisitely luxurious, converted shipping container - had a minimum two day let on it, so they opted to spend a little more time exploring this enchanting area. Rather than inexperienced camper van drivers causing the next problem, it was a couple driving a Czech-registered car. They failed to slow down or let cars travelling in the opposite direction, in this instance Ryan and David S, pull properly into a passing place. They sped past, clipping Ryan's front offside wheel and scuffing along the offside of his car. Another couple of millimetres and it could have been extremely serious. Courtesy in sharing the road with other users was essential (**Photo 17**) even if they didn't always return the same level of respect. Somewhat shaken, the party continued to Tongue, and repaired to the Tongue Hotel for a restorative lunch.



In the afternoon the driving continued, following the A836 along the very northmost part of the coast, passing through Thurso and past Dunnet Head, the most northerly point on the British mainland. **Photo 18** shows us flying the flag at Locha' Chàirn Bhàin, overlooking a salmon farm. A further photostop was made at the idyllic Castle





of Mey (**Photo 19**), best known as the late Queen Mother's private residence in Caithness. All the ADO16s in **Photo 20** (taken at the Castle of Mey) date from 1972, but how different can three fifty year old ADO16s be?



"....we marvelled, if that's the right word, at the total tackiness of the whole place!"

Then it was on to John o'Groats. Here the customary photographs (**Photo 21**, with 1100 Club polo shirts in evidence) were taken under the signpost and we marvelled, if that's the right word, at the total tackiness of the whole place. We didn't need long here and soon hit the road once more for the final 17 miles of the day, a brisk run down the east coast to Wick. These were long,



fast, curvy roads, with views stretching across the vast North Sea and topped off with infinite sky. The campsite was in a meadow beside the river, so although it was very pleasant and just a short walk back into town along the riverbank, the midges were out in force. David L and Pat had accommodation in town and booked dinner for everyone at the Norseman Hotel. There was even a fully-dressed bagpiper on hand, but for some reason he, and his pipes, remained silent. By now we'd all got camping off to a fine art, typical as it was our last night under canvas. During the night a very heavy, wet mist descended - the Scots word is 'haar' - and when David S emerged from his tent briefly in the early hours to 'stretch his legs', as one does, the surrounding trees were absolutely dripping, and there was an enormous deer just feet away from the sleeping campers.

Day 5 – Wick to Inverness

With everything wringing wet next morning, packing up camp for the final time had to wait for the sunshine to dry things out a little. A provisioning party had laid in stocks of morning rolls and extra thick cut bacon, and soon a bacon roll production line was in operation. Today was Gary's turn for a disaster. Rather than venture out of his tent if nature called during the night he had employed what used to be known as a 'gazunder'. Sadly though this wouldn't 'go under' his bed in the tent, so when his phone slid off the bed during the night you can all guess where it ended up. Once everything was stowed in the cars, the A99 took us back to the A9 and we were at last heading southwards again.

It had been arranged to meet Christian and Ruth at Helmsdale, a village with a pretty little harbour (**Photo 22**) and from there the journey southbound continued. Just before Golspie is Dunrobin Castle, family seat of the Earl of Sutherland and the Clan Sutherland (**Photos 23 and 24**).



It has a spectacular coastal setting and in the most glorious sunshine the whole party enjoyed the magnificent gardens and a look round inside, plus lunch. Mark had been feeling under the weather for a couple of days, with his neck alternately swelling up on one side or the other like an over-stuffed hamster. As a trip to Wick Hospital would have meant a five hour wait, it was decided that David and Mark would advance direct to Inverness, with David at the wheel of Mark's GT, while the others would make a more leisurely trip of it. Ryan had been keen to see some ancient Pictish stones on Black Isle, so he and Joe took a route involving the tiny Nigg to Cromarty ferry (**Photo 25**) to reach Inverness via the Black Isle.







At the A&E department in Inverness, Mark was seen immediately and after various tests the pronouncement was made that he may have mumps. In that nothing more was ever heard from the hospital the implication is that the test results were negative, so we never did get to the bottom of the mystery ailment. Once everyone had settled back into the Premier Inn, the entire party assembled for the last time to be treated to a slap-up meal at nearby restaurant the Fairway, recommended and accompanied by Ann, an old friend of Gary and Ryan's.

Next morning fond farewells were said and the party divided for each car to make its own way home. David arranged a one-way hire of a Renault Clio, which meant he was no longer reliant on the goodwill of all his friends who had so generously carried all his luggage round Scotland for him. While Joe elected to go home in one marathon drive, others chose to break the journey at mid-way points in Northumberland. Purdy Lodge at Adderstone between Berwick and Alnwick was one such location and Ryan was delighted to find old photographs on the wall that showed that what is now a popular roadside motel was once a British Leyland dealership, with pictures from a bygone age showing 1100s and other cars of the period up on ramps receiving attention (**Photo 26**). Ryan and his father Gary had been staying at the hotel for many years on many trips and had had no idea, despite there even being two 1100s in the photos!



Everyone got home safe and sound. Ryan's car waited until it was just twenty miles from home before the exhaust manifold broke, so his quiet suburban street in rural Cambridgeshire certainly knew that the epic traveller was home from his adventures; what a way to end the trip!

Would we do it again? Definitely. Would we do it differently? Probably. This was like a taster, and we could all have spent so much more time exploring each section more thoroughly. But we thank Ryan for doing his best to sort the full route and get as much done as possible for everyone in just six days. Two ladies we met from Corby in a bright orange VW camper had the right idea - doing the route in small sections, spending lots more time on each. Stand-out memories? Many, very many….

1) The breathtaking scenery
2) The unstinting loyalty, generosity and friendship of all those involved….thinking particularly of those who rescued David S and of Sean Harris who was even prepared to dismantle his own car to provide the necessary spare part.
3) Midges
4) Putting up tents
5) The magnificent organisation and perseverance of Ryan to get the whole venture off the ground in the first place - and to whom our warmest thanks are offered.

Just an appreciation of how fantastic the ADO16 is as both a classic to enjoy at shows, a people-hauler, a 'stuff-mover' and a great adventurer! No-one can wait for the next 1100 adventure that Ryan wants to plan. Yorkshire? Wales? Stay tuned folks!



Cash or Car?

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



The 1100 Club does not get involved in recommending any car or passing opinions on cars or prices, but is simply helping to pair up members who want cars with members selling cars so they can sort out a deal, or not, as the case may be! I am willing to take as much information as required from any member selling or looking, with the hope of pairing up and a good outcome for both. You can contact me on 07979 998627 or via email on cashorcar@the1100club.com. Please also let me know if your car sells and is no longer available.

Turbo Tony (Cole)

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

Parking

In the last newsletter, we set out in some detail a developing new climate change inspired local authority initiative based around differential car parking charges. In summary, the proliferation of digital payment parking solutions, i.e. parking apps, allows local authorities to charge for parking based on a vehicle's official emissions as recorded by the DVLA. This is down to the ability of the app providers to access the DVLA database to obtain full details of a vehicle instantaneously when the registration number is entered. Whilst such a parking charge regime was previously largely confined to resident permits in leafy London boroughs, this CO2 emissions-based charging can now be extended to all situations, not simply on-street resident parking. Thus no longer will councils be constrained to charge for parking in one of their carparks solely based on time, but the app algorithms will permit differential charging according to emissions (or engine capacity) as appropriate.

We indicated in our previous article that obviously HVs could be affected, but we could not argue for a total exemption (such as for VED) as even zero emission vehicles (EVs) were still going to have to pay for the privilege, albeit at a lower level. In the vanguard of local authorities consulting on such a scheme is Bath, and we have responded to their public consultation requesting that they consider charging HVs at a uniform rate and at the lower end of the spectrum rather than as proposed according to engine capacity. Unlike LEZs or CAZs, there is no uniform national policy, which means we will have to make individual responses.

Given the challenge of being aware of these initiatives could we ask readers to keep a look out and alert us to initiatives they become aware of, please? *You can contact the FBHVC directly on secretary@fbhvc.co.uk and ask for your message to be forwarded to Lindsay Irvine, who authors these legislation matters. Ed.*

Congestion in Cambridge

As we have outlined previously, rather than go with a CAZ or LEZ, the Greater Cambridge Partnership is intent on creating a Congestion Zone. As reported fairly widely in the media, this has not attracted universal support in the area (less than 50%) and has faced demands from the Transport Minister for a rethink. The Partnership has now produced revised proposals which retain a £5 per day charge for cars but now limited to peak hours and with fifty free days a year. Vans would be subject to a £10 charge and HGVs £50. Motorcycles would be exempt.

Further details can be found on the BBC website at https://www.bbc.co.uk/news/uk-england-cambridgeshire-66618238

As in the case of the London Congestion Zone, there is no case for HV exemptions, but as things progress we will consider seeking better treatment for historic HGVs whether by way of discounts or a number of days of free access.

Fuel and Winter Lay-Ups

As autumn approaches, it's time to start thinking about laying up your vehicle(s) for the winter period. With respect to fuel systems there are a number of different views on how best to ensure your classic is protected and will be in fine fettle for next year's activities. This piece endeavours to highlight the key issues and makes appropriate recommendations to help protect your classic.

With the blending of 5% and 10% ethanol into road fuels, ethanol induced corrosion is an added concern. Ethanol is slightly acidic and when combined with water can promote corrosion in fuel systems. It is therefore important that every effort is made to prevent water ingress and keep fuel systems dry. The ethanol in petrol will naturally mop up low levels of water continuously but this can drop out when levels become too high or temperatures fall. An aftermarket corrosion inhibitor additive in the petrol can provide additional protection to the fuel system and is a worthwhile investment. For complete protection, the fuel system should be drained, flushed and filled with a non-ethanol containing fuel such as alkylate or one of the special storage fuels provided by suppliers such as Sunoco. These fuels are quite expensive, so another option is to drain the carburettor float bowl and remove any water and sediment. Leaving E5 in the fuel tank and the rest of the fuel system should not be an issue if the fuel system is free from water.

Try to avoid draining large volumes of fuel and always do it in a well-ventilated area, preferably outside. Petrol vapour is heavier than air and will build up in confined spaces and can be easily ignited by open flame heaters and central heating boilers etc. If you pump fuel out of a tank or fuel system, remember that it can easily build up a static charge and cause a spark and ignition, so make sure fuel cans are always on the ground and not in the vehicle, so the charge can dissipate. Always allow a few minutes after pumping for the charge to relax. Ideally, drained fuel should not be kept over the winter period and is best disposed of by using in your daily vehicle, provided that it has not been dosed with Tetra Ethyl Lead as that will kill the oxygen sensor and the three-way catalyst.

Esso Synergy Supreme 99 and ethanol

Members may have become aware that Esso have recently made an announcement about the availability of ethanol free petrol.

"We currently supply an ethanol-free Synergy Supreme+ 99 unleaded in some parts of the UK. From September 2023 our Synergy Supreme+ 99 will transition to contain up to a maximum of 5% ethanol at all Esso pumps irrespective of which part of the country they are located. The labelling at our pumps will remain as E5 for Synergy Supreme+ 99 unleaded".

The ethanol free Synergy Supreme 99 Petrol was available in areas where the fuel terminals are supplied by underground pipeline from Esso Fawley refinery. Esso have maintained the supply of ethanol free petrol for as long as is practicable within the requirements of the UK Renewable Transport Fuels Obligation. They have been able to meet the obligation by blending higher levels of biofuel in other grades to meet the overall obligation but are under increasing pressure to have renewable content in all road fuels. This brings Esso into line with other Super grade fuel suppliers.

The octane and volatility will not be affected although the blend will change slightly to take account of the additional octane provided by the addition of ethanol. The fuel will contain a small amount of oxygen from the ethanol and will cause some engine mixture enleanment that may require a small carburettor adjustment to maintain vehicle driveability.



Elastomer materials used for pipes and seals typically swell slightly when in contact with petrol and are generally best kept wet with fuel to avoid shrinking and cracking as they dry out completely. Draining the fuel system is therefore not recommended unless you plan to work on it during the lay-up. The winter lay-up is also a good time to check the condition of all the fuel system pipes for signs of ageing such as hardening and cracking, particularly now petrol contains ethanol.

Modern petrol is very stable and BSEN228 petrol can be stored for up to 6 months without any issues provided it is stored in a cool place in a sealed can to prevent vapour loss. To minimize exposure to air and the build-up of condensation from natural vehicle fuel tank breathing with temperature changes, it is recommended that fuel tanks are kept 2/3 to 3/4 full. This helps to minimize any fuel tank wall condensation and allows for a top up with some fresh fuel after the lay-up to restore some of the lost volatility and aid starting.

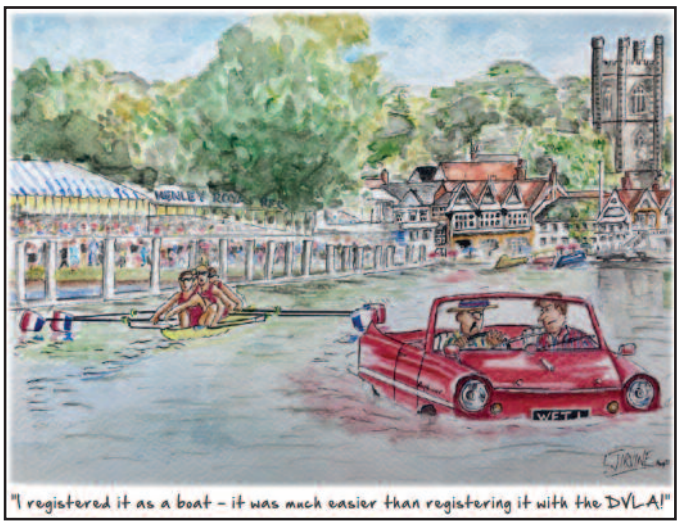
When restarting after the lay-up, check the fuel system thoroughly to ensure that all the flexible pipes are in good condition with no signs of cracking or swelling. Top up the fuel tank with fresh fuel to restore the volatility. Start the vehicle and immediately check for fuel leaks, particularly around the carburettor and engine bay. It is not unusual for flexible pipes that have not been wet with fuel to shrink and leak when exposed to fuel again.

DVLA

Following the meeting with the Minister for Roads and Local Transport, Richard Holden MP, which we reported recently, we participated in a further meeting of the Historic Vehicle User Group (HVUG) on Tuesday 22nd August. This was attended by very senior DVLA staff and covered several of the issues currently of concern to us. Whilst at this time it is not possible to share details, we are pleased to report an improved and continuing dialogue with DVLA which supported a positive discussion. Further meetings are planned, including a HVUG meeting in November, after which it is expected that we will be able to report some clear progress.

The opportunity was also taken to ask DVLA about the recent news that from June 2024 the Post Office were intending to cease providing a counter service for some DVLA activities. DVLA confirmed that the information was correct and that they were actively considering their next steps although at this stage no decisions had been taken.

As always, we will report any developments.



"I registered it as a boat – it was much easier than registering it with the DVLA!"

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To update your details, eg email, home address etc, visit the 1100 Club website, click on the 'Membership' tab and then 'Update My Details'. Log in with your email address (no password required) and make any adjustments needed.

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!

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.

Advertising the America

A selection of adverts for the Austin America, shared with us by Mark Margetts

How Bonnie Courtney met the challenge of owning the world's first Austin America.

At first, it was fun to own the world's only Austin America. (It was almost like driving a custom-built car.)

But oh how Bonnie Courtney could have cried for want of privacy. Everywhere she went in Palmetto, Fla., people recognized the car.

They knew when she went out. And what time she got back.

But, then, the Austin America doesn't resemble other cars. Mostly because of the windows, we think. They're larger than one would expect, not only giving us a particular profile, but a lot of visibility to the driver.

There also were times owning the world's first Austin America was outright embarrassing.

For instance, Bonnie left the supermarket one Saturday afternoon to find seven people surrounding the car. And then some man asked her about the transmission. (He was sitting in the front seat at the time.)

Now, we ask you, how's a 16-year-old girl going to be able to discuss Austin America's fully automatic 4-speed transmission? Or know that like the Mustang's transmission, it can also be shifted manually?

And what does she say to the mechanic who says, "Hey, lady. Your engine's sideways."

How could Bonnie know that our transverse engine let us make the front end shorter and the inside have as much rear leg room as a Lincoln Continental?

And frankly, even though disc brakes are the safest brakes ever invented for an automobile, how could Bonnie have learned the Austin America's brakes hold like the brakes on a Jaguar XK-E?

Things are a little easier now, however; there are now three Austin Americas in Palmetto, Fla.

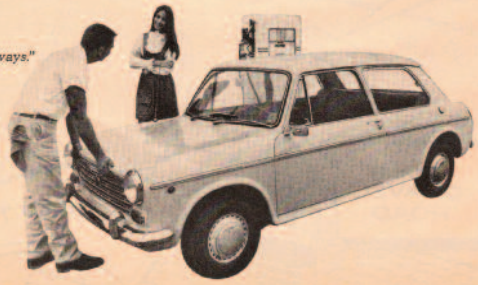
And we've become one of the fastest growing import cars ever introduced in this country.

But that's to be expected from a car that has the best of what a lot of other cars have, but costs only $1899.*

Still, we're looking for a way to honor our young trailblazer.

How does the Austin Courtney sound?

At Austin / MG Dealers.



"Hey, lady. Your engine's sideways."

A good second car will help your first car last longer.

The better your second car is the more you'll use it. And the more you use it, the more wear and tear you'll save on your first car.

Save it from all those trips to the grocery store, bowling alley and PTA meetings where a $3500 car goes to waste.

So at British Leyland Motors, we've developed a car for exactly such unglamorous use. We've put into the Austin America many of the ideas we've put into our Jaguar, Rover, Triumph and MG. And by keeping the price for these ideas down to $1899* we feel we've made it the perfect second car.

A second car that encourages you to drive it.

Since the Austin America is the lowest-priced car with a fully automatic transmission, your wife should get more use out of it. And since it can also be shifted manually, your teen-age son won't scorn to borrow it.

Since it has front wheel drive, you can use it to grip any potholed road. And since it has liquid suspension, it won't destroy your stomach in the process.

Since it's shorter than any of its competitors, you can fit it into more parking places. Yet since it's large inside (for instance: more back seat leg room than a Lincoln Continental), you can walk out of an antique store with more junk than you intended.

The Austin America is sold and serviced by more than 575 Austin-MG dealers throughout the country. Visit one now and see a simple car that can save your glamorous car from every trip except the glamorous ones.

Actually, since the Austin America isn't bad-looking, you might occasionally take it out on the town. A fit reward for a workhorse.

At Austin-MG dealers.



Austin America. The perfect second car.



Just to prove



that one great Austin



leads to another...



look at the new Austin 1100

IT'S 1964'S MOST REMARKABLE NEW CAR! BMC's new Austin 1100 gives you the smoothest ride this side of a limousine. Yet it has no springs! You ride on a liquid cushion called "Hydra-Balance Suspension." The ride's so smooth, it's like driving on carpet. And the new Austin 1100 is remarkably roomy. In fact, it has more passenger space than many larger cars. Drive the roomy, smooth-riding new Austin 1100 and you'll agree... nobody puts more into car-making than BMC

The British Motor Corporation of Canada Ltd.



THE AUSTIN 1100

Huge thanks to Mark in Canada for sending us these adverts from his collection - we have more of them, which we will bring you in future editions of IC. Ed

To anyone who bought a second car in the last month:

Pity.

Oh, the shame of it all! If only you had waited a little longer!

Because we just started a whole new ballgame in the second car league.

It's called America. And—sufferin' self-recrimination! — it's the first car designed to be a second car.

With a "his and hers" automatic/manual transmission. Powerful front-wheel drive. Big-car riding liquid suspension. A roomier interior than a Rolls-Royce Silver Shadow. Up to 30 miles per gallon. Thick floor carpeting. Disc brakes. Etcetera, etcetera.



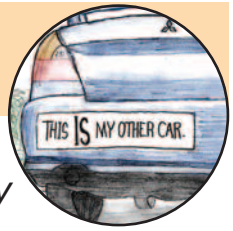
And a price—$1845*—that makes America the lowest-priced car with an automatic transmission.

When it comes to buying an old-style second car, there's a new adage: he who hesitates is saved.

America by Austin. The first car built to be a second car.

Available at all MG/Austin Healey dealers.

My Other Car Is....



....a 1958 MGA. MG 1100 owner Stephanie Gina Routt in Washington State, USA, has restored this stunning machine back to its former glory



It all began one day at my wife's place of work. Her fellow worker was going through a divorce and they had an old MG in the backyard that her husband had, and she wanted it gone. He also was tired of it and the kids were just bouncing baseballs off it, so I said yes, I will take a look. The price was free, saying "Take it today!" So with a flatbed tow truck and two loads of parts it was on the road again. My friends and fellow members in the MG Car Club in Seattle were, let's say, politely sceptical, to say the least. However, I saw the gem. A free '58 MGA with a signed title of transfer - who wouldn't take it with lots of parts? I had just finished restoring two MGBs, so what could be so hard? Little did I know….





Once I got it rolled (or should say dragged) into the shop, the rust began to fall off and after all the animals had vacated the shell I began my trek to restore this '58 MGA. I first had to build a jig to hold the body when it came off the frame to keep it square and straight - it was not too heavy for two to lift it off since rust is lighter than real steel! Rust and bees; yes, bees were nesting alongside spiders, slugs and mice. The grass from the backyard had grown into the shell and eaten up or rusted out the bottom of the car, so it was crucial to secure it to keep it from breaking in two. So once safe, I set the shell aside and started on the frame.



With my pneumatic impact wrench in hand, the frame was stripped down so it could be cleaned. Rusted bolts break so easily under high torque, but it was not an issue as I knew I would be replacing most of them anyway.

The frame was soon stripped and ready for its journey. I headed off to the local sandblasting company and had it blasted. The steel frame was in good shape and all the wood floor boards and firewall were gone, no issue there. After a good primer and covered with an epoxy paint it

looked like new. With it sitting on jack stands I could see a few areas that required repair, but I was surprised how good shape it was in overall.

The wooden floor boards were an issue. I had heard of so many stories of fires caused by hot exhaust pipes and wooden floor boards catching alight. So off I went to the metal shop, and with a sheet of 16 gauge sheet metal I made new floor panels and firewall. I also updated the braking system by using a set of MGB front disc brakes, knowing that the MGA brake system can be prone to issues and a bit costly too.

With the front all rebuilt, now it was time for the rear end including the differential and leaf springs, which all needed repairing or replacing. The fuel tank was toast too, so with parts catalogues out I started to buy lots of new parts where I could, but also made some parts in the shop. I bought blank brake lines and made them from scratch, along with the main battery positive line - the car was going to be negative earth. With the brake lines and rebuilt master cylinder I filled and purged the system and used a silicone brake fluid (Dot 5) to make the system last, which to this day some years later it has!

With the frame still set aside, it was now time for the engine and transmission. The transmission got sent off to a shop that builds these MG gearboxes, the owner of which was also a club member who raced MGs, so I felt good about that. Time to tackle the engine. I had been working on cars and motorcycles since I was twelve, plus nine years in service as an engineer working and rebuilding diesels and all types of machines. However, this was British, and I did not know what to expect or what differences I would come across. With my MGA shop manual, I stripped down the block, sent it to the machine shop for cleaning and a bore and deck job. The cylinder head had the typical MGA cracks, and with none readily available I was going to have to use an MGB 1800cc head, which fortunately I had on hand in good shape. With the crankshaft reground, I sent the camshaft to get rebuilt and reground to a performance grind, so with hardened valves and performance springs the head was done.

With the engine done, the transmission rebuilt, new clutch and balanced flywheel along with a balanced engine, it was time to install it all into the frame. It was easy with no bodyshell so I was soon ready for the next task, the body. With all of that rust and eaten away sheet metal, the bodywork was going to be a job. So with a plasma cutter and disk grinder I started cutting. I had to make some parts from blank sheet metal and bought some patch panels too, but I got it done. It was then time to preserve the underbody with an industrial epoxy paint, then assemble the car fenders and doors to get them to fit before I started the body filling and sanding. It was my first time working with aluminium doors, hood, and trunk lid. A friend in the club worked at Boeing in the fabrication shop and showed me how to work aluminium so as not to stretch it. With all the dents sorted (I mean, those kids bounced a lot of baseballs off this car) I got the shell ready for primer and paint. I found the original paint code on the firewall for Old English White. Getting the paint mixed started the final step, which was crucial because that is the part that everybody would see. I was pleased with the outcome when it went on, but the work had really only just started. The older style of paint (not your new blends) meant I had to colour sand the finish and polish it all out. No clear coat finishes, just old fashioned elbow grease!





With the paint done, it was time for final assembly and a rewire, lowering the body on to the frame, getting the engine hooked up, and lots of other little things to do. I was now seven years into this car, hoping along the way that I didn't mess anything up. Working full time as an engineer for the power company meant that it gave me an avenue of escape from the daily grind. I took a lot of photos of it, but the best photo was the day I rolled it out and started it up. After a few minor adjustments she was road ready for a test drive.

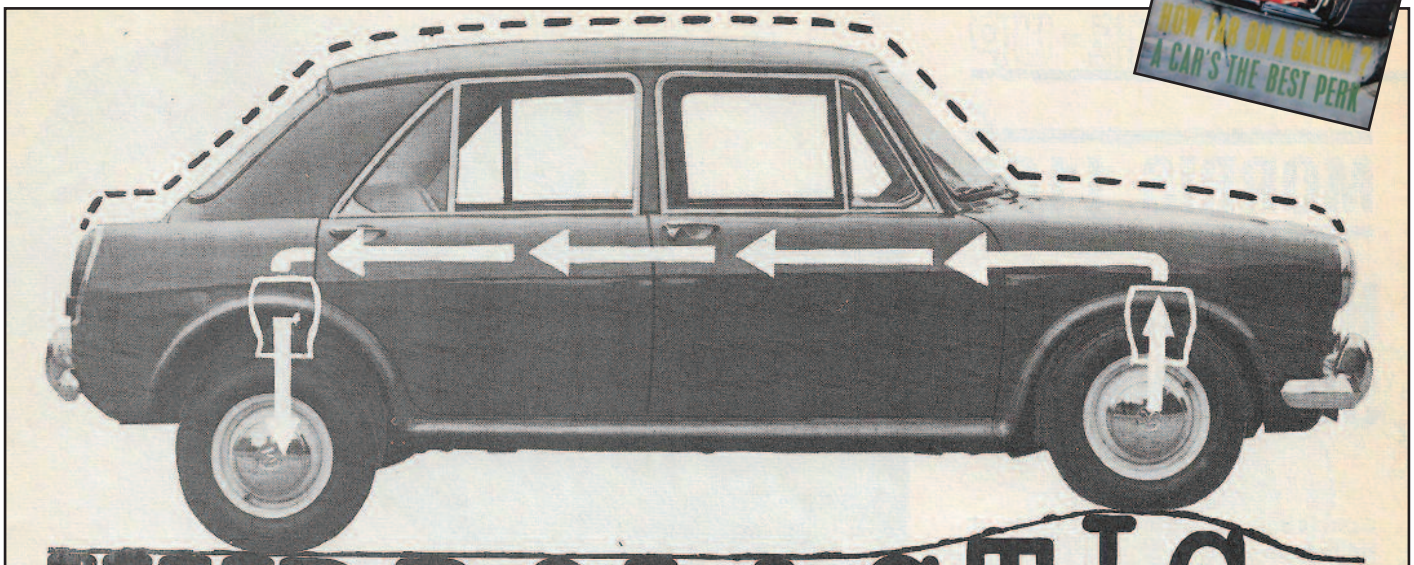
I showed some of the photos to the wife of the divorced couple, and she could not believe it was the same car. Our son loves the car too and I hope the day I pass onto the great MG restoration garage he too will appreciate the beauty and timeless lines of a true sports car.



Hydrolastic: How It Works

Steve Lee has shared some of his collection of old ADO16 magazine features with us - this time it's a great overview of hydrolastics!





HYDROLASTIC

HOW IT WORKS

The world's first small-car hydraulic suspension is more than just a gimmick

THE announcement of another small car from BMC, the Morris 1100, brings to the market for the first time on a British car fluid-filled suspension—and with it the extra comfort and stability of this type of layout. One of the greatest assets the system has is undoubtedly its simplicity, which means in a nut-shell lower servicing costs for the owner.

First, let's look at an everyday spring suspension. All motor vehicles are subjected to three basic suspension movements — bounce, pitch, and roll. It is a fact well known to automobile designers that these three movements conflict with one another in a conventional layout. Maximum possible comfort cannot be obtained together with the best possible handling characteristics: a compromise is the only way.

Bounce is the direct up-and-down movement of the vehicle body on its suspension; pitch is when the vehicle pivots about its centre so that the nose rises and the tail dips; roll is the movement described by the body when a vehicle is cornered sharply (it rolls away from the direction of turn due to centrifugal force).

The three movements have a big effect on the behaviour of a body in motion, for when the weight of a vehicle is spread evenly over its front and rear wheels the weight distribution and wheelbase give a low pitch frequency and accordingly a comfortable ride. It is therefore simple to achieve good suspension, but a short wheelbase is an inevitable by-product. And a short wheelbase plays havoc with the handling of a vehicle. If the wheelbase is lengthened to get better handling, the pitch frequency is increased and the ride is upset. These are just some of the problems that have to be overcome by the designer.

After much experiment it has been found that when the front and rear suspensions are interconnected the pitch frequency is decreased, yet the handling properties are not affected because a longer wheelbase can be used. By using trailing links, vehicle weight can be carried over the pivot points of the links and the front and rear suspension units can be interconnected. If a single coil spring is then mounted between each suspension and the chassis, the required pitch frequency is quite easy to find. The end-product is a vehicle in which steering response is independent of pitch frequency.

Moving a stage further, if the front and rear suspensions are interconnected via an incompressible fluid and pistons of variable area employed to transfer this fluid from one suspension unit to the other the same pitch stability can be achieved without the use of coil springs. This is because the variable area of the pistons will not allow a free transfer of fluid from one unit to the other, since one is discharging more than the other can receive. The excess fluid is used to compress slightly the springs of the system, giving pitch stability. Basically, this is what the Morris 1100 Hydrolastic suspension achieves.

The complete hydraulic suspension system is sealed during assembly. It requires no maintenance, since no seals or glands are used to prevent the fluid escaping.

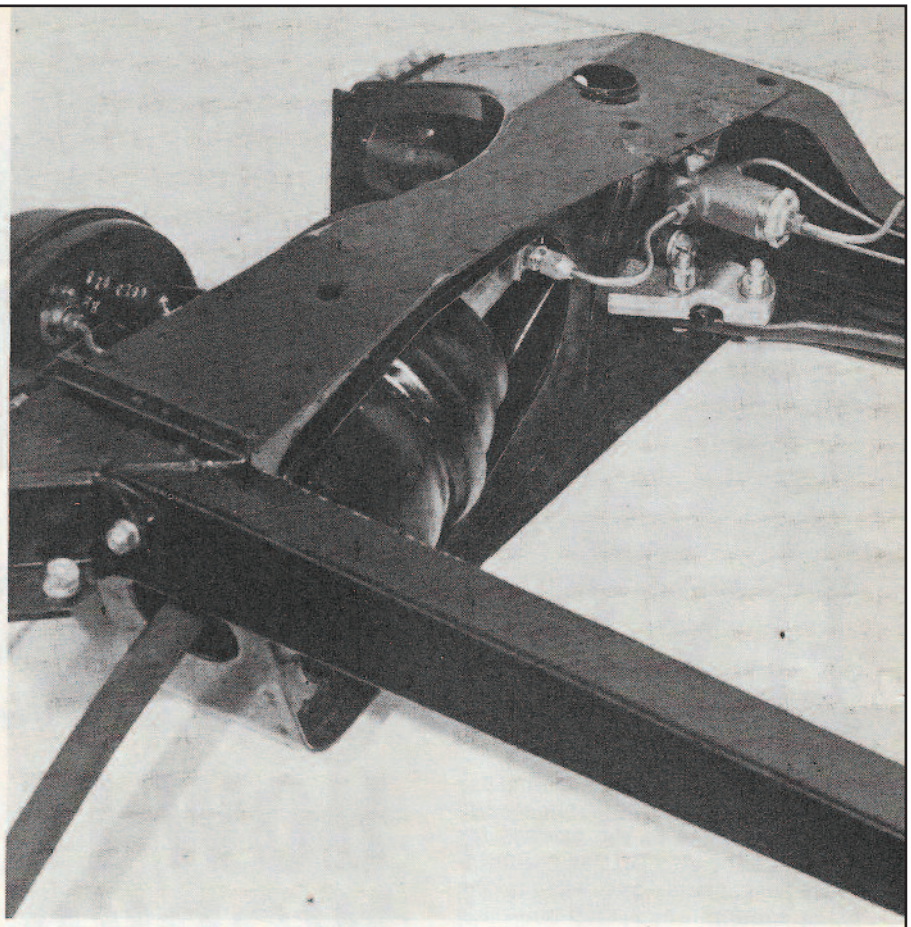
Sealing of the lower half of the unit is by means of a leakproof diaphragm, the inner ends of which rest in a cup-shaped piston which in

Continued on page 30

THE LINE-UP

MORRIS 1100

HYDROLASTIC SUSPENSION



This is how the rear springs-cum-shock-absorber units are tucked away inside the frame out of harm's way

turn is connected to the suspension by means of a ball joint. The outer surface of the diaphragm is supported by a conical cylinder. The piston transfers movement of the suspension linkage via the fluid to the springs of the car.

These springs are very similar in both design and principle to those used on the present BMC Mini cars. They consist of cylindrical rubber elements acting both in shear and in compression, but instead of being actuated direct from the suspension struts they can only work through the fluid itself.

Fitted in between each rubber spring and lower diaphragm is a metal fluid separator which isolates the lower chamber from the upper one so that some means of damping can be applied when the fluid is forced from one side to the other. Since no mechanical parts are used, these damper valves can be said to be unique in design; they are merely stiff rubber flaps that fit over the orifices in the metal separator. When fluid circulates from one chamber to the other the flaps have to be lifted. Giving them a controlled stiffness guarantees the required degree of damping. Two flaps are fitted; one controls the bump stroke and the other the rebound. For low speed damping a bleed hole of predetermined size is drilled through the separator.



The rear end of the car has two transversely mounted torsion bars which have quite independent functions. One is a normal anti-roll bar which adjusts the front-rear roll rates to give final tune to the steering. The other bar is actually in two pieces: the inner ends are secured to the vehicle frame. The bar's function is to add to the pitch stability already provided by the Hydrolastic units.

How does the new system affect ride and handling in a normal saloon car? The pictures show just what happens when the front wheels hit a bump in the road. As the front wheels rise the fluid in the lower chamber is compressed and forced through the metal separator. This pressure is transferred to the rubber spring units, which take the main shock. Some of the fluid is displaced and forced along the interconnected pipe to the upper chamber of the rear suspension unit, where it arrives under pressure and forces down the lower diaphragm of the rear unit. The tail of the car rises as a result.

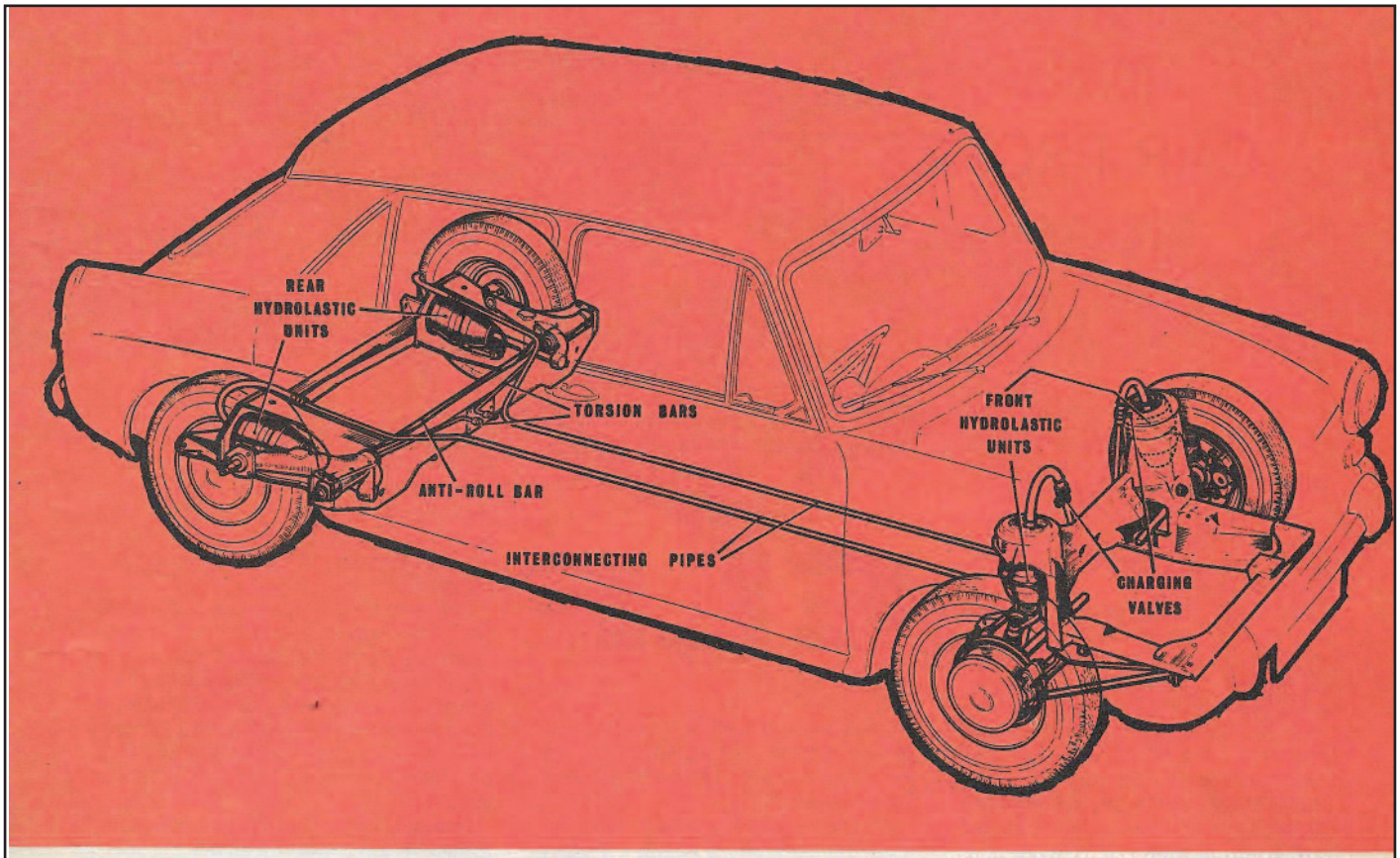
Whereas a normally suspended car would be induced to pitch quite a lot on such a bump, the Morris 1100 suspension (because of this interconnection) resists the pitching tendency. Similarly, when the rear wheels hit a bump the procedure reverses itself and the car remains level instead of pitching.

During cornering, interconnection of the front and rear systems automatically stiffens the suspension when the vehicle rolls because no fluid circulates in the pipeline. Consequently the very highly loaded outer wheels have to have a very high degree of balance. In these conditions the front wheels convey information about the condition of the road ahead to the rear wheels. The result is exceptional cornering power.

As our road test shows (page 24) one of the Morris 1100s at high speeds yields something completely new in the way of ride and comfort. The system virtually thinks for itself; it offers a very low pitch frequency allied to excellent steering response.

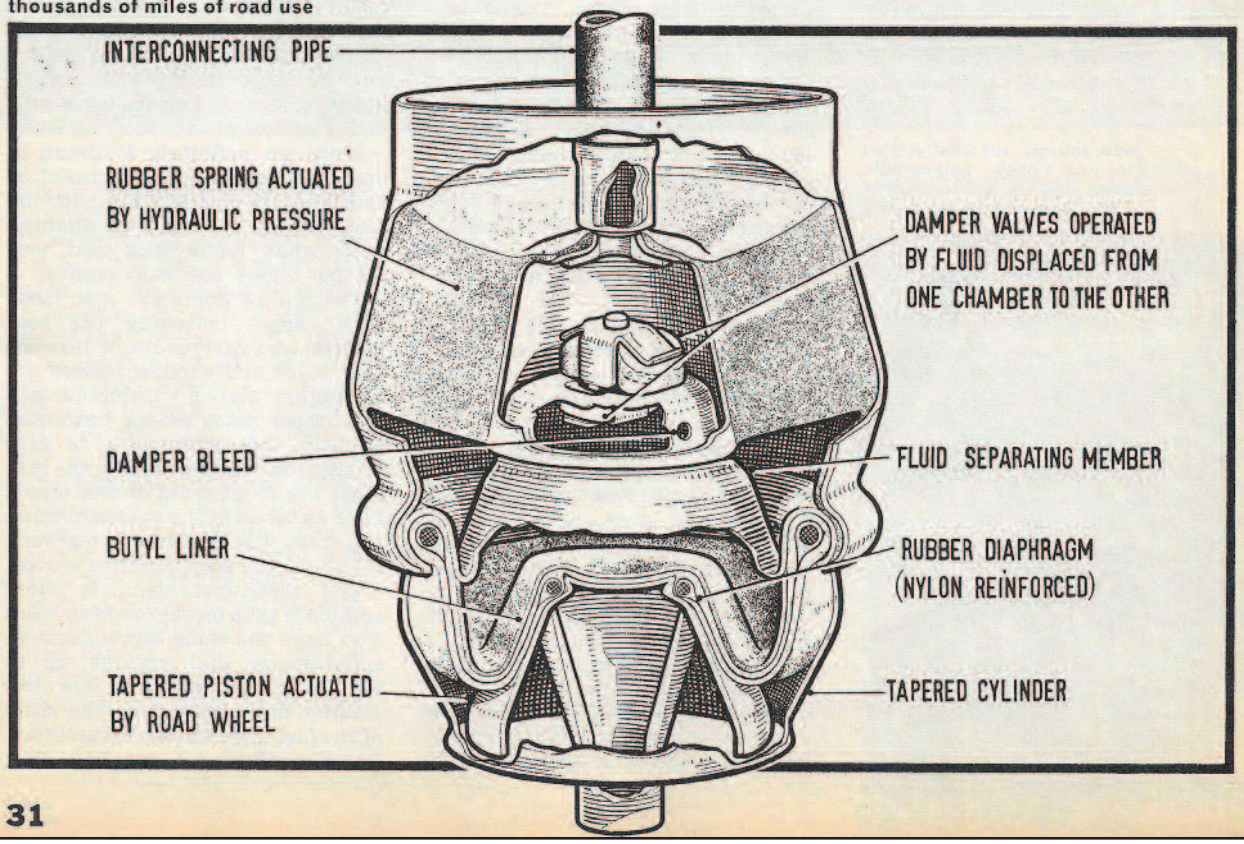
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More than just a gimmick! Well, we know that of course. This article (and pictures on the next page) was originally published in the September 1962 edition of 'Small Car' magazine. Thanks again to Steve Lee for sharing the article with us, and we apologise if any copyright has been inadvertently infinged by our reproduction of it here. Ed.



Spring units cannot be repaired. They are thrown away when worn out, which should be after very many thousands of miles of road use

Front and rear wheels react upon each other Citroen-style, front sending a message to back when there's a bump coming so it can react against pitch



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Facebook, Twitter and Instagram

Don't forget to visit the 1100 Club's page on Facebook - as well as keeping up with the latest news, you are always welcome to message in pictures, questions, stories etc for us to post on your behalf. You can also follow us on X (formerly Twitter) and on Instagram too, where it's all about the pictures!

'The 1100 Club'

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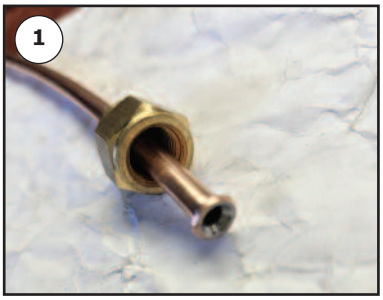
Tips From Turbo Tony - No. 7

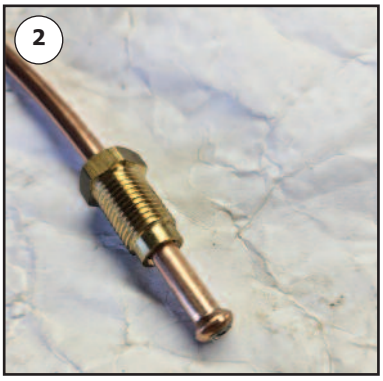
Club Historian Tony Cole has his technical hat on and is busy making brake pipes



I seem to have been involved in a lot of conversations about where or how to get metal brake pipes for our cars. It started at the National Rally when two different members both asked almost the same question, then shortly afterwards a branch member asked me for a clutch metal pipe.

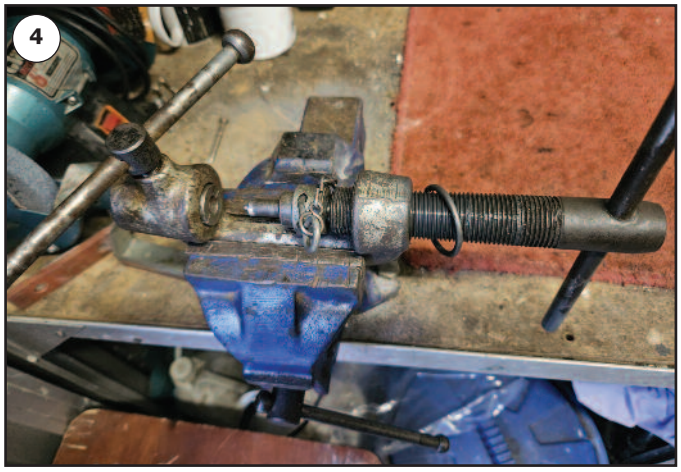
In my sixty-five years of working on cars, I have accumulated most tools, so after a long rummage I found my tool for making them; fortunately there was also my old chart with all the measurements and the correct ends from when I worked on 1100s in my job. After a quick trip to eBay, I also found that you can buy sets already made, but on further investigation they were all found to be fitted with 'universal' ends which just squeeze together and hopefully seal the joint. I didn't like that idea and looked further, but couldn't find any 1100 sets already made up with the correct ends. With the correct ends there is a combination of four different types shown in **Photos 1 and 2** - two nuts, male and female, and also two pipe ends, both male and female.



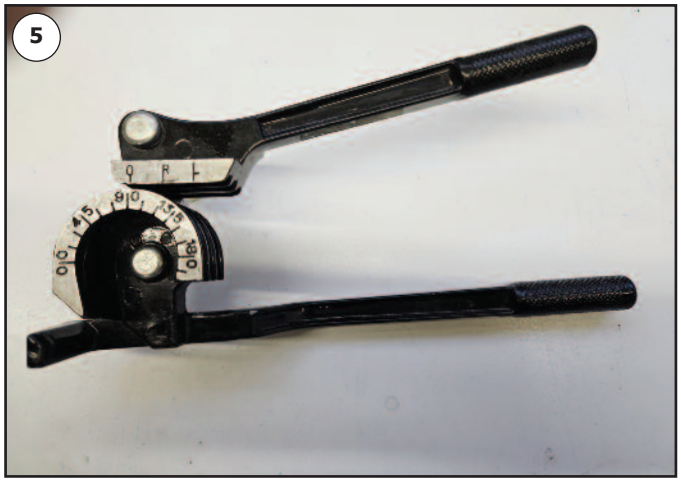




Anyway, I decided that I could make up the sets myself to the correct length with the correct ends in brass and copper, as this is better than the ones that go rusty. In case you want to have a go at doing this yourself, to make a set up you need 24 feet of copper pipe and 20 brass ends, male and female, which must be the correct thread (**Photo 3**). The pipe is then cut into ten pieces of the correct lengths and labelled 1 to 10, and the twenty ends are filed to take off any sharp edges. The correct end nut is then slipped on the pipe and the pipe end shaped to a male or female finish on the twenty ends with a special tool (**Photo 4**).



The rear subframe ones have to be shaped on a pipe bending tool to fit (**Photos 5 and 6**). If required, a clutch pipe can be made to match but have different bottom ends. Servo pipes can also be made, but again the pipe ends vary.



Could you contribute to Idle Chatter?

We'd love a contribution from you for a future edition of Idle Chatter, if you feel like putting pen to paper or fingers to keyboard!

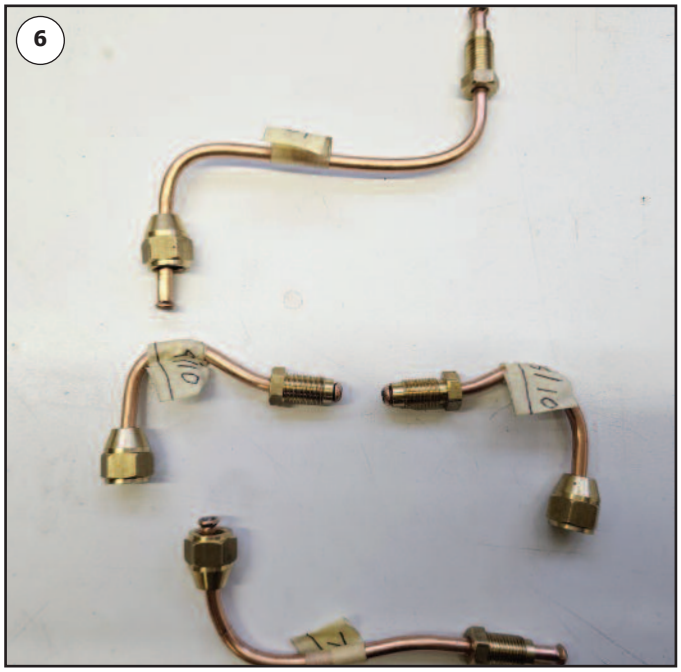
There are lots of forms that contribution could take - if you have an idea, or would like to contribute but you are not sure how or in what way, please drop the editor a line to discuss further on magazine-editor@the1100club.com

I am now selling the pipe sets I have made up to club members - I initially made up ten sets but all went in the first week! The front subframe sets are numbered 1 to 5 and priced at £35; the rear half are numbered 6 to 10 and are also priced at £35 for a set, plus P&P. You can have the full set for £70.

If your car has a servo, pipes can be made up but as mentioned above they vary as there are different ends that have been used.

Finally, the most important part - as with many car parts, these are only as good as the person who fits them. If the pipes are bent too much or are twisted, they will fracture, and if the joints are cross-threaded into the wheel cylinder or master cylinder, they will leak, so these pipes will be sold on the condition that no claims can be made against the 1100 Club or me. As stated, it's the responsibility of the person who fits them to ensure that they are installed correctly and safely.

If anyone is interested, please let me know, as at the moment I am making and selling them as fast as I can!



Technical Tips and Advice



Mark Margetts inserts a neat heat shield between his carb and exhaust manifold and we look at engine removal from the workshop manual

Shielding the Heat

For years I have had trouble with the engine quitting after 25-30 minutes of highway driving (at 50+ mph) in hot weather. It was suggested that I could place a heat shield between the carb and the exhaust manifold in case the issue was fuel vapourisation, so here is what I came up with. The bent edge on the side of the plate is for clearance from the kickdown link.





So far I have driven for an hour in 24C (75F) temperatures with absolutely no issues at all. I hope to try again soon in hotter conditions and for a longer ride.

Mark Margetts

From the Workshop Manual

This time we are looking at the section of the factory workshop manual that details what has to be disconnected or removed from below and above the car before removing the engine and transmission unit, in this case from a car with automatic transmission, although much of the advice remains the same for a manual (especially a later one with a rod change and therefore the engine steady bars fitted).

The first task is to disconnect and remove the battery and tray, then from below the car (see first diagram):

1) Remove the bell-crank lever guard or (on early units) pull back the rubber boot; disconnect the selector cable yoke from the bell-crank lever. Slacken the yoke clamp nut and remove the yoke, nut and rubber ferrules and sleeve. Remove the cable front adjusting nut from the outer cable and pull the cable clear of the transmission. Remove the selector cable to body clip and tie the cable back.

Spannerman's Technical Tips - No. 14

The quality of some replacement parts, sometimes produced in far away lands and sometimes sold under well known brand names, are of concern.

A prime example are ignition parts such as capacitors (condensers), rotor arms, plug leads and coils. I often see original Lucas ignition coils on cars which are fifty years old and still working well. The wiper motor on my car is marked 11-70 which means it was produced in the eleventh week of 1970.

It's also best to buy replacements from established retailers, so you have someone to go back to!

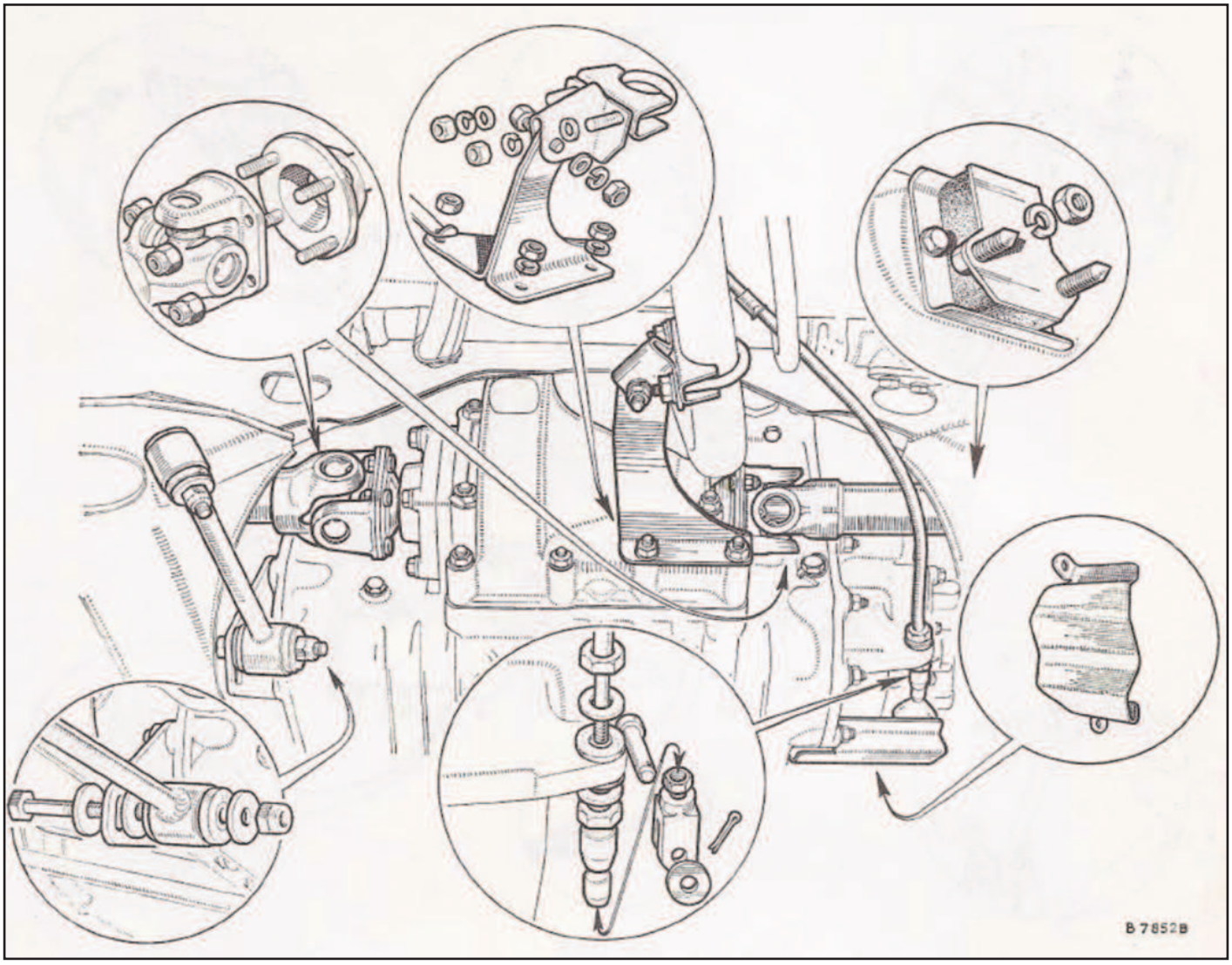
2) Remove the exhaust steady bracket from the transmission case (one nut has a lock tab).
3) Raise the front of the car until the wheels are free to rotate and remove the drive flange securing nuts.
4) Disconnect the engine steady rod (if fitted) from its anchor plate, and remove the rear engine mounting to sub-frame securing nuts.
5) Remove the cylinder block drain plug and drain the cooling system. Disconnect the heater hoses and the water control valve cable.

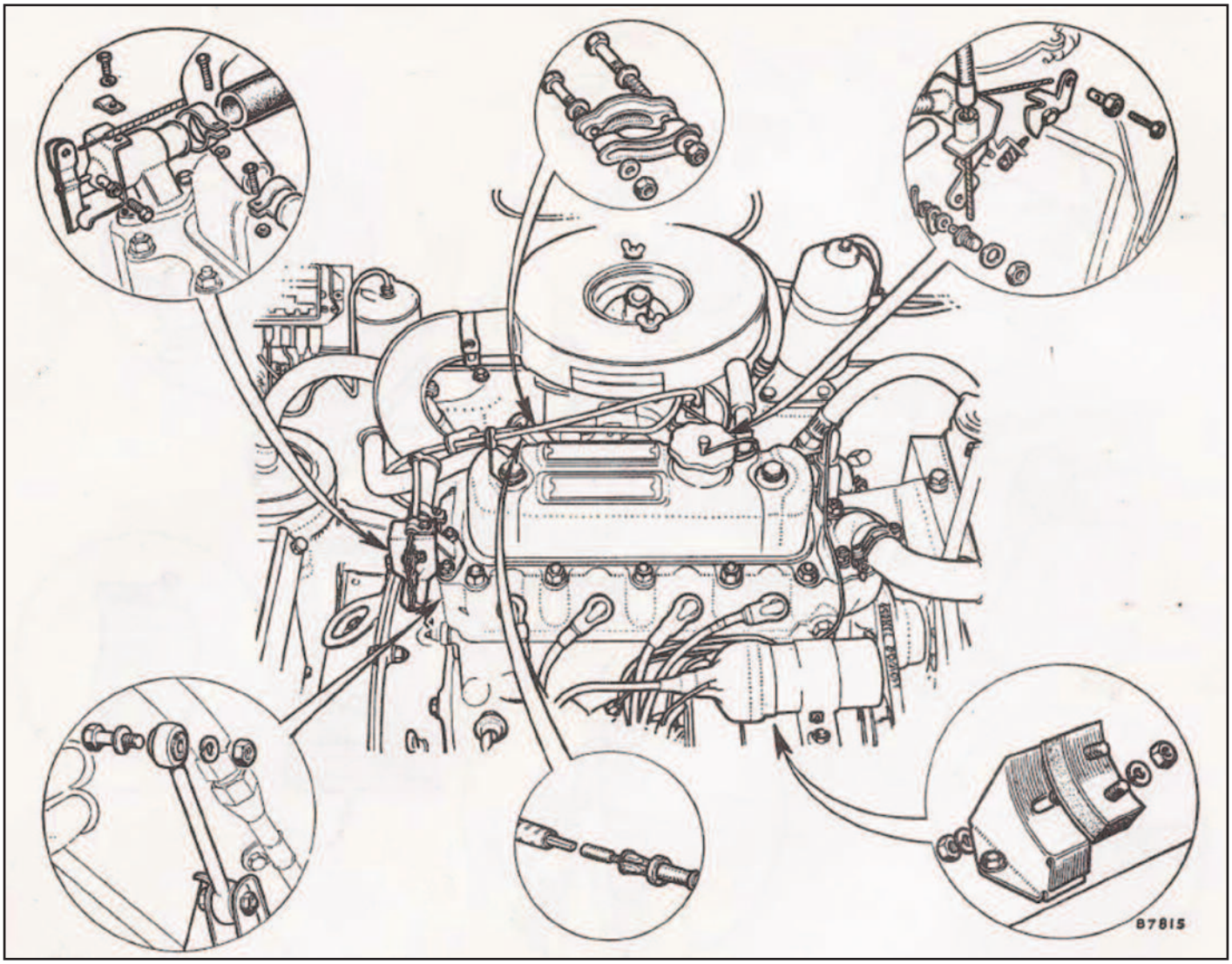
And from above (second diagram):

1) Disconnect the bonnet stay and tie back the bonnet.
2) Disconnect the split type speedometer drive cable.
3) Disconnect the earth lead from the body and remove the electrical leads from the coil, starter and dynamo; remove the distributor cap.
4) Remove the air cleaner; disconnect the choke and throttle cables and the fuel feed pipe.
5) Disconnect the operating cable from the heater control valve and water hoses from the valve and return pipe.
6) Disconnect the stabiliser bar from the cylinder block, after removing the breather, and remove the nuts securing the two front engine mountings.
7) Remove the exhaust pipe to manifold clamp.
8) Release the bottom hose from the radiator cowling.

On the 1100 Club website we have the full workshop manual as a PDF available for you to download - excellent if you want to carry out a job without getting dirty fingerprints on your spotless original copy!

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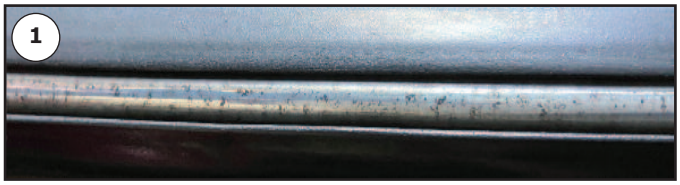


Tips From Down Under

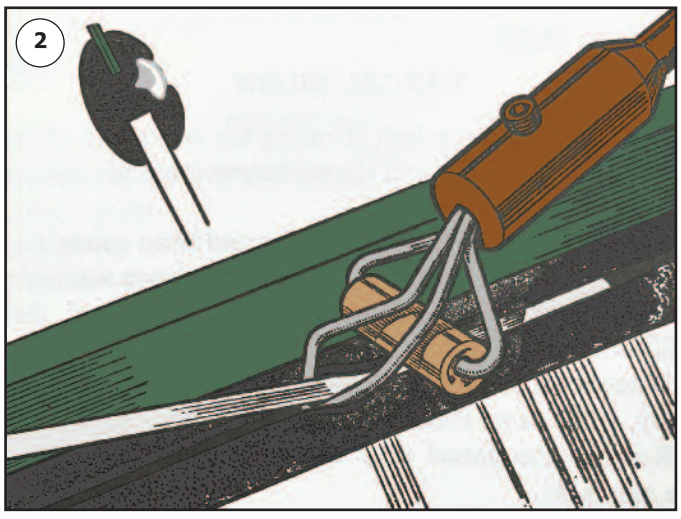
Phil Rixon has picked up on the discussion about plastic-chrome windscreen trim, and offers a perspective from Australia that is applicable to UK cars too



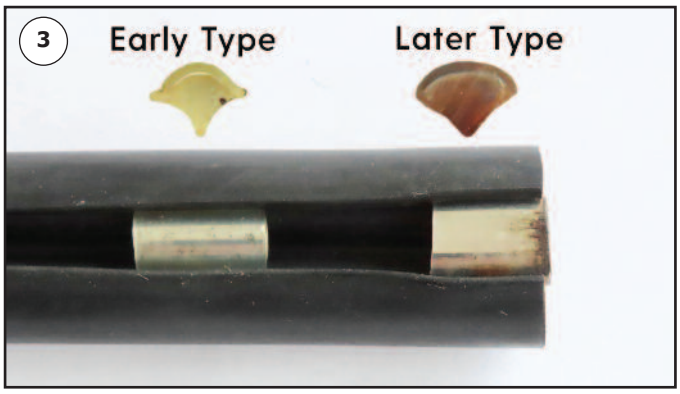
When Dave Wilkins mentioned plastic chrome inserts in his running report last issue, and invited comment on the possibility of replacing them, I realised this was a potential topic for a tech tip. Dave agreed, so here we are! They go by various names, these thin lengths of plastic with a strip of silver foil embedded within (**Photo 1**), and at first you might think they are just there to simply add a bit of sparkle to the rubber seals around the front and rear windows.



However, BMC called them 'locking filler strips' because they are actually integral to the glass fitting process. BMC's installation procedure dictates the rubber seal be fitted to the bodywork aperture first, then the glass is inserted into its groove, taking advantage of the absence of the locking strip which allows the rubber lip to flex out of the way so the glass can be manoeuvred past it. The final step sees the locking filler strip inserted so the rubber seal is put under a little pressure which holds everything nice and tightly, and thus the glass is 'locked' in place. That all goes fairly smoothly when everything is new and supple. But sunlight and the passing of time can cause both the seal and the locking filler strip to lose their elasticity, the silver foil can tarnish and the plastic can discolour and shrink, leaving it looking decidedly shabby.

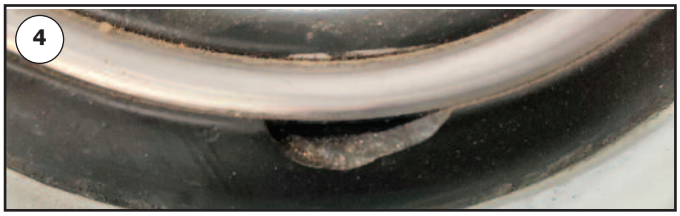


So what can be done? This very much depends upon the willingness of the rubber to flex. As with many things, removal of the old strips can be easier than installing the new ones. If the rubber is flexible then replacing the strip with a brand new one is feasible, although if it isn't as supple as a brand new seal, having BMC's special tool (18G 468A, shown in **Photo 2**) will be of no help. This tool makes installation a breeze, but it does hugely exploit the suppleness of new rubber so the potential to damage rubber is high. Instead of the special tool, a rounded off small flat blade screwdriver can be useful - one edge of the strip is positioned in the channel and the screwdriver carefully used to lever the other edge under the rubber a little at a time. Patience is key, and the rounded off edges of the screwdriver reduce the chances of tearing the rubber, or worse, scratching the paintwork should an error of judgement occur!



One point to consider here is that there is more than one size and profile of filler strip (**Photo 3**). It seems that with the Mk I cars the factory fitted a slimmer style of strip and the original rubbers were moulded to accept this profile. This isn't an Aussie anomaly as my 1965 Princess 1100 still has its original window rubbers and they match the originals of my locally built 1965 Morris 1100. The Morris 1500 and Nomad had a chunkier filler strip, but still the same part numbers for the rubber seals. This can provide options in certain scenarios - let me explain. If the original rubber with the thinner filler strip is supple, the more readily available thicker strip can be made to fit. If it isn't as flexible as it once was, then it might still be possible to persuade it to accept the early style thinner strip. This I managed to do on my 1965 Princess 1100 fifteen years ago. They need doing again now, but I don't think the original rubber will be up to it this time around.

For the 1500/Nomad (and possibly later UK built cars) which had the bulkier strip from the factory, it might be an option to downsize to the earlier profile if the rubber has hardened a little. This might also be an option if the rubber seal is not the factory original and has been replaced by one intended to use the larger filler strip.



If the rubber isn't quite flexible enough, small chunks of it may break off as you apply pressure to lever against it (**Photo 4**). If this happens in just a couple of places then you can probably glue the pieces back on and live with it. But if it starts to happen all the way along, then you may begin to wish you had left it well alone! If the rubber does feel a bit too solid and you aren't inclined to whip out the windscreen to fit a new seal, then your Plan B could be to spruce up the existing strip with a bit of silver paint. It sounds dodgy I know, but done using some good quality bright silver paint and an artist's paintbrush you can improve the look dramatically. To enhance the illusion even further, a coat of clear gloss on top will give some depth and mimic the original appearance.

"....a coat of clear gloss on top will give some depth and mimic the original appearance"

That used to be my preferred approach, but there's an even better way now, thanks to advancements in 'bling' technology. This involves applying a silver pinstripe over the top of the discoloured strip (**Photo 5**).



These are available in various sizes including 3, 6, 9 and 12mm, with 6mm or 9mm being the most suitable depending upon the width of the existing strips. Packs typically come in ten metre lengths, which is enough for both front and rear windows. Pinstripes have long been available in silver, but there is now one with a very convincing chrome appearance (**Photo 6**).

Made out of Mylar (a heat resistant polyester resin), it is very easy to lay it on in a straight line (unlike pinstripes of old) but trickier on bends, and that is the one downside, given the curved corners of the windows. However, it can be warmed with a hair dryer to gently shape it to the required curves. It is worth taking a few short strips and practicing first though, and it is a little easier to place the outside edge on first and aim to shrink the inner edge, gently massaging it to fit.



Membership News

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

Mr Adrian Champion	Bridgewater, Somerset	Austin 1100 Mk II
Mrs Joanna Daniel	Diss, Norfolk	Austin 1100 Mk I
Mr Patrick Duffy	Stirling, Scotland	Vanden Plas 1300
Mr Les Kent	Penkridge, Staffordshire	
Mr Steve Shield	Leominster, Herefordshire	Austin 1100 Mk II
Mr Dave Walker	Ringwood, Hampshire	Austin 1100 Mk III
Mr David Page	Dover, Kent	
Mr Andrew Barber	Brighton, East Sussex	Austin 1300 Mk II
Mr Jordon Thorpe	Madeley, Shropshire	Morris 1100 Mk I
Mr Peter Jones	Llanybydder, Carmarthenshire	
Mr Richard Higgs	Northampton, Northamptonshire	
Mr Chris Armitage	Havant, Hampshire	Austin 1300GT Mk III
Mr Carl Foss	Borgenhaugen, Norway	Austin 1300 Mk I
Mr Charles Harbone	Redditch, Worcestershire	Austin 1100 Mk II
Mr Steve Hopkins	Sheffield, South Yorkshire	
Mr Luke Fox	Leicester, Leicestershire	Austin 1100 Mk I
Mr John Humphreys	Blaenau Ffestiniog, Gwynedd	Morris 1100 Mk I
		Austin 1300GT Mk III
Mr David Mason	Market Rasen, Lincolnshire	Austin 1100 Mk II
Mr Bruce Harding	Canby, Oregon, USA	MG 1300 Mk I
Mr Neil McLagan	Horton, Bristol	
Mr Bertil Fack	Viken, Sweden	Vanden Plas 1100 Mk I
Mr Cormac O'Brien	Craughwell, Co. Galway, Ireland	MG 1100 Mk III
Mr Nigel Radford	Bodiam, East Sussex	
Mr John Gorringe	Oxford, Oxfordshire	Morris 1100 Mk I
Mr and Mrs David & Susan Reed	Southminster, Essex	MG 1300 Mk II
Mr Nathaniel Page	Tutbury, Derbyshire	Austin 1100 Mk III
Mr John Alley	Allemans du Dropt, France	MG 1300 Mk II
Mr Andreas Demetriades	King's Lynn, Norfolk	Morris 1300GT Mk II
Mr Rob Grant	Longfield, Kent	Austin 1100 Mk I
Mr Anders Hjelmstrom	Kinnared, Sweden	MG 1300 Mk II
Mr Trevor Newman	Didcot, Oxfordshire	Austin 1300 Mk III

Classified Adverts

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Cars For Sale



1972 Austin 1100 Mk III, four door, truly original, has been in storage for many years, full service recently, great condition. £5995. Contact David on 07941 788547 (Essex)



1972 Austin 1100, restored 4-5 years ago. Interior, including upholstery, headlining, carpet and seats, is excellent. Wooden dashboard from Vanden Plas. Engine and engine bay spotless, underneath is also spotless. 28,460 miles. £4200. Contact Paul on fionabryson55@yahoo.co.uk or 07544 340546 (Derry, Northern Ireland)

Magenta Kit Car, based on a 1962 MG 1100. Not used for many years, complete but will need some loving care and attention! Comes with new hood, still in its packaging, plus also it does come with seats and carpets, although they are not shown in photos. Registration number valued at £2000. On SORN at present. £2800. Contact Mike on janner826@gmail.com or 01225 287970 (West Wiltshire)



1971 Vanden Plas Princess, 700 miles from new, multiple major concours winning car, totally concours condition. Mallard Green with Limeflower interior. Green logbook and service book. One previous owner, car was purchased by current owner at 141 miles! Supplying dealer mats still covering carpet. Selling due to ill health. Substantial and sensible offers considered. Please no timewasters, lookers or test pilots, if you have to ask the wife or get a loan, don't enquire! Contact George on 01704 224468 (Southport)





1967 Wolseley 1100, Glen Green with green leather interior, 37,000 miles, three owners, undersealed from new. All original condition, never restored. Recently rebuilt four speed automatic gearbox with warranty. Excellent bodywork and subframe with no rot at all. Car is delightful as well as extremely reliable. £7200, but will consider sensible offers. Contact Ed on 07508 486399 (London)



1968 MG 1300. 46,560 miles. Two lady owners until 2016, third owner M Martin and I purchased it from him in 2021. Recommissioned in 2016 with engine bay overhaul - engine removed, inner wings prepared and painted Old English White, engine painted and converted to unleaded fuel plus installation of brake servo and new exhaust. Many other new parts fitted including starter motor and steering rack; underbody sealed and waxoiled. New carpet set and complete respray including all doors, bonnet etc with chrome, lights etc removed. Very reluctant sale due to ongoing health issues. Viewing welcome and encouraged. £9500. Contact John on 07312 119014 or 01207 238680 (County Durham)



1968 Austin 1100, reasonable condition, runs well. £2000 ono. Contact Dez on dezbrisco@hotmail.co.uk (West Midlands)



Austin 1100 Mk II, needs some suspension work but otherwise generally good condition. Contact Caroline on carolineboury@hotmail.fr (Faro, Portugal)



1972 Vanden Plas Princess, fair condition, runs well, sunroof. £5500. Contact Rosemary on rosemarythompsett@yahoo.co.uk (Surrey)



1964 Austin 1100, pretty solid and in a decent state but not mint, has 1275cc engine fitted with HS4 carb. Runs and drives but does smoke due to valve guides. Was being used daily up until recently. Has a spare interior and a few large boxes of parts to go with it. Sold as a project and would recommend a trailer and big car/van for collection. Offers around £1500. Contact Ben on 07857 495800 (West Sussex)



Parts For Sale

Rear subframe, in reasonable condition but will need cleaning and painting. Free to collector. Contact Mike on janner826@gmail.com or 01225 287970 (West Wiltshire)

Pair of maroon reclining front seats, excellent condition, probably from a Riley or Wolseley but would fit Austin, Morris or MG 1100/1300 as well. Contact Peter on peterfcope@hotmail.co.uk (East Sussex/Kent border)



Rear subframe, in almost perfect nearly new condition. Contact Pete on 07983 423040 or pwbarra@outlook.com (South Yorkshire)

Full interior for Morris 1100 Mk II in Porcelain Green, in very good condition just requires a good clean. Includes all seats, door cards, pillar trims, dash top and under shelf, plus various other internal trim pieces. Too nice to spend the next twenty years in the attic! Also a fair bit of Mk I/II stuff including calipers, driveshafts etc. All offered free to a club member who can collect. Contact Pete on 07983 423040 or pwbarra@outlook.com (South Yorkshire)



Various Ex-Pressed Steel panels. Front panel skin £600, part number BL8. Bumper panel, £110, part number BL2A. Brackets, £90, part number BL9. N/S front wing, £125, part number BL6 (does have dents, see photos). Trumpet, £70, part number BL14. Boot floor, £220, part number BL32. Also one **new Bosal exhaust system**, single carb, £100, and one used good condition exhaust, also single carb, £65. Open to offers. Contact Russ on 07419 376107 or russdownton@hotmail.com (Reading)

Wanted

Pair of original low/high tone horns and brackets. New or good working used ones ideal. Contact Paul on 07905 905486 or moggy1000@hotmail.co.uk (Manchester)

Offside rear door or ideally a new offside rear doorskin. Contact Simon on 07462 258816 or anglia305e@hotmail.co.uk (West Yorkshire)

Chrome 'Flipper' fold down towball cover and **original front footwell mats** with '1100/1300' logo in the moulding. Contact Roy on 07981 753905 or roymg1300@gmail.com (Chichester)

Pair of driveshafts with pot joints. Contact Steve on wholetthecobbsout@yahoo.co.uk or 07485 456843 (Flintshire)

Tailgate for 1967 Morris Traveller. Car is in Poland but many friends in the UK who could collect. Contact Pawel on daddik@wp.pl (Jedlnia-Letnisko, Poland)



Light switch, tall narrow rocker style as fitted to Mk III models. Must be new or good secondhand. Contact Norman on norman.hamer15@gmail.com (Preston)

Parking switch for Mk II windscreen wiper motor. New or used parts are welcome. Original part no: 37H 2734. Contact Josef on jensenhawk303@web.de (Hadamar, Germany)


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