In this issue:

What's In A Name? The meaning of 'ADO'

World Beating Bestseller? ADO16 sales figs

My Other Car: 2005 MGTF



Idle Chatter

July-August 2024

CLASSIC & SPORTS CAR CLUB AWARDS 2018 LANCASTER INSURANCE

WINNER!

Club Magazine of the Year

Idle Chatter, The 1100 Club

The magazine for members of the 1100 Club

www.the1100club.com

Contents

04 AREA AND OVERSEAS CONTACTS
05 CHAIR CHAT, LOOKING BACK
08 IN BRIEF
11 1100 CLUB STATEMENT OF ACCOUNTS
12 AREA UPDATES
15 PRIZE CROSSWORD NO.22 SOLUTIONS
16 FROM THE EVENTS DIARY
19 NEC SHOW MEMBER DISCOUNT
20 A NEW MEMBER WRITES....
21 1100 CLUB PARTS, OFFERS AND DISCOUNTS
22 RUNNING REPORTS
29 A WORLD BEATING BESTSELLER?
32 FROM THE FBHVC
34 WATERY FOWLS?
35 MY OTHER CAR IS....
37 WHERE ARE THEY NOW?
38 TINY GREAT CARS
40 WHAT'S IN A NAME?
42 FACTS AND TIPS FROM TURBO TONY NO. 11
43 TECHNICAL TIPS AND ADVICE
45 TIPS FROM DOWN UNDER
46 MEMBERSHIP NEWS, CLASSIFIED ADVERTS

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 July-August edition of Idle Chatter - either I am getting older or the time between magazines is somehow getting shorter!

The big magazine news this time is that this edition is brought to you by a different printing company - a warm welcome to the Lavenham Press! We have been with BCQ for a little while now and have received good service from them, barring a small blip when the company went into administration and came out again, but Lavenham has been able to offer us a very competitive rate (which is extremely important in this time of inexorably rising costs) and also comes with the impressive provenance of working with around eighty UK car clubs, including some very large ones like those relating to MGs! This is a one-edition trial at the moment, but we'll see how it goes and what the final price ends up looking like, and who knows, perhaps it will be the start of a new phase of Idle Chatter production? Either way I'd like to thank my main contacts at BCQ, Richie Davies and Gary Newton, who have supported the 1100 Club with close attention and good humour throughout our tenure with them.

Content-wise it's very much business as usual, with another set of packed pages to keep you busy for a good few hours! This time we have a rather historical theme, more by chance than careful planning, with great pieces from Phil Rixon on the real meaning of 'ADO' and Chris Cowin on those best-selling sales figures of the 1960s - do we need to dig behind the headlines a little for the full story? We also take another look at the 'Tiny Great Cars' exhibition in Switzerland, enjoy a glittering night at a theatre premiere with Fernand Pinckney and his tree branch and meet an MGTF as our 'other car'....owned by one of the engineers involved in its production. All in all, it's a great read and I really hope you enjoy it.

Dave Wilkins
magazine-editor@the1100club.com

Copy Deadline for Sept-Oct Issue
18th September 2024

Website Password
apples-bananas

FRONT COVER

MONTY THE MG, OWNED BY MEMBER DAVID SHADBOLT, SUNNING HIMSELF BY THE FAMOUS BANBURY CROSS

REAR COVER

PHIL RIXON'S VANDEN PLAS 1100 AT MATCHAM, ON THE CENTRAL COAST OF NEW SOUTH WALES, AUSTRALIA

Club Information



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Sue Johns

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Technical and Spares Support for Members

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

For advice on spares, you can email spares-advisor@the1100club.com or call Steve Lee on 07896 718096

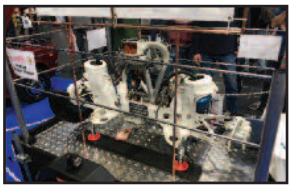
Discounted car covers are available via Robbie Claydon on chairman@the1100club.com

Original spec 1100 Club exhaust systems and 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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https://www.lavenhampress.com/

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

Classified Advertisements

All advertisement enquiries to: advertising@the1100club.com

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

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

'The 1100 Club' @The1100Club THE1100CLUB

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

Area and Overseas Contacts

Area	Contact	Contact Details	Meeting?
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	Contact for more details
Hertfordshire	Harvey Foster (Royston)	01763 261250 hertfordshire@the1100club.com	First Wednesday, 8pm, by arrangement
Manchester	Paul Tubby	07905 905486 manchester@the1100club.com	
Midlands and West Mercia	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) Second Tuesday, 8.30pm, *Cross Inn*, Finstall (B60 1EW)
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	
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**
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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 finds you all well. As I write this, it's 30 degrees C here in London, so hopefully we'll have good weather for the up and coming National Rally. We are surely due some, so fingers crossed!

On the subject of the National, Paul Vincent has been working really hard to ensure the rally is a great success. Thank you Paul. I'm really looking forward to it, so I do hope as many of you as possible make it - or made it, depending on when this magazine lands on your doormat! The dog-friendly hotel is now booked, as is the BBQ on the Saturday night.

Your volunteer committee team have been working hard as ever. We're hoping to have some new parts remanufactured soon and hopefully we'll be able to announce that in the next edition.

I'd like to end this time by just thanking your volunteer committee for their continued hard work and support. There is a lot that goes on behind the scenes, and your volunteer committee members work very hard to ensure that the 1100 Club runs smoothly. Thanks everyone.

Robbie Claydon
chairman@the1100club.com

Looking Back

Memory Man is sunning himself in Torquay, but no watery fowls evident here....



This is a view of the Rotunda off Torwood Street, Torquay, said to have been taken in March 1970. The image appears on a number of Devon related websites, although we are not sure who owns it and we apologise if any copyright has been unintentionally infringed by reproducing it here.

The Rotunda was originally a circular fish and meat market, built some 200 years ago, and this section is all that remains. In 1970 it was occupied by Reed and Co, a Ford dealer, selling 'Ford Cars and Thames Commercial Vehicles', according to the inscription on the right-hand side of the building. It is currently occupied by Amici, an Italian Restaurant.

In the showroom there appears to be a Ford Capri, a Ford Corsair, a Triumph Herald and what looks like a rally car which I cannot identify, with a BP badge on the front wing. Protruding from behind the building can be seen the rear end of a Jaguar S Type.

Parked to the right of the picture, on the double yellow lines, is a Ford Escort Mk I, whose driver appears to be about to move it! A selection of 1960s and 1970s cars, all British except one, are tightly packed into the parking lot in front of the garage and, beginning with the row nearest the camera, from left, are a Ford Cortina Mk II, a Vauxhall Victor FD estate, an Austin 1100 Mk I, a Triumph Herald convertible, a Ford 307E Thames (or Anglia) van, another Ford Escort Mk I, a Triumph Spitfire (probably a Mk I), and finally, a Vauxhall Viva HB four-door.

In the row behind, again from left, there is a Morris Oxford Series VI, a Singer Gazelle IIIA or IIIB, a car I cannot identify (my best guess would be a Mercedes Benz 200 series, W114 or W115 built from 1968 to 1976, although I have never seen one with two-tone paintwork - grateful for any other ideas to be sent to the Editor, please), then a Hillman Avenger, a Morris Minor 1000 two-door and finally a Rover 2000.



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

1100 CLUB REGALIA for 2024



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













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

Keyrings
£3.50 - By Post £5.00



Baseball Caps
£6.95 - By Post £10.50



Tea Towels
£7.50 - By Post £9.50



Pewter Models
£5.00 each - By Post £8.50



VDP - Morris - MG - Wolseley

Car Mat Set
£17.00 - By Post £26.50
U.K. and N.I. Delivery only



Sticker
£2.00 - By Post £2.75



Sticker
£2.00 - By Post £2.75



Club Sticker
£1.00 - By Post £1.75



Car Badge
£39.00 - By Post £43.00



Grille or Bar Fixing

Lapel Badge
£3.00 - By Post £4.25



Postcards - 8 per pack
75p - By Post £1.65



2019 Mug
£6.00 - By Post £10.00



2022 Mug
£6.00 - By Post £10.00



2023 Mug
£6.00 - By Post £10.00



2024 Mug
£6.00 - By Post £10.00



BMC Mug
£6.00 - By Post £10.00



BL Mug
£6.00 - By Post £10.00



Poloshirts
£18.00 - By Post £21.00



COLOURS:

- Black
- Bottle Green
- Burgundy
- Fuchsia Pink
- Heather Grey
- Kelly Green
- Navy
- Purple
- Red
- Royal Blue
- Sky Blue
- Turquoise
- White

Please Note:
Allow 7-10 days for items to be embroidered

Chest Size Chart

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

Black, Navy and White only

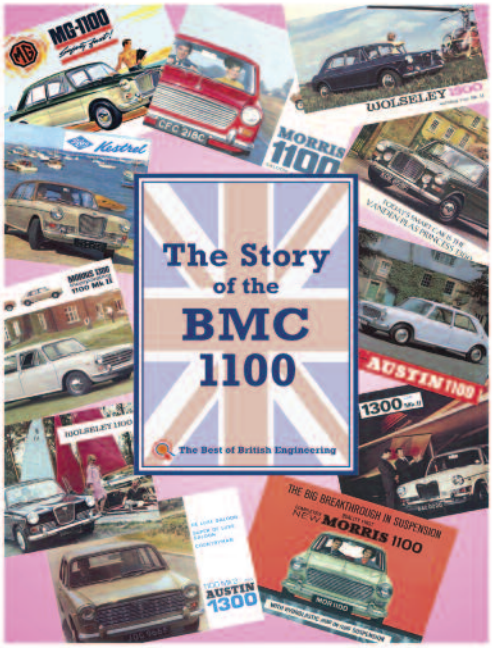
Colours for rough guidance only

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

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

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

1100 CLUB REGALIA for 2024



A must have for the 1100 enthusiast

The Story of the BMC 1100

TEMPORARILY OUT OF STOCK

Pin Badges
75p By Post £1.50
Sets available – see website



Anti-Skimming Wallets
2 RFID Red/Black - By Post £3.15
2 RFID Blue/Pink - By Post £3.15
4 RFID - By Post £5.25



Fridge Magnets
Actual Size: 75mm x 50mm
£1.30 - By Post £2.00
(These images are for reference only)



Engine Enamel (250ml)
BMC GREEN – Gloss
£8.50 each + £7.00 p&p – 1 or 2 cans
(By Courier to U.K. only)
Cheque only payable to F. Pinckney
(address see previous page)



BRITISH LEYLAND

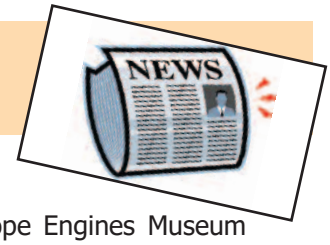


Polo Shirts
£24.00
U.K. Postage included
All sizes available see previous page

2024 Calendars
£3.95
U.K. Postage included



In Brief



News, views and stories from the world of ADO16s

Idle Chatter Feedback

We had some lovely comments about Idle Chatter come in on our social media after the last edition made landfall, and it's really nice to hear that members still enjoy receiving it.



We firmly believe that a decent magazine still has a place in the digital age (although of course an effective digital presence is important too) - it's very much the glue that holds us all together.

And because the 1100 Club website contains PDFs of every back issue ever published since the club started in 1985, and a searchable database of all of the technical articles they have contained, digital and print can coincide!

A New Member Writes

This 1970 Austin 1300 is owned by my Grandad (Dave Clark) and me. We bought the car in March 2023 and it has a mileage of around 45,000 miles and counting. It is pictured here beside the Ryhope Engines Museum near Sunderland.



The second picture was taken alongside another ADO16 at 'Fins & Chrome' on 19th May.



Euan Harris

Award Success





Paul Tubby reports great success at the Classic and Performance Car Spectacular at Tatton Park over the weekend of 1st and 2nd June.

His MG won 'Best 1960s Car' out of (wait for it) a field of 851 vehicles.

Huge congratulations to Paul!

Steph Drives a Classic



If you need something to brighten your day (in addition to this magazine), check out the latest video from the wonderful Steph at @idriveaclassic. Steph takes Monty the MG for a drive, owned by 1100 Club member David Shadbolt, and it's an absolute joy! You can click on the link below if you are reading online, scan the QR code if you are reading on paper, or visit the 1100 Club's YouTube channel from where the video is linked.

SCAN ME

https://youtu.be/-MZkha8vloE?si=IfEcF7188zgDcvge

Clutching at Straws





I went to the Chiltern Hills Classic Car Show on Sunday 19th May, arriving with no clutch at all. Fortunately I didn't run into anyone, and they created a non-stop lane for me once on the field, so I arrived safely. It wasn't long before fellow 1100 Club members come to my aid.

Trevor Newman

Loco-Motion



This is how you transport an engine for a kids' party! We had a really good run, with the only problem being thirty children giving train whistles - the noise was horrendous!



The car is on the road for the first time since 2005 following a total rebuild and endless welding. There are still a couple of little snags to sort out but it's nearly there.

Mick Strain

Taking Flight



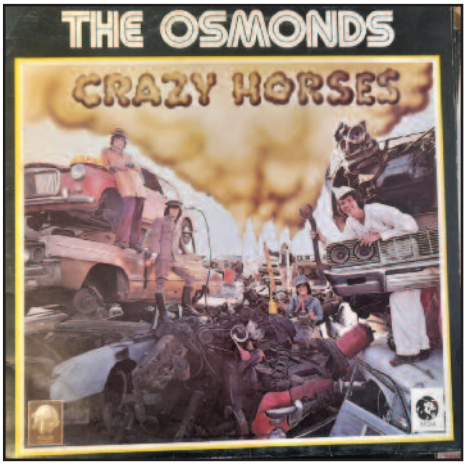
I was doing some work and airworthiness inspections on this Kitfox aeroplane and spotted the door handles. Are they familiar to anyone?



Mark Jones

Crazy Horses

Neil Castle has sent us a picture of this Osmonds' album cover for 'Crazy Horses' featuring none other than an MG 1100 at the top of the scrapyard pile! Perhaps they were planning to sort it out and get it back on the road with the large spanner?



Cover Star



Neil Castle's recently acquired MG 1300 looks resplendent on the front cover of the Lincolnshire Automobile Club's July magazine.

Red, White and....

Christian Mitterdorfer in Austria has enjoyed meeting up with the owner of an Austin 1100 Mk I, recently sourced from Portugal.



As you may have spotted from the picture, Christian is also on the hunt for a replacement GT hubcap, if anyone has one sitting spare? Please get in touch with Christian if you can help - his email address is in the 'wanted' advert at the back of this magazine.



Spotted!



Tony Gilbert sent in this picture of a Mk I 1100 parked amongst the modern cars in a multi storey car park in Leicester. Does anyone recognise it? It's great to see an 1100 out and about in everyday use, probably making everyone who sees it smile!

Is It Yours?

My dad owned an Austin 1100 from new for thirty-odd years. I have some photos and details of the car and just wondered if the owner was a member of your club? The reg is MUW 789D and this (above right) is a picture of it as new.

Mick Page



If you own this car or know who does, please drop us a line and we will put you in touch with Mick. The registration number is not on our membership system, but the car is taxed until 2025 so it's definitely still alive! Ed.

A Smashing Time



Mick Strain had a bit of a window related disaster in the mini heatwave we had in mid-July!

New Regalia Items

Regalia Secretary Fernand Pinckney has commissioned a commemorative mug for 2024 featuring the Vanden Plas, and also a new run of tea towels with a fresh new design. Both of these products are now available to buy from the website regalia shop priced at £6 and £7.50 respectively, plus postage.





Chance Encounter



I was snoozing on the sofa after work on 17th July and the doorbell rang. I opened the door to find that someone had spotted my Austin 1100 on the driveway after they had got a bit lost in their Mk III Austin 1300 looking for a



house that is up for sale. The owner is an 1100 Club member and lives in Bath; he has now been enrolled into the Wiltshire area of the club. What a wonderful surprise!

Mark Jones

Your 1100 Club Membership

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

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.

1100 Club Statement of Accounts

These are the latest financial figures from Treasurer Joe Brain covering the period July 2023 to June 2024, although there may be some further costs and expenses for the year still to be added. Black transactions are income, bracketed red are expenditure. Joe explained the full picture at the AGM, but is always happy to take any questions on treasurer@the1100club.com

Bank Balances

Account	July 2023-June 2024
Barclays Current Account	£8,292.32
Barclays Savings Account	£10,704.18
Nationwide 1Yr FD "Future Projects Fund"	£30,556.17
PayPal	£0.00
Current Total:	**£49,552.67**
	Sun 30/06/2024

Nett Transactions per Budget Group

Sum of Transaction Value Budget Group	FY July 2022-June 2023	FY July 2023-June 2024
10 - Membership	£19,357.48	£21,803.41
20 - Magazine & Social Media	(£14,820.59)	(£16,000.40)
30 - Regalia	£501.03	£1,564.75
40 - Events	(£430.98)	(£2,191.29)
50 - Books	£992.46	£441.54
60 - Spares	£801.41	£1,647.10
70 - Fixed Assets	(£992.72)	(£86.72)
80 - Committee Management	(£463.80)	(£215.88)
90 - Other	(£908.22)	(£693.64)
Grand Total:	**£4,036.07**	**£6,288.87**

Income and Expenditure per Budget Group

Sum of Transaction Value	July 2022-June 2023	July 2023-June 2024
Income		
10 - Membership	£19,497.48	£21,803.41
20 - Magazine & Social Media	£1,080.00	£1,185.00
30 - Regalia	£2,277.83	£3,100.98
40 - Events	£792.48	£383.52
50 - Books	£992.46	£441.54
60 - Spares	£4,514.00	£2,109.87
90 - Other	£27.07	
Income Total:	**£29,181.32**	**£29,024.32**
Expenditure		
10 - Membership	(£140.00)	
20 - Magazine & Social Media	(£15,900.59)	(£17,185.40)
30 - Regalia	(£1,776.80)	(£1,536.23)
40 - Events	(£1,223.46)	(£2,574.81)
50 - Books		
60 - Spares	(£3,712.59)	(£462.77)
70 - Fixed Assets	(£992.72)	(£86.72)
80 - Committee Management	(£463.80)	(£215.88)
90 - Other	(£935.29)	(£693.64)
Expenditure Total:	**(£25,145.25)**	**(£22,735.45)**
Grand Total:	**£4,036.07**	**£6,288.87**

Area Updates



Essex

Well, all I can say is that it's all kicked off now! We are in show mode and rushing to as many shows as we can, obtaining club stands where possible.

After the first two shows of the season, our next one was with a club stand at Chiltern Hills, where we all met up beforehand and travelled in convoy. I love this part as it's great to be trundling along in a line of 1100s. This event had a good turnout on a hot dry day.





The Enfield Pageant was next on the list, with a big double 1100 Club stand, two gazebos up, the tea station in full swing and the Professor (Fernand) with all his regalia on sale. It was a two day event with sixteen cars on our stand on Saturday and ten on the Sunday. We had one car with a coil broken down (**Photo 1**) and one with a split bypass hose (**Photo 2**), plus I was busy with two hydrolastic checks and adjustments, two twin carb set-ups and a battery connection. We were all invited into the arena to show off our cars (**Photo 3**) and I was asked to give a talk over the tannoy, which was an opportunity to blow the trumpet for the 1100 Club and our cars. He had trouble getting the mic back!





We had great company and talked to many people about our cars and the club, but the cherry on the cake was coming third out of the twenty-nine club stands as a 'Highly Commended Entry' and being presented with £25, a cup and a certificate (**Photos 4 and 5**). What more could you ask for?

Stockwood Park in Luton was next on the list, with another 1100 Club stand. This was well supported too and had a good autojumble where a lot of 1100 parts were bought. It was sunny but a bit windy, so the sides were fitted to the gazebo and plenty of tea was drunk.





Hatfield Heath was the next one on a very hot day (**Photos 6, 7 and 8**). This one is right opposite a fish and chip shop, so no sandwiches required on this day! There were nine cars, two gazebos, a lot of regalia and the flag flying - you can't get better days than that.



On the car front, Bike (Danny) turned up at the Enfield Pageant in his Wolseley and it was in two tone - he had sprayed the bottom half in dark green and it looked great. Ross (no nickname yet) turned up in one of his GTs with a lot of modifications - very impressive and nice. All the others are still a work in progress. Hope to have more next time as work and spraying goes on. In the meantime, keep your 1100s going and show them off to the public whenever you can!

'Turbo' Tony Cole
essex@the1100club.com

Hampshire

Hello again from the Hampshire area. I can't believe how quickly writing for the next Idle Chatter comes around. *You and me both! Ed.*



I'm happy to share the good news that the long-awaited new publication by Matthew Vale featuring the 1100/1300 range, including owner reviews, has now been published and can be purchased at most good book shops. The book includes the usual design and development of the 1100/1300 range, but also includes owners' views on owning and running examples of the cars.

David Haycock took part in the production of the book with his Riley Kestrel plus Dean Oakey with his Limeflower Morris 1300, Roy Robinson with his Morris Traveller and myself with my Austin 1300GT, in the form of a photoshoot located at Titchfield Abbey back in April 2023. You can see some extracts showing our cars in **Photos 1 to 6**, reproduced here by kind permission of Matthew Vale.

1



2



3



4



5



6



Our first meeting on 6th June was at the White Hart pub in Holybourne, where we met with several Surrey members for drinks and a chat (**Photo 7**) - good to see you all.

7



On 16th June, myself in my Austin 1300GT and David Haycock in his Austin 1300 attended the 'All Change!' 50s and 60s events at the Watercress Line in Alresford (**Photos 8 and 9**) where we also met with Chris Morris. It's a great location for stepping back in time and celebrating our steam heritage, with many steam trains running throughout the day - a perfect location for a road run or even a National Rally maybe!

8





On 23rd June, our Hampshire Area road run to the Caen Hill Locks at Devizes took place, starting at the Meon Hut services and travelling through to the picturesque village of Wherwell, where we met with Dave Wilkins (**Photo 10**). We stopped off at Ludgershall for coffee, where Roy had everything prepared for coffee and biscuits (**Photo 11**) - the Traveller is certainly a versatile vehicle, and thanks also to Roy for planning the route.

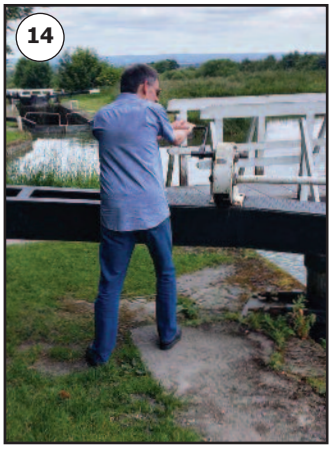




Arriving at the Black Horse Inn situated alongside the Kennet and Avon canal, we were greeted by fellow 1100 Club member Mark Jones. Mark works for the Canal and River Trust, maintaining the canal throughout the year, and kindly offered to give us a very interesting guided tour and demonstration on how to open and close a lock gate (**Photos 12 to 14**). Thanks Mark for helping to make it a special day!











In total seven cars attended (**Photos 15 and 16**) and eleven people enjoyed a delicious meal after the tour, so thanks to everyone who came along - it really makes it all worthwhile when an event is well attended.

Mark would be delighted if any of you would be keen to make a donation to the vital conservation work of the Canal and River Trust, however small, as at the moment the Government only funds its activities to the tune of around a quarter of its expenditure and that is projected to decrease further in the next few years. You can do so by visiting https://canalrivertrust.org.uk/support-us/donate or by using this QR code - it would be very much appreciated.

SCAN ME

Looking ahead to August, we will be attending the Newbury Classic Car Show and of course the 1100 Club National Rally - more on that in the September-October edition. See you all at the National - bye for now!

John Norris
hampshire@the1100club.com

Midlands and West Mercia

The Stratford side of the Midlands and West Mercia area group has had a couple of meetings at the Piston Club since the last magazine, the first being at the beginning of June. Two 1100s and an MGB attended - Richard and Fiona Avery in their MG , and me and my mate John in my 1100 auto. 1100 Club member Trevor (Fred) Bury also brought his MGB with his mate Mike Selby.



On 4th July we met again and once again had two 1100s (my Austin 1100 auto, this time alongside Andrew Brain's lovely Riley Kestrel) and Trevor Bury's very smart MGB GT. A great evening was had by all, covering everything from choirs to gearboxes. These get togethers are great fun and very informal and relaxed; all are welcome with 1100 or not. They are on the first Thursday of the month



at 6pm at the Piston Club at The Stag at Redhill, B49 6NQ, between Stratford-upon-Avon and Alcester, plus the other half of our group meets at the Cross Inn, Finstall, Bromsgrove, B60 1EW at 6.30pm on the second Tuesday.

Chris Johns
midlands@the1100club.com

Surrey

Hello from all at the Surrey group. Our June meeting was a joint event with the Hampshire area group. It was held at the White Hart pub, Holybourne, which is a village on the edge of Alton in Hampshire. Previously we had held this event at the Queens Head nearby, but a change of owners there meant reduced opening hours so no good for our date. Holybourne is very much a classic 'chocolate box' village, although there is more modern housing on the outskirts. It has a very good village shop/post office, a village hall and a pub. Three members from Hampshire turned up and seven from Surrey, although only four ADO16s graced the car park - see photo in the Hampshire group's report. The food was good, if a little 'gastro' and pricey, but we missed the excellent pies that the Queens Head used to do. The staff were efficient and friendly. We left before it got dark, which was just as well - the A31 was closed for overnight works east of the Hen and Chicken roundabout on the edge of Farnham, which meant a diversion around Aldershot.

July's meeting was cancelled as so many members were away or working etc, but we will be back to the Fairmile in August. We are also looking at another meet with the Hampshire group, probably in September but yet to be confirmed.

I've now got a refurb gearbox and new clutch fitted on the Sun Tor camper, so it should drive better - I just need to finish the interior! On that topic, I attended the National Rally of the Morris Marina and Ital Club in early July. It was held at the North Norfolk Heritage Railway at their Holt station, and part of a car show run by the said railway. As my own Sun Tor camper Marina was not ready for a long journey, I took my Austin 1300 Countryman instead. It's a long way from London to that area of the country - I actually stayed in Cromer. The Austin drove well, though there was torrential rain on leaving London (thanks to the ignition rainshield for doing its job) on the Saturday morning which only relented around lunchtime. I checked out the rally location on the way and then settled into the pub B&B to watch the England Euros game alongside the locals, who were friendly. The B&B was not very good - apparently it had changed hands recently and was short staffed.

On the Sunday I took the short drive to the show, where some of the field was unusable due to the recent rain. However, the organisers did a good job of improvising space to make the most of the hardstanding areas, even though this meant that car club groups were not always together unless they arrived in convoy. I was the only ADO16 there, and I didn't even see a Mini, although I might have missed one. There were a good range of other interesting cars from all eras including the 1990s and 2000s - of course, there are no ULEZ type restrictions up there….yet. Train rides were included for exhibitors, with steam locos and a diesel multiple unit running. At Weybourne station there was a local club for Morris Minors with a display of cars. Overall it was a well-run event - the railway staff were excellent. Perhaps a future venue for an 1100 Club National - it's not that far from our Fenland branch….hint, hint!

Koren has organised club stands at two local shows - Runnymede on Sunday 18th August and Tilford on Sunday 22nd September. Contact her for details. We will of course be attending the National Rally at Bosworth - even Dave W will not be driving a train that weekend, unless they let him loose on the nearby heritage 'Battlefield Line'.

Dave Laing
surrey@the1100club.com

East Anglia

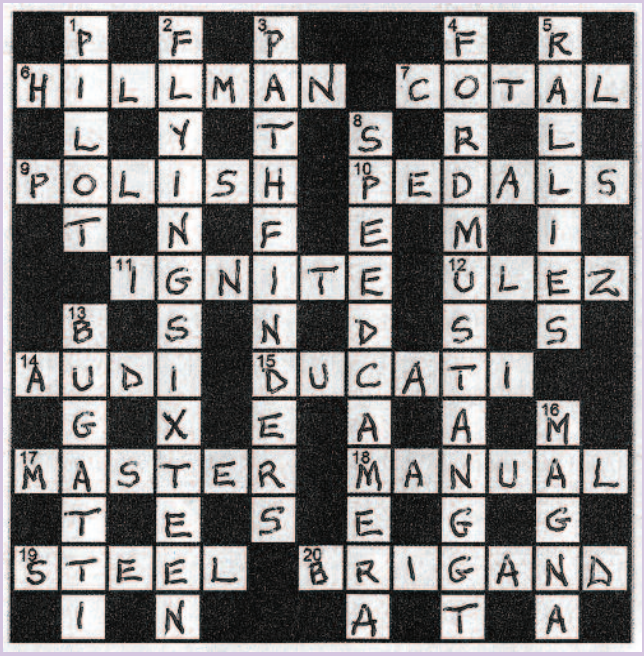
The 1100 Club's East Anglia area were out at the Ramsey Fen Fair on Sunday 19th May. Thanks to Steve Sutton for the picture.

Ryan Caulfield
east-anglia@the1100club.com



Prize Crossword No. 22

Congratulations to Bob Nutton in Sheffield for sending in the first correct grid pulled from the upturned 1100 hubcap this time! An ADO16 mousemat is yours for the having - please drop the Editor a line to let him know which model of car you would like featured. Thanks as usual to Chris Hayward for compiling our regular brain-teaser; the answers are displayed for you all here.



From the Events Diary

Reports from a range of shows that 1100 Club members have attended

The Pangbourne One



Katy Chapman's Vanden Plas was the only ADO16 that she saw at the Pangbourne Classic Car Show on 1st June.

A Busy Weekend

Michael Wilkinson spotted these cars and their classic transport at the Corbridge Steam Rally in Northumberland over the weekend of 8th and 9th June. They are owned by local enthusiast George Richardson.





Mark Margetts took Mortimer the Austin America along to the 8th Annual HBCC All British Classic and Antique Car Show in Caledon, Ontario, on 8th June, where there were around sixty cars on display.







Also on 8th June, Membership Secretary Koren's car was on display at a local show in Windlesham, with oil leaks finally fixed. Meanwhile, Mick Strain was at Stoke Row Steam Fair near Whitchurch and Reading - Mick reports that one more Vanden Plas and an 1100 Mk II were present. Pics of these two events are above right.





Wiltshire and Somerset Shows

Mark Jones writes: "Dad and I did the Bath Rotary Festival of Motoring over the weekend of 15th and 16th June, enjoying a picnic between the cars."



"Then on the Wednesday after, my car was the only ADO16 at the Poulshot Green Vintage Gathering near Caen Hill Locks, Devizes."



Carsington Water



This picture was taken on 23rd June at Carsington Water, Ashbourne, Derbyshire, at a charity car show. There were around 220 assorted vehicles, with our car being the only ADO16.

Alan and Sandra Sayles

Fete Accompli









Tony Gilbert has sent in these pictures from Lympsham Summer Fete, near Weston-super-Mare in Somerset, which took place on Saturday 6th July. Tony writes: "The event was well supported, as you can see. I have at last been able to get Betsy on the road - I have yet to take more pictures of her to complete her story for Idle Chatter".

Thane of Glamis









Stephen Harris writes: "Here are a few pictures from the Scottish Transport Extravaganza at Glamis Castle over the weekend of 13th and 14th July. It was a great show - the weather behaved, mostly, and it was a cracking drive over the Cairn o'Mount to get there. As well as my MG, two Wolesleys were there too!" *One of them belongs to fellow 1100 Club member Scott Lamond! Ed.*



UPDATE: Bob Gray spotted the Facebook post and added a picture of his car at the event! Bob writes: "It seems that this year, including my own car, the 1100 Club was represented by four. As Scottish rep I'm determined to make it more next year and get us a club stand. If you are up for it, say aye!" *Bob's details can be found in the area contacts grid on p4 if you would like to get in touch. Ed.*



BMC and Leyland Show

There was a great selection of ADO16s at the large and still growing BMC and Leyland Show at the British Motor Museum, Gaydon, on Sunday 14th July. Ryan Caulfield pulled a few together under a club banner, plus there were quite a few other members around the showground as well. Thanks to David Shadbolt for most of the pictures, and Roy Robinson for the shot of his car.

































NEC Classic Car Show

We are very pleased to confirm that the 1100 Club will be on **Stand 772 in Hall 5** at the UK's premier classic motor event, the Lancaster Insurance Classic Motor Show at the NEC Birmingham, from Friday 8th to Sunday 10th November.

Club members, friends and followers can book advance tickets at www.necclassicmotorshow.com quoting our club code **CCCNOV439** to save £4 off single-day adult tickets or £2 off family, child or multi-day tickets. Book by 17 October and you'll help the club earn additional benefits too! You can find full details and the discount code in the advert on the next page.

National Rally 2024



Full report, pictures and prizewinners will be in the Sept-Oct 2024 edition of Idle Chatter!

Where:
Bosworth Battlefield Heritage Centre and Country Park

When:
10th and 11th August

SHOW SPONSORED BY

Meguiar's

BL Autumn Rally

SHOW SPONSORED BY

12th Annual Rally *'Celebrating BL's unsung heroes'*

Sunday 29th September 2024



THE SENSATIONAL AUSTIN MONTEGO

40 YEARS OF THE MONTEGO







55 YEARS OF THE MAXI







35 YEARS OF THE R8 ROVER 200



CLUB DISPLAYS – SUPERB ON SITE TEAROOM – LOTS TO SEE & DO

VARIOUS CLASS AWARDS INCLUDING 'BEST IN SHOW'

ALL PRE-2001 BMC/BL/AUSTIN ROVER CARS WELCOME

SHOW OPENS AT 10AM – NO PRE-BOOKING REQUIRED



FOR MORE INFORMATION CONTACT TOM MORLEY

07899 864311 tommorley82@aol.com

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

NEC Show Member Discount



A New Member Writes....



New member Richard Rowan from County Wicklow, Republic of Ireland, introduces himself and his 1972 Austin 1100 Countryman



You may ask why I am writing in the year 2024 about a 1972 motor car, especially in this era of the advanced technology of electric cars, hybrid petrol and battery models and refined diesel engine cars. In 1972, motor vehicles were basic internal combustion engines, or ICE for short. Turbochargers were only at the experimental stage. Disc brakes were only on the front of the more deluxe models and were not servo assisted; no more was there power assisted steering. So even the smallest Mini cars of the 1960s and 1970s were heavy cars to drive. Well, I won't go into what they were like in the early part of the last century. My first car was a 1953 Ford Anglia that I bought in 1961. I taught my father to drive in it. No mean feat, as he was aged in his 50s and driving in a 1950s banger. His insistence on smoking his pipe and spitting out of the open window was an irritant.

"His insistence on smoking his pipe and spitting out of the open window was an irritant"

Anyway, my 1972 Austin 1100. I bought it as a second car in 1980. I was married then with a young family and living in the countryside with no public transport available, so a second car had to be the order of the day. It is a Countryman, so quite rare. I bought it for £450 from my then (now deceased) neighbour, Gordon Fildes. It had been his wife Sally's car. He bought it from George A Dagg Garage, Rathmines, and it had been owned by a family in Blackrock, Co. Dublin. Mabel, my wife, drove it until 1990, until the chassis (*subframe? Ed*) had become so rusted that it necessitated a change. It became unsaleable. The local scrapyard didn't even want it, as ADO16 cars were so plentiful and there were so many in scrapyards all over the country that spare parts were two a penny. I drove it down to my home area in Co. Laois so that it could rust gracefully into nothingness and there it languished in a variety of sheds and barns until 2012.

One of the sheds was a donkey stable and the two back lamps got smashed by donkeys scratching themselves on the car. It finally ended up in a turf/peat shed surround-





ed by winter firing. As it revealed itself in the shed, due to the burning of the turf, my brothers recommended it be restored as from being valueless in 1990 it had attained by 2012 some vintage value.

One of my brothers, Ken, has a panel beater friend, an Ivan Thompson from Co. Offally, who undertook the process of restoration. It lay outside his workshop for a year before it could be programmed into his work schedule. This hastened the rusting process further, to the point that in the process of work it was reckoned to be a hopeless case. However, he persevered, with me sourcing parts via eBay etc and spending a ton of money that should have been spent on a couple of nice Caribbean cruises.

Suddenly we had a drivable and usable car that became roadworthy in 2022. Not without a mechanical issue though, as last year it was being driven by Stephen Walsh from Co. Laois to me, who lives in Co. Wicklow, a distance of seventy miles. In the drive up, two of the engine pistons melted in their pots and it had to be trailered to my son-in-law's motor engineering workshop, Rodney Evans Motors near Delgany. A diagnosis meant an engine overhaul. I reckoned the expense of it would either render me insolvent or at worst the family might say, "Dad, is this car eating into our inheritance?" I jest, of course, as the vehicle will have a value anyway when I move off this mortal coil.

My brother Kenneth undertook the arrangement of the engine overhaul by two brothers, Jim and Donal McSpadden, retired Bord na Mona engineers. In fact, I was in the same class as Donal in the Technical School in Portlaoise from 1955 to 1957. Kenneth was to assist them by handing them spanners as required! However, he was called to have cataracts removed from his eyes, so he was instructed not to lift anything heavier than his old age pension. Jim and Donal persisted, so the trusty (and rusty) venerable old lady that is my Austin 1100 Countryman is now rolling along to vintage and classic car shows, much to the delight of viewers who have an appreciation of the transport of a different era.

I have now joined the 1100 Club, a UK organisation for lovers of what are known as ADO16 cars that were manufactured by British Leyland from 1965 to 1974.

Richard wrote this piece for a local pensioners' club, so he is doing his bit to raise the profile of the ADO16! Ed.

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 Robinson on events@the1100club.com or 07943 842166.

Exhaust systems: £135 plus delivery, twin carb or single carb. Contact Lee Robinson on 07943 842166 or events@the1100club.com 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.

Autocool Radiators: 15% off a radiator recore or fuel tank repair work. See advert on p42 of 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 1100 Club cannot take responsibility for the quality and efficacy of items listed here, either from companies or on a member-to-member basis. Please ensure you do the relevant research to confirm that parts are right for you.



Facebook, X 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'

@The1100Club

THE1100CLUB

Running Reports

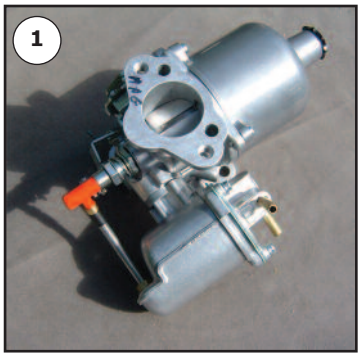
Some progress updates from members working on or maintaining their cars

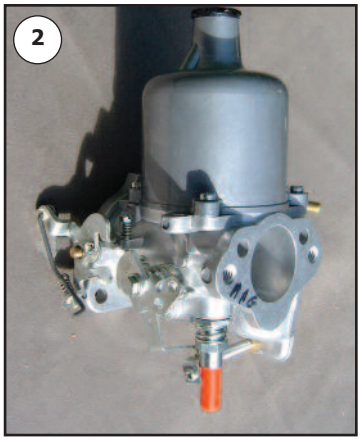
Name: John F. Quilter
From: Eugene, Oregon
Car: 1969 Austin America

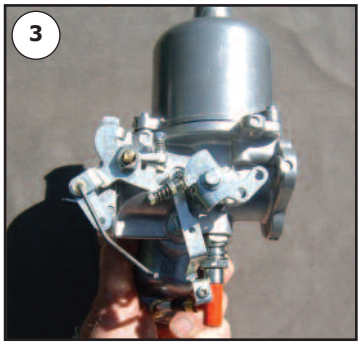




I finally decided to deal with the idle speed slowly decreasing while at traffic lights from a normal 850 or so when first stopped to a too-low 450 after twenty seconds. A spray of carb cleaner determined that the carb was sucking in air slightly at the ends of the throttle shaft. This is a USA-spec Austin America with a single SU HS4 carb, and I guess after 109,000 miles such a symptom is not unexpected, although the car ran just fine otherwise.





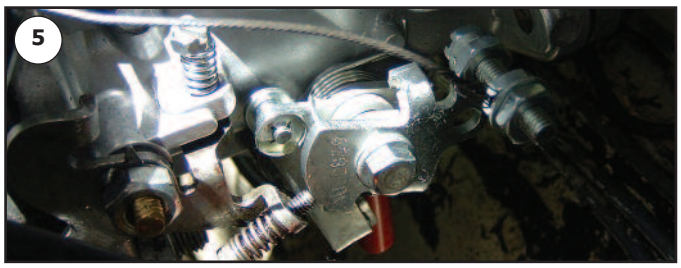


Here in the USA, the go-to SU carb expert who has been in business rebuilding and supplying parts for all SU and Stromberg carbs for well over fifty years is Joe Curto Inc (www.joecurto.com) in College Point, Long Island, New York. He did a fabulous job on the twin H2 carbs from my MGTD some six years ago. He is thorough, and the carb(s) come back looking like they came off the shelf at Burlen Fuel Systems as brand new (**Photos 1 to 3**). So having him work his magic on this Austin carb was a no brainer. Not fast, or indeed inexpensive now either, but when received back they are a 'plug and play' installation, or they are supposed to be if you do the installation correctly. So I pulled the carb off and took the car off the road for the stated nine week turnaround time - fortunately I had two Morris Minors and two Jaguars to use in the meanwhile, plus the MG if it was not raining.

Joe has been overhauling these British carbs for decades. In his process they get some sort of amazing clean, a new throttle plate, shaft running in new bushings, new main needle, new float and new needle and seat. So after the requisite time, he called me for my credit card number and within two days the carb was back in my hands across the continent. The following day it was mounted to the car. Then an issue cropped up. I could NOT get the idle to drop below about 1800rpm. Pushing on the linkage got a 100rpm drop only; the adjustment screw was backed out and the choke cam fast idle screw was backed out as well. After fiddling with it and believing somehow Joe had got something wrong, I put it away for a day. Then I called him on the phone and he said that whilst it was very, very rare, the butterfly MIGHT not be seated properly - he suggested pulling the carb off again to have a look. Calls to Joe are always entertaining - he will reminisce about his life (and yours) with British cars over the last half century! Reluctant to remove the carb again, I gave it another look and went at it again with the spray carb cleaner - sure enough, the idle increased even more! Well, in all my fumbling around getting this installed I had dislodged a small rubber tube leading from the intake manifold to my Smiths accessory vacuum gauge under the dash! Aha, a major vacuum leak due to the old and brittle hose coming adrift. A new section of rubber hose fixed that, I was back to a normal idle speed and his presetting of the mixture was spot on.



In taking the carb off one of these cars there is a stranded choke cable attached by a tiny component that has an even tinier locking bolt to hold the cable. After many years, the cable is bound to be frayed and it is a devil of a project to feed the cable back through this device while it is mounted to the choke linkage. Dropping anything back at this location will result in it disappearing behind the subframe and body, never to be found again. I always lay a rag there to catch wayward bits. Because this is the worst part of carb changing, I set about a bit of re-engineering. I took a small bolt about an inch long plus three suitable nuts, flattened a small section of the threaded part of the bolt and drilled a small hole through it, flaring out the edges of the hole so that the less than perfect choke cable would feed through the hole while the bolt was separated from the carb linkage entirely. It's much easier to handle that way. Then I mounted the bolt in the linkage and, using two nuts previously fitted to the bolt, locked the wire between the two nuts and a washer. The final nut and lock washer was used to hold the end of the bolt in the choke linkage (**Photos 4 and 5**). Now the cable is much easier to remove and set aside if and when carb removal is needed, which hopefully will not be for another 109,000 miles, which will be well beyond my lifespan. Future custodians of the car will thank me!



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





Twenty-four years ago I bought my first 1100. It was a 'fixer-upper' and I intended spending my weekends working on it. At the time I lived on the outskirts of Sydney's CBD in an apartment complex where my modern car enjoyed the electronic security of the dark underground lock-up garage and the 1100 took up a place on the street. This meant that I had to work on it from the footpath and people walking past would often stop and chat.



I bought this particular car from a university student who, upon graduation, had been gifted a new Hyundai. Not surprisingly, the 1100 was in a shabby state and its gearchange was so sloppy that I blocked traffic on the test drive because I couldn't find reverse during a three-point turn! On the outside its paintwork had faded to a chalky purple (**Photo 1**) but I could see from the unfaded paint inside the car that it was originally a nice rich burgundy (**Photo 2**) - and that was the clincher. The next day I caught the train back and drove it home through the Sydney Harbour Tunnel!



So there we were the following Sunday afternoon on the street at home, me with tools and wearing overalls and the 1100 looking decidedly shabby, when an elderly lady wandered past. She was well dressed and she paused to chat. "Isn't it awful?" she began, gesturing towards the car. "Isn't what awful?" I replied politely but slightly indignantly. "Isn't it awful that people dump old cars like this in our lovely street…." she continued, before revealing she had assumed I was preparing to tow it away. I explained that it was a classic Morris 1100 from 1965 and that it was mine and I was preparing to restore it to its former glory. "Oh, how wonderful. Such a lovely car," she said. I hadn't expected such an abrupt about-face, but then I realised she was a little bit tipsy! I asked her if she had been somewhere nice for lunch and she admitted she had been out with the girls and had a little too much 'bubbly'!

A couple of months after that I received notification of a massive rent increase as the Sydney Olympics were being held later in the year and landlords everywhere were planning to cash in. I moved back to the outer suburbs to live with my parents for a while until the rental market returned to normal and while I was there, in the privacy of their driveway, the 1100 received a respray, a re-trim and various mechanical repairs such as a new sandwich plate to sort out the sloppy gears!

Another disappointment was that it had also lost its original 1965 number plates and wore 1995-issue TQQ-950 plates with the slogan 'NSW - Towards 2000' across the lower edge (**Photo 3**). Now that it actually was year 2000, this seemed a bit passé and I made enquiries about having the original plates reissued. After a bit of privacy-related red tape, a remake of the original DTH-038 plates were mine and the silly slogan was gone.



Many happy memories have been made over the 6000 miles and twenty-plus years since, but here we are in 2024 and once again the car is looking a bit tired. It lives indoors these days, so it isn't affecting the view on any streets, but the time has come for restoration Mk II. My circa-2001 re-spray job on the roof reached its expiry date a few years ago (**Photo 4**) and some of the lower panels have been polished almost down to the undercoat. Other panels have collected scrapes and dings, so a new paint job is on the cards. The interior trim has survived unscathed, so there's nothing to do there, but the power unit is coming out so the engine bay can be properly cleaned up and repainted since that wasn't done last time.



"Other panels have collected scrapes and dings, so a new paint job is on the cards"

While the power unit is out, it will probably come apart so I can check the crankshaft bearings as I think they may be worn. Whether any further dismantling is really needed I'm not sure, so to help with that decision I took a compression reading on each cylinder just to establish a reference point, and also an oil pressure test since I have a gadget to measure that now. The compression test results were reasonably healthy at 155, 150, 150 and 155psi, so nothing too worrying on that score, and no pressing reason to split the head and block at this stage. The oil pressure was also strong at 70psi just after start-up, dropping to a steady 45 when warm and idling, and rising on cue to 60 with a bit of throttle.

OK, I'm off to begin stripping the old paint off the roof....

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





Back in April, OJB developed a problem with his brakes. Basically the brakes were fine, but if the pedal was held, pressure would drop slowly. We had fitted a cylinder kit back in 2019 when he was being brought back to life, so this appeared to be the problem.

It was early May before I had a chance to check the system properly, and the check confirmed a master cylinder problem, so I ordered repair kits, and a couple of weeks later the car was driven very carefully to the North East Restoration Club to carry out the repair. With the cylinder removed the new kit was fitted, but when it was fitted back onto the car, a good brake couldn't be achieved. So the cylinder was removed again to check everything was still OK, and at this point a (helpful?) member offered to assist and proceeded to push the rod, squirting brake fluid over the wing! So now I had a damaged wing and next to no brakes. The cylinder was put back on again, and the car limped home with weak brakes. A complete cylinder seemed to be the solution, and so with advice from the 1100 Club (should have come here first) a master cylinder was ordered - many thanks to Steve Lee for the recommendation, which was very much appreciated. A week later the new cylinder was fitted and brakes were back, just in time for a pre-booked car show the next day at Ushaw College in Co. Durham - phew!



Another issue he still has is that after driving a short distance the engine races. If you pop the bonnet and push the choke cable down, it's fine again till the accelerator is used and then same issue again - engine racing, pop bonnet, push choke cable down, repeat! All of which is quite frustrating. The best suggestion for a possible reason was a broken spring on the carb, so the linkage was dismantled….to find that the spring was fine, but on reassembly I dropped the spring behind the subframe. What is it Andy Walters always says? Oh yes, a 'bugger' moment. At this point I had to walk away.



A couple of days later I bought a used probe camera (brilliant tool to have) and located the spring, trapped just above the steering rack. The next day I bought a flexible spring grab (having tried a telescopic magnet, which stuck to everything but the spring), located the spring again and went fishing with grab and camera, only to then trap both the carb spring and the grab behind the subframe. Time to walk away again!

By now we were half way into June. My next plan was to jack the car onto ramps and try to locate the spring from underneath. I got two trolley jacks under, only to that find one of them had seized! With some gentle persuasion (hammer) and release oil, I soon had it working. The car was now on ramps and the first job was to get the grab rod out, then get the camera in to locate the carb spring. After poking about with an old choke cable, the spring popped out! So with the carb reset, the car started first time.

A week later, I decided to renew the thrust bearing, which had been a pain since fitting in 2019, with noise getting much worse and difficulty with selecting gears on occasions. The arm was also catching on the subframe. I fitted a slightly shorter rod from the slave cylinder, but on starting the car no gears could be selected. Next day I refitted the old rod to the slave cylinder (slightly longer) and, after some adjustment, all gears were able to be selected perfectly (something I'm not used to) and no longer catching on the subframe! My only guess is that the bearing fitted in 2019 was cheap or possibly the wrong one - bought from a Mini specialist.

I then had a second attempt at the carb yesterday (8th July) and also took the car out for petrol. It was a pleasure to be able to get gears without a fight, but the racing engine? Still the same, if not worse.

The photos show OJB in ADO hospital Ward 16, and FLO thinking, "Is it my turn soon?"

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





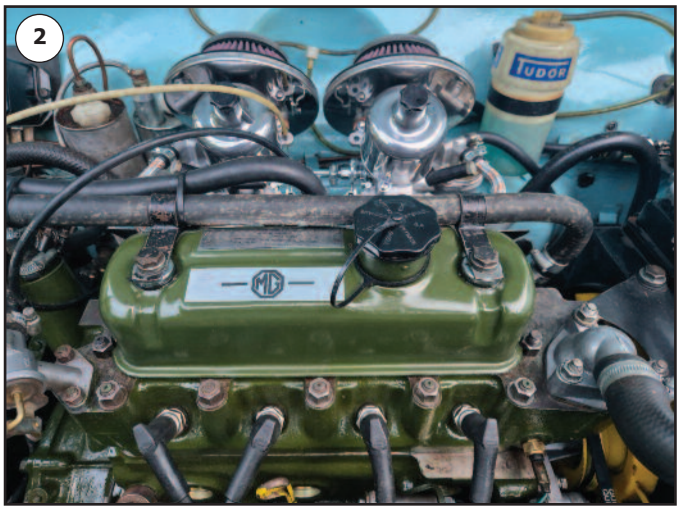
Firstly, I must apologise for the absence of any updates of late. Once Blackpool Road and Rally had completed the short engine, I had to wait until Mini Technique had an available slot to complete the build and install the engine and ancillary components. In the interim I busied myself with cleaning and labelling parts, whilst also taking on the persona of an expectant father outside the delivery room as I was eager to see Mia back on the road again!

The months ticked by as Craig at Mini Technique was extremely busy with a beautiful Mk I Mini Van restoration and my nerves became more jangly as the wait continued. Then suddenly in late May I received the phone call I'd been waiting for, and within twenty-four hours Mia was on her way in (**Photo 1**). I'd already dropped off the short



motor, gearbox and most of the other ancillary parts so I knew I could just leave it with him. I also knew this would take a while as I had asked him to check the whole car over and attend to any issues he found at the same time. In addition, I requested that she be presented for an MoT - while I know that as a classic she is MOT exempt, it is my personal preference to have one.

Having prepared myself for a lengthy wait, the anticipation (and consequent nervousness) continued, and it got to the point where I should have been taking out shares in my local tobacconist and craft beer supplier! Then suddenly a couple of weeks after she was collected, I received a phone call from Craig, and in the background I could hear a throaty rasp. Sweaty palm syndrome ensued, and I almost dropped the phone as he uttered the words, "She's installed and running!" and I replied with an expletive of Anglo Saxon derivation.



Suffice to say I drove straight over to Mini Technique the following morning, barely able to control my excitement. The sight that greeted me well exceeded my expectations; the engine looked (as **Photos 2 and 3** show) and sounded superb. We had a chat so I could familiarise myself with exactly what had been done, as I was keen to know what valve clearances, plug gaps etc were being used, for future reference. An uprated camshaft requires larger valve clearances than standard, and when combined with high lift rockers (as in my case), larger again. As such these are currently set to 16 thou, which makes the top end noisier but that is the trade-off for having a modified engine. Additionally, as I am running an A+ block due to the issues with the original block being linered (mentioned previously), it offers the opportunity to fit the Metro type 65D4 dizzy, which is electronic and takes away all of the faffing about with points. The electronic set-up requires a wider plug gap than the usual 25 thou to gain its full benefit, and I'm currently running 30 thou - I will see how this goes during the running-in period. Anyway, I drove home from Mini Technique with a stupid grin on my face and prepared to wait for the work on the brakes to be completed and the subsequent collection of the car.



The weeks ticked on and I was still sans MG - I found myself feeling rather demoralised, a case of so near and yet so far, but I knew Craig was very busy so just sat nervously biding my time. In the end I couldn't take the suspense any longer and I rang for an update on progress. He had just completed eight miles of running-in and tweaking of various things, and he reported that she drove brilliantly, even though currently restricted to 3000rpm due to running-in the new components - she would be ready in a couple of days. Unfortunately at this point I had hurt my foot gardening (I really need to take up a safe hobby like skydiving or crocodile wrestling) so I was unable to drive. Oh, the irony! Anyway, Craig very kindly offered to drop the car off for me, which he subsequently did, and we went out for a test drive with me as passenger.

"So how does she drive? Well, absolutely superbly!"

So how does she drive? Well, absolutely superbly - obviously noisier than before with the tuned engine, but she goes like a rocket. I've had the usual rubber driveshaft couplings replaced with the QH type that contain needle bearings as I prefer them, and they also offer more clearance for the LCB manifold. As a result, the drive take up is slightly harsher than previously, but nothing of any significance. The replacement of the engine mountings and the clutch assembly has completely alleviated all trace of clutch judder, and even though there is a competition clutch fitted, the pedal is still quite light. As for the brakes, they really are excellent, possibly a bit too sharp for some people's taste but both Craig and I really like the feel of them. I think one of the reasons for this could be that I have retained the original master cylinder rather than replacing it with the one normally used in servo applications, which has a slightly wider bore. Considering the cam is a Swiftune SW8, the engine isn't too 'cammy'; obviously the idle is rougher than a stock unit, but the power delivery is pretty smooth. I'm certainly looking forward to the completion of the running-in period where I can really get the revs up, as the SW8 doesn't really pull hard until 3500rpm and I'm expecting some excellent results. Fuel consumption is currently in the high 20s - ouch! But it is improving as the engine loosens up, and I do have a big pair of HS4 carbs fitted so am not really expecting much in the way of economy.

The biggest pain has been the rev counter of all things, and it's certainly got expensive. While Mia's original rev counter worked perfectly, the car has been converted from positive to negative earth and the instrument is earth specific, so it needed replacing with a negative earth one. Dave Wilkins very kindly gave me one that was non-functioning and I sent it to Speedy Cables for overhaul. This cost in excess of £200 and I don't think I've recovered from the shock yet. Anyway, it was fitted and promptly refused to work, leaving me crying into my beer.

It transpires because the 65D4 electronic dizzy has been fitted, the current set up of the rev counter isn't compatible and will require another 'upgrade' which is a further £85 excluding VAT and postage! As of writing this I sent it off yesterday, so I am hoping it will be returned quite promptly as whilst I'm running-in the engine I do like to keep a close eye on what revs I am using.

So that's all for now; hopefully more ramblings in the next issue.

Name: Pat Duffy
From: Stirling
Car: 1970 Vanden Plas 1300



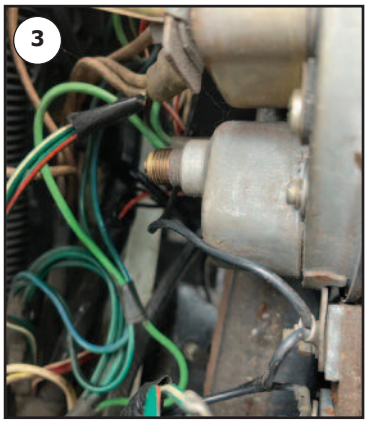


I have been making further progress on the Vanden Plas, although I will admit that on a few occasions I have reached for a box of matches!

The dashboard is now complete and installed into the car (**Photos 1 and 2**) - a retired cabinet maker gave me some invaluable tips on sorting out some blemishes.







I am pleased with the way it now looks, although I made a schoolboy error in not checking the bulbs when inserting the dials before bolting in the dashboard - it had to come back out for a blown bulb to be replaced (**Photo 3**). How many owners have done this before, or is it just me?

The picnic tables on the rear seats have been refurbished (**Photos 4 and 5**) again with external help - they were stripped and the delamination affecting some parts was glued back down and refinished before they were fitted back into the car (**Photos 6 and 7**).









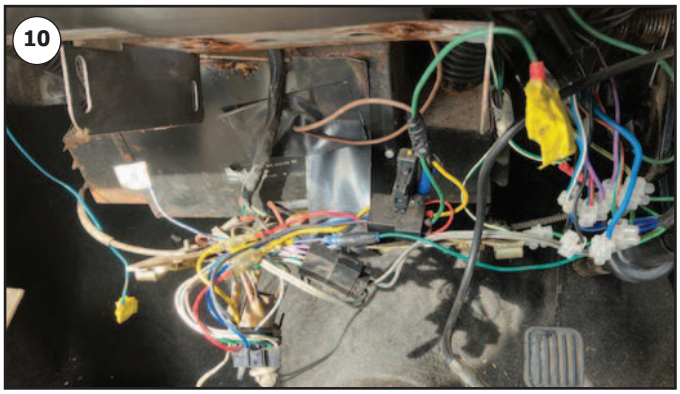
There was further consultation with fellow member Nick Laidlaw, who advised that the 'noise' coming for the front of the car was likely due to a worn steering rack. Nick hand-held me through the procedure to enable its removal and replacement. This is the first and definitely the last one I will undertake - a refurbished rack was supplied on an exchange basis by Steve Lee (**Photo 8**) with the replacement rack transforming the sound emitting from the front of the car.



Steve uses a 48 hour service and the rack was well packed to avoid damage. We decided to use new track rod ends as they are not expensive and a job worth doing as we had to remove the old ones anyway. The final job was the tracking (**Photo 9**) which I would say will last about a week given the potholes on our roads up here!

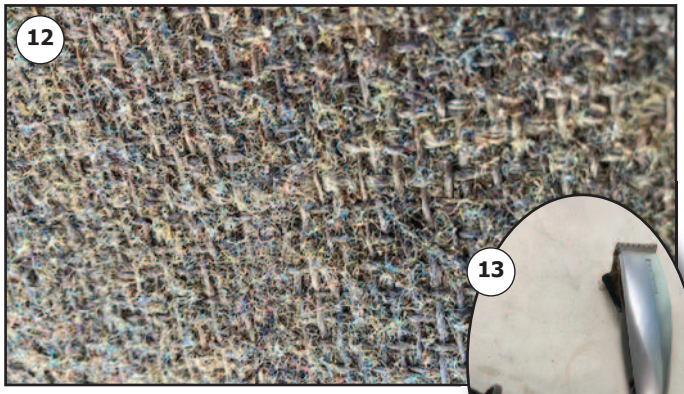


I've had an offer from a large technical team who installs multiple underground phone lines to give me a hand with the wiring (**Photo 10**)! The only thing that works on the car is the rear numberplate light - the rest is a total mystery.





The roof of the car has this hessian material (**Photo 11**) and when the last owner removed the headlining it left what looked like a tufted carpet with bobbles (**Photo 12**). After much head-scratching I remembered I had a pair of hair clippers (**Photo 13**) and used them like a lawn mower to tidy things up. I then made the mistake of telling my mates how proud I was to fix the issue, so I am now referred to as the car barber!



The contacts that have given invaluable help along this journey so far were found through Idle Chatter and I can't thank the magazine enough for this.

Name: Steve King
From: Bromsgrove
Car: 1968 Riley Kestrel

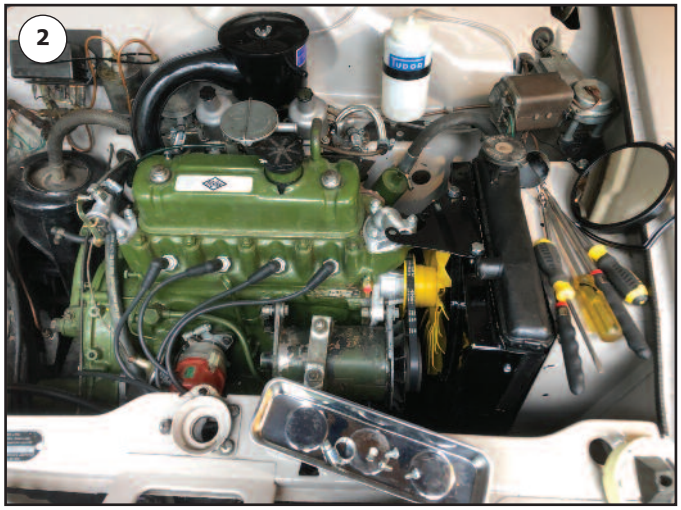




As work on the Riley progressed, I thought it was time to get the minor split in the driver's seat repaired (**Photo 1**), so I dropped it off at a local car upholstery specialist. I resumed re-installing the dash surround and, upon completing this, I got up from the passenger seat and was horrified to see a split all the way through the seat base! I phoned and emailed the company that was repairing the driver's seat and unfortunately they said that the work was not something that they could undertake. After spending a considerable time phoning and emailing upholstery companies far and wide, I received a positive response from a company just outside Leicester. However, they expressed concern about the seat back as well as the base, because the photo I sent them showed a lot of crazing. I felt at this point it was worth letting them examine the seat and I arranged to pay them a visit.



Upon arriving at Auto-Trim Systems, I was greeted by Lee, the guy I had been speaking with. Three members of staff examined the seat and gave their opinions as to the best options for repair. In view of the likelihood of the seat back developing splits in the future, I opted to have the back repaired as well as the base. New leather panels will replace the split and crazed ones and then coloured to match. The repaired seat should be ready for collection at the end of July.



I turned my attention to the radiator (**Photo 2**) and discovered that more parts were missing - no surprises there! The bolts securing the cowling to the radiator, the

top radiator bracket and the two bolts that attach the top bracket to the cowling were all nowhere to be found. Steve Lee was able to supply the missing bolts very quickly and in fact the padded envelope dropped through my letterbox the very next day! The top bracket proved a little more difficult; Dave Wilkins kindly posted me a bracket, but it was too long. *Oops! Guessing that one was for a later car without the cowling, although I wasn't previously aware there was a difference! Ed.* Thankfully Ian Gaffney came to the rescue and posted me a bracket that he had rubbed down and sprayed with primer.



Fitting the radiator cowling was proving to be a challenge, so I switched my attention to the dashboard (**Photos 3 and 4**). The choke cable was not attached to the dash and could not be found in the boxes of bits, so I ordered a new cable from a classic Mini supplier. The outer cable needed a washer to prevent it pulling through the dash, but even the thinnest washer between the face of the dashboard and the flange on the outer cable meant that there was insufficient thread to screw the nut on. There was only one thing for it! Using a dome shape rotary bit on my cordless drill, I carefully enlarged the recess on the rear of the dashboard, and after a couple of attempts I finally got the nut to fit.

Just to help me along the way, the bonnet release cable snapped and I had to prod around with a screwdriver to open the bonnet! So all in all, progress has been slow and there have been setbacks, but there is still a 50/50 chance that Neddy will be ready in time for the National Rally (**Photo 5**)!





John F. Quilter in Eugene, Oregon, has written a special piece on the ADO16 marques and his own example for the showguide of the Portland All British Field Meet, taking place on 30th and 31st August and 1st September. This year the event will salute the Mini and the other designs of Sir Alec Issigonis, and ADO16s are very welcome to go along!



The ADO 16

By: John F. Quilter

The Austin America is known internally in British Leyland lingo as the ADO16. This class of transverse engine front wheel drive cars was first launched in 1962 as the Morris 1100 and later set a record for the most badge engineered car BMC made, There were Austin, MG, Riley, Wolseley and Vanden Plas versions plus an Italian version made by BMC's Italian arm known as an Innocenti. Australia and Spain had their versions as well. This range of cars was the next step up in size from the Alex Issigonis designed Mini which had been launched in 1959. Production of the ADO16 cars continued for over 10 years in the UK during which time it was the most popular car there for many years running. The original 1098cc A series engine was supplemented in 1968 with a 1275cc version in what was known as the mark 2. Four door sedans were most popular, but two doors and a two-door estate were also produced. When the ever-popular Morris Minor ceased being imported to the USA in 1961 it was replaced in north America by the MG 1100 Sport Sedan in both two door and four door cars. BMC always wanted to tap into the small sedan market in America and in so doing add to UK production figures. In 1968 the MG 1100 ceased being imported and it was replaced by an Austin, badged as the Austin America. It could be had with the newly launched and innovative Automotive Products four speed automatic or the uprated four speed all synchro manual gearbox. Drive trains were similar to the BMC Mini but the big difference from the launch was a very unique "Hydrolastic" suspension that gave a superior ride quality and outstanding handling. Essentially, this comprised a fluid displacer at all four corners which replaced both metal springs and shock absorbers. Each front displacer was connected to the rear one on the same side. This system was later adopted by the Mini for a few years and the larger Austin and Morris 1800 cars.

Sold in the USA as a better solution to the need for a family second car the America was imported from 1968 to 1971. I acquired mine in February of 1971 when it was about a year and a half old with 23955 miles on the clock. A manual gearbox car in Snowberry white with a black interior purchased for $1164 including tax and license, from the Palo Alto California BMC dealer, Peninsula British Cars. . At the time I was a newly minted naval officer stationed aboard ship homeported in Long Beach California, so the car made a number of trips from the San Francisco Peninsula to Southern California, a distance of about 450 miles. Having grown up with British cars, mostly Morris Minors, I was fully versed in their maintenance and proper driving techniques, though the sidewinder engined front wheel drive Hydrolastic cars were new to me. After three years as a naval officer I returned to civilian life and eventually hired on with the regional offices of British Leyland Motors as a warranty claims processor. As a young naval officer, it was my first car and served me as my daily driver until 1988 when it became a second car and used less intensively. Now

at 109,000 miles and fifty-five years on it still performs and looks like new. I attribute that to many decades of



conservative and sympathetic driving style and diligent maintenance that was lacking with the majority of these unique cars. Many were simply driven to death and in the scrap yard in less than 10 years. When my car was retired



from primary use in 1988 at 88,000 miles, I had a qualified Mini repair shop in California, replace the original clutch, renew the big end bearings, gearbox bearings, oil pump and sundry other items recommended by this Mini expert, all as preventative maintenance, there had been no drivetrain failure. The cylinder head has never been off the engine, testament to the long life of the BMC 1275cc engines. These are my driving tips that have preserved this car, and it is contained on a laminated card in the car.

Notes to anyone who drives this car, be advised this is a fragile, and antiquated car. As such it needs special driving skills. First, and foremost, if you are in a hurry this is not the car to use. These are slow, low powered cars that take patience in operation. The gearbox should be used with great care. First gear is synchronized but never engage first gear a more than a slow rolling speed. When changing gear when driving, move the lever slowly and deliberately, do NOT rush the shifts. When sitting waiting



for traffic to move, as at a stop lamp light, shift to neutral and remove your foot from the clutch. Only depress the clutch and engage 1st when ready to move forward. When driving keep your foot completely off the clutch pedal. This car should not be driven at speeds greater than 3500 RPM continuously. This is about 56 MPH. If you need to go faster than this, take a different car on your journey. These tips are conservative, proven driving practices that will preserve this vintage car for a long continued life and reliable service.

Because so many were sold in the UK, and many there have memories of them from decades past, there is an active club for them and many survivors are now undergoing extensive rehabilitation which usually includes repairs for corrosion damage. My car, having always been a west coast car and always garaged thankfully does not suffer from that issue. The club is at https://www.the-1100club.com/ A USA based website for these cars is at http://www.austinamericausa.com/



47th Annual All British Field Meet

www.abfm-pdx.com facebook.com/abfmpdx

A World Beating Bestseller?

Motoring author Chris Cowin takes a look at how the 'Top Ten' best selling cars have evolved over the last 35 years and the ADO16's position in the record book



The 1100/1300 range topped the UK best-seller charts for many years. Unfortunately, for most of that time, the overall market was weak, so fewer were sold than once forecast. In Part 1 of this feature, the wider context....

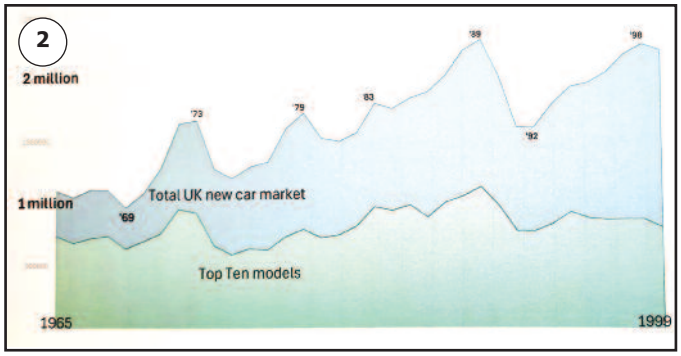
How You Count Them

There are some alternative rankings for the Top Ten models, especially in the earlier years of the series, which reflect how different approaches have been taken to ranges such as the Rootes Arrow (Minx, Hunter etc) and the small Triumph saloons of the 1970s, while some lists combine Ford Orion with Ford Escort and so on. Sales figures for the outgoing Farina range (Morris Oxford etc) were lumped together with the Austin Maxi while the two overlapped. But there's little dispute over what the big sellers were down the years.

Strong Seller, Weak Market



The BMC 1100/1300 (shown in a 1972 advert in **Photo 1**) was typically treated as a single model despite its many badge-engineered variants, and it held the top place on the podium every year except one between 1964 and 1971. However, that doesn't mean it was quite the sales success once hoped for, as those years coincided with a period when the British market was depressed, as seen on **Photo 2**, which illustrates the UK new car market and Top Ten evolution from 1965-1999 using data from SMMT. The long-term growth of the UK market for new cars has been marked with periods of boom and bust. As seen, sales were depressed during the 1960s which explains a lot. The Top Ten models (green area) accounted for a decreasing share of the total market as time passed.



So, even being Number One couldn't shield the ADO16 from patches of weak demand (late 1966 especially) which explains a lot of the problems of BMC in the 1960s. The company had planned on building many more of both ADO16 and Mini.

It's often not realised that, although there were some great parties in Britain in the 1960s, few people could afford a new car, with obstacles put in the way of obtaining loan finance being a major reason. New car registrations in 1969 were the lowest since the start of the decade and half the West German level. That decade of zero growth confounded expectations, and translated into poor profitability across the industry, explaining a lot of the woes of British Leyland and the troubled climate that surrounded its formation in 1968.

Back in 1960 BMC was certainly looking forward to a decade of rapid market growth, as the company developed the front-drive range and planned the capacity to build them in huge numbers. And who can blame the company when new car sales mushroomed from around 400,000 cars in 1955 to 800,000 in 1960 and then 1.2 million in 1964? When that growth of its home market was reversed after 1964 (in stark contrast to the experience of continental rivals) BMC was in trouble. The history (of BMC and of the British motor industry) would be very different if the home market had continued to expand towards two million cars by 1970 and BMC had supplied around half of them - which is broadly what boss Leonard Lord anticipated in 1960. Exporting proved more difficult than anticipated as well, at least until 1968, which twisted the knife.

Metro Modesty

The Austin/MG Metro was never Britain's best-selling car for a calendar year, although it was in some individual months such as February 1983 (celebrated in **Photo 3**). But monthly figures are liable to distortions from sales campaigns, the impact of strikes and so on, while in some months (like July when the registration letter changed in August) very few cars were sold. So monthly figures need to be treated with caution. There's recently been quite a

few posts on social media referring to the Metro as Britain's 'best-selling car'. That claim doesn't really hold true. Nor does it hold true for the Mini in any of the 35 years discussed here, although one can claim the Mini is the highest selling British model of all time, as a consequence of its 40-year-plus lifespan.



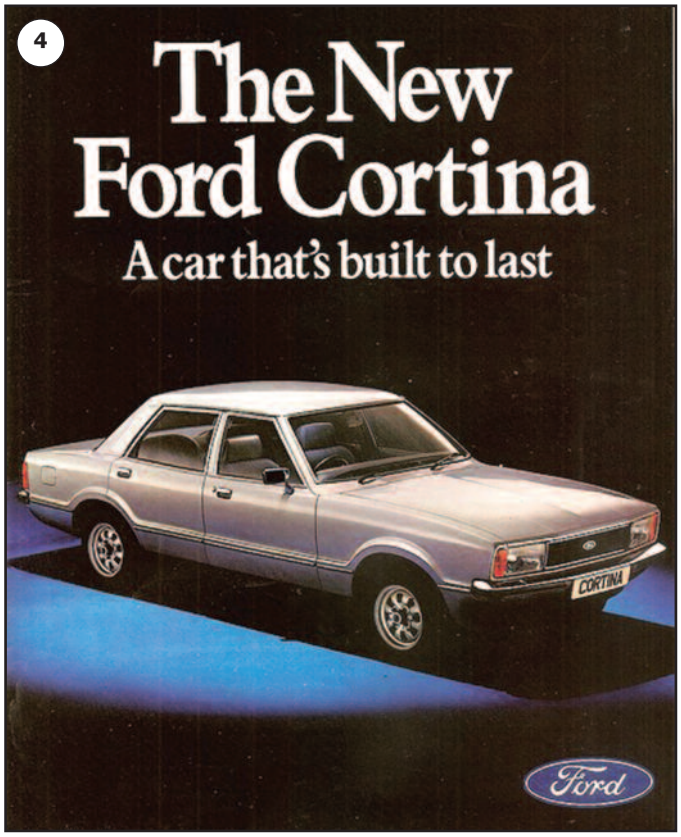
Ford's Strength, Vauxhall's Resurgence

Ford overtook the supposed 'national champion' of British Leyland as early as 1977, despite having a much more streamlined range, and remained the biggest brand on the British market through to the end of the century. The Ford Cortina became Britain's best-selling car in 1972 and retained the title until 1982, when the Escort became the best seller. **Photo 4** shows an advert from 1976 for the Cortina Mk4.

Vauxhall, until the 1980s, was a weak player on the British market and trailing Ford, in contrast to almost every other market where GM and Ford competed worldwide. In 1974, when Vauxhall fielded only two core models (HC Viva and FE Victor) despite a galaxy of versions and names, Vauxhall managed only 7.4% market share. But the shift to a pan-European range of essentially Opel-derived cars lifted that figure to over 16% in 1984, hot on the heels of BL, which had been four times bigger in terms of UK sales a decade earlier. The 'turf war' that developed between Ford and Vauxhall in the 1980s, marked with heavy discounting, was a major reason BL's cars (known as Austin Rover in that period) couldn't build themselves out of trouble and loss.

Fragmentation Takes Its Toll

The Top Ten group progressively accounted for a smaller percentage of the market, as car sales became more fragmented over time. 65% of new cars sold were from the Top Ten in the late 1960s but by 1999 that had declined to 35%. So, even though the total market broadly doubled over that period, the volumes enjoyed by the top sellers



did not, as seen in green back on the graph in **Photo 2**. Gone were the days when just one car could claim 14.5% of the total market, as BMC's 1100 could in 1966. And a company largely dependent on the UK market (as Austin Rover was in the early 1980s) was therefore not guaranteed the sales volumes they needed to be viable, even when three of its cars were in the British Top Ten.

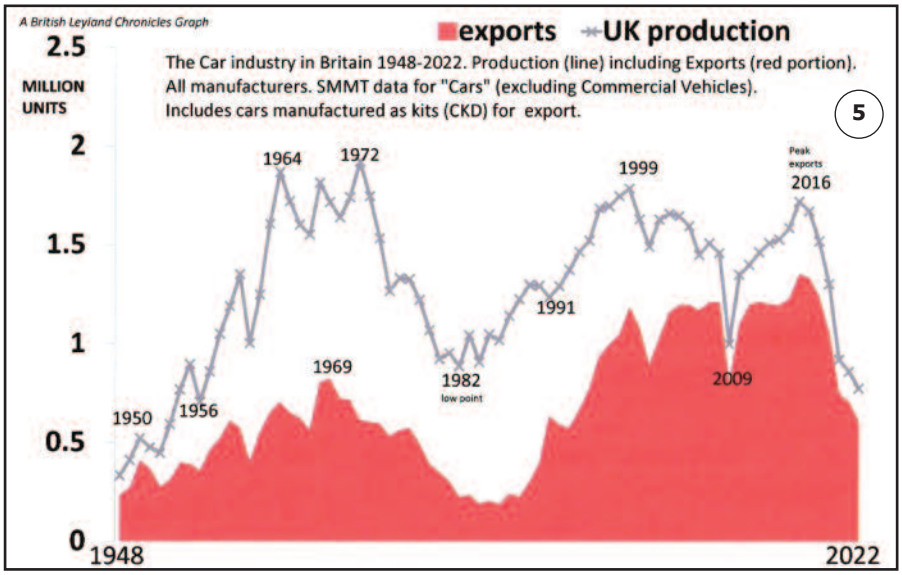
"Gone were the days when just one car could claim 14.5% of the total market, as BMC's 1100 could in 1966"

Austin Rover (later Rover) could only survive if exports increased to balance the loss of domestic volume. And though they did for a period, with Rover's car exports exceeding home sales in the late 1990s, the subsequent sharp rise in the pound put paid to that after 1998 - and the rest is history, something investigated in the recent AROnline article on the UK automotive industry's dysfunctional relationship with sterling.

Two-Way Trade

The rapid rise in imports seen during the 1970s was driven just as much by 'tied imports' from Ford, Vauxhall and Chrysler/Talbot as it was by a switch to 'traditional' imports. In an ideal world, a free-trading country would be able to balance increased imports with increased exports, but in the 1970s the opposite occurred as those multinationals reduced their exports from Britain while British Leyland was increasingly squeezed on the world stage. As a consequence, the trade surplus on cars the UK enjoyed until 1973 became a huge deficit and a serious drain on the economy which caused the Government great concern.

However, as shown on the chart in **Photo 5** in red, again using data from SMMT, UK car exports staged a remarkable comeback and by 2016 were five times



greater than in the early eighties, breaking new records. 2023 and 2024 have seen a recovery in both exports and production from the 2022 trough shown here.

Deficit Fixed

The dreadful 1980s trade deficit on cars was eliminated completely in 2012, and subsequent years have mostly seen only a mild deficit, with the value of exports coming close to matching imports - something not always appreciated when one observes the high number of imports on Britain's roads. That trade deficit was very small in 2017 and 2018, while 2021 saw the UK post a trade surplus on cars (though it was an unusual year due to COVID-19). So, reports of the death of Britain's car industry can be exaggerated. It's foreign-owned now, of course, (as three of the 'Big Four' were fifty years ago) but it still delivers most of the economic benefits one would expect from hosting a car manufacturing industry, not being the mere 'assembly' industry some detractors believe. That's something underlined well in Keith Adams' recent AROnline article on the Sunderland built, Cranfield-designed, British-engined Nissan Qashqai.

British Badged

Most cars in the Top Ten were British badged right through to 1999, even though imports approached 60% of the total market by then. An obviously foreign car doesn't appear in the Top Ten until the Datsun Sunny in 1977, and nothing from Volkswagen features in the twentieth century until the Golf just squeezes into 1999 at number nine. But of course many British-badged cars were themselves imports, starting with the Ford Granada Ghia way back in 1974 and, by the 1990s, included many top sellers like the Vauxhall Corsa. There was some despair in Government circles during the 1980s when efforts to shore up the national trade balance through underwriting the production of the Metro at Longbridge were cancelled out by Ford's decision to source most Fiestas from Spain, followed by Vauxhall with the Nova. And the average UK content of a Vauxhall car sold in the UK in 1985 was only 22%, reflecting how the Cavalier and Astra then being assembled in Britain relied on a lot of imported components while many Vauxhalls were imported complete.

A Lifetime in Cars

It's a bit dull isn't it? One likes to remember distant decades gone by as ones where people headed for the open road in their Daimler Dart or Gordon-Keeble GK1. But in fact most cars sold excite little passion, either then or now. That's especially the case in the 1990s when Fiesta, Escort, Mondeo and Corsa, Astra, Vectra dominated, year after year. A lot of that reflects the importance of fleet sales on the UK market of course. However, even in the late sixties, when Monty Python aired a sketch about counting Vauxhall Vivas on the Leicester by-pass, some with the optional chrome strip, most cars sold were a trifle mundane.

The UK car market has grown during the last fifty or sixty years, although the Top Ten really hasn't as a result of increased market fragmentation. But the market volatility which makes that long-term growth trend look rather like a rollercoaster can lead to some surprises: UK new car registrations in 2022 were slightly less than fifty years earlier in 1972. And they're currently running at around the same level as the late 1980s.

Huge thanks to Chris Cowin for letting us publish his excellent piece in Idle Chatter. It was originally written for the AROnline website and was published there on 2nd June. We will have Part 2 in the next edition of Idle Chatter, where Chris looks at the 'Top Ten' in all of the years of ADO16 production, but if you can't wait for that you can read his full article right now on AROnline via the link below and even follow his analysis year-by-year right up to 1999. Some motoring books written by Chris can be seen below. Ed

https://www.aronline.co.uk/facts-and-figures/best-selling-cars-1965-1999/



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

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

Call for Evidence Submission

The Federation of British Historic Vehicle Clubs (FBHVC) is calling on the new Secretary of State for Transport - and the DVLA for which they will be responsible - to work with it to achieve a 'pragmatic and constructive' historic vehicle registration regime. The DVLA is responsible for vehicle registration and licensing on behalf of the Transport Secretary, having taken over the responsibility from local authorities in 1973. The FBHVC move follows its submission to the Government's 'Call for Evidence' (CFE) into the DVLA. Unveiled by previous Transport Secretary Mark Harper, in a visit to Bicester Heritage on 9th May, the CFE asked 46 questions about the present system and responses had to be made by 4th July 2024. To ensure that members' views were correctly represented, a simplified survey based on the CFE was constructed and circulated by the FBHVC to all its clubs, museums and supporters. The survey proposed a FBHVC response to each question and requested indication of agreement or otherwise, with a free-text box for comments. In total, 4,485 responses to the survey were received, with 81.2% agreeing in full with the FBHVC's proposed responses. Of the rest, the majority were concerned with three main subject areas (kit cars and conversions, historic and classic vehicles and special treatments, vehicles converted to electric), with each topic attracting responses from 254 to 287 people (7% of the total surveyed). All comments were assessed by the FBHVC team and, where possible, were incorporated into the formal FBHVC response.

Responding to the Government's call for ideas and suggestions to improve the system, the FBHVC says "it would like to see, and is willing to work with the DVLA to achieve, a pragmatic and constructive registration regime" that actively seeks to find ways in which a genuine but problematic historic vehicle can be registered as such whilst seeking to exclude the non-genuine; is open to accepting judgement decisions rather than a systemised yes/no approach; is open to seeking and accepting advice from external sources; recognises that historic vehicles are by definition old and that components unavoidably degrade over time with use, damage, corrosion etc; recognises that the supply of original parts is constantly diminishing and that, as a result, the repair of parts and use of more recently manufactured parts is unavoidable and does not necessarily diminish the historic status of the vehicle; recognises that the motor industry has changed out of all recognition and that the continuance of a manufacturer name does not necessarily refer to the same company.

Also calling for the DVLA to set up independent advisory groups, the FBHVC is clear about the role clubs should play in the future. "Specialist clubs have considerable knowledge and attempts should be made to utilise this" it says. "FBHVC can and is prepared to provide a co-ordinating and guiding function. The current V765 or Reconstructed Classic schemes could provide a procedural template for club involvement."

To read the full FBHVC response, you can visit: https://www.fbhvc.co.uk/consultations

Manifesto for 2024

On the day that the new Labour Government took office (5th July 2024) the Federation ensured that one of the first items waiting for newly-appointed ministers in their in-trays, was its 'manifesto', specially published that morning.

Aimed specifically at those in power, the FBHVC's document 'The Power of the Historic Vehicle Movement - The FBHVC Manifesto' outlines the historic vehicle movement's objectives, with a list of seven key areas that it calls on the Government and all politicians to support.

Explains FBHVC Chairman David Whale: "Normally, the Federation would publish our manifesto wishes to political parties ahead of any general election campaign, but all of the parties were so late in publishing their documents we made the decision to withhold our wishes until now. As it transpired this was a good decision - now is a better time to publicise 'historic vehicles' to the many newly elected representatives and provide key facts about our movement for the future. We will continue to work tirelessly to build relationships."

Taking over for the Labour Government as Secretary of State for Transport is Louise Haigh, who has been Shadow Transport Secretary since November 2021 and was widely expected to retain the transport brief. The manifesto is published here for you to read.



The Power of the Historic Vehicle Movement - The FBHVC Manifesto

This document is issued in July 2024 for the benefit of all political parties to share the interest in historic vehicles within the United Kingdom.

The Federation of British Historic Vehicle Clubs (FBHVC) represents 500+ clubs, 50 museums plus individual and trade supporters, in total more than 250,000 historic vehicle enthusiasts. These enthusiasts own and use all forms of powered vehicles which are 30 or more years old including motor cars, motor-cycles, buses and coaches, commercial vehicles, vans, agricultural, military and steam vehicles.

We have a continuous record of Research conducted since 1996 and our latest research, the National Historic Vehicle Survey', valued the historic vehicle sector at £7.2bn per annum. Sustainability is inherent in the concept of historic vehicles which were in some cases created in the 19th century and historic vehicle enthusiasts fund the planting of trees in the United Kingdom. At the time of writing, we have carbon balanced more than 5.8 million miles of use.

"Maintain the freedom to use Yesterdays Vehicles on Tomorrow's Roads"

To realise the potential of the historic vehicle movement, we call on all political parties to:

- Achieve an equitable outcome to the DVLA Review. The review, launched on 26th July, 2023 will assess the DVLA based on the four pillars set by the Cabinet Office of efficiency, efficacy, accountability and governance.
- Embrace the DVLA Call for Evidence launched on 9th May 2024 with the objective of gaining enthusiast opinion on how the historic vehicle registration process may best accommodate current and future needs.
- Recognise the economic significance of the historic vehicle movement and engage accordingly with it.
- Recognise the benefits of Social Prescribing which extend beyond those directly involved in the movement.
- Support our activities to gain heritage recognition of historic vehicles.
- Continue to support people who wish to participate in Historic Vehicle restoration apprenticeships.

and specifically through legislative powers....

- Extend the Vehicle Excise Duty exemption for historic vehicles.



Aveling Barford W class roller 10 tons. Single cylinder with piston valve gear. 1937. 'Prince of Wales'. Peter Love

1. **FBHVC has submitted twelve pages of evidence to the DVLA Review quantifying the specific challenges of registering and operating historic vehicles in the current environment.** All presentations have been made by the chairman of the Federation to senior leaders within the Department for Transport, Driver & Vehicle Licencing Agency and elected representatives including the Parliamentary Under-Secretaries of State for Roads and Local Transport and the Secretary of State for Transport.
2. **The Call for Evidence is, we assume, a direct outfall of the DVLA Review.** As the format chosen by the Agency was we believe quite complex to complete, the Federation adopted a more focussed approach and invited enthusiasts to respond directly to the Federation. At time of printing, 4,286 questionnaires have been completed and these will be summarised by the Federation to form the enthusiasts' response to government.
3. **Recognise the economic significance of the historic vehicle movement and engage accordingly with it.** We value our excellent working relationship with the All-Party Parliamentary Historic Vehicles Group (APPHVG) which provides an excellent mechanism for engaging both Houses of Parliament. We request all political parties ensure appropriate resource in terms of finance and infra-structure is maintained within the Department for Transport (DfT) including the Driver & Vehicle Licensing Agency (DVLA) and the Driver & Vehicle Standards Agency (DVSA) and the Department for Education, to ensure that, while meeting the needs of all other stakeholders, the needs of the historic vehicle movement continue to be considered.
4. **Recognise the benefits of NHS Social Prescribing which extend beyond those directly involved in the movement.** Many individuals and families who are not, for whatever reason, an active part of the historic vehicle movement may nevertheless derive great pleasure from attending historic vehicle events, shows and observing historic vehicles driving on our roads. We request all political parties continue to provide the freedom for these events to thrive.



5. **Support our activities to gain heritage recognition of historic vehicles.** In association with the Fédération Internationale des Véhicules Anciens (FIVA) we seek the recognition of UNESCO[2] for historic vehicles as mobile heritage in the same way as established for historic ships and heritage railways. The impact within leisure and tourism is significant and provides an opportunity to develop the GDP of the UK economy.
6. **Continue to support young people who wish to participate in Historic Vehicle Restoration Apprenticeships.** The historic vehicle movement supports employment of over 34,000 people in the UK. This initiative is welcome in light of concerns within the historic vehicle movement that the skills necessary to service owners' restoration and maintenance needs may not be transferred to younger workers. The Federation initiated the Ofqual[3] accredited Historic Vehicle Restoration Apprenticeship and we encourage political parties to support all apprenticeship opportunities.
7. **Extend the historic vehicle Excise Duty exemption.** The Federation recognises the initiative of the previous Government in reintroducing this exemption on a rolling basis for vehicles over 40 years old. Historic vehicles[4] are universally recognised as achieving their status when they become 30 years old and we encourage political parties to support an alignment of the exemption with this age criteria.

[1] The National Historic Vehicle Survey is research conducted by the Federation of British Historic Vehicle Clubs with a data trail extending from 1995.

[2] The United Nations Educational, Scientific and Cultural Organization, UNESCO, is a specialized agency of the United Nations (UN).

[3] The Office of Qualifications and Examinations Regulation (Ofqual) regulates qualifications, examinations and assessments in England and vocational qualifications in Northern Ireland.

[4] This definition of 'historic vehicle' has been universally adopted by the members of FIVA and is enshrined in the Charter of Turin.

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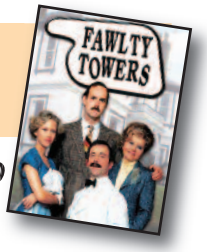
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Watery Fowls?



Fernand Pinckney provided the Fawlty Towers stage play at London's Apollo Theatre with a suitable car for branch thrashing on its opening night....



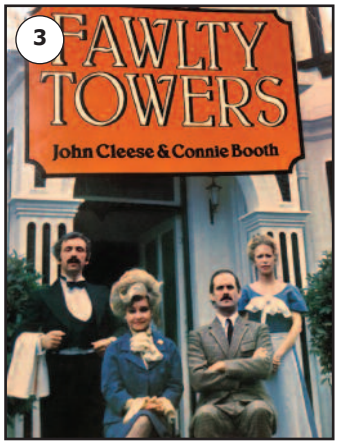
When it was announced that the Fawlty Towers stage play was going to be premiered on 15th May 2024, the 1100 Club was contacted to see whether it could provide a red Austin Countryman similar to the one used in the original episode of 'Gourmet Night' - the one that everyone is familiar with being thrashed with a branch. I followed up on the request and explained that I had not only the car, but also the branch as a prop!

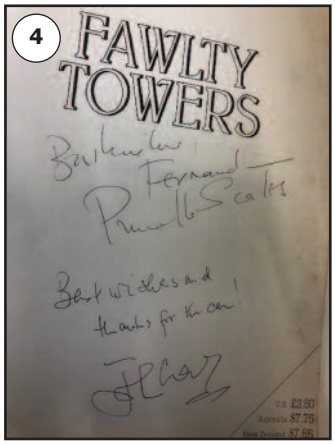


On the day it was agreed that the car would be parked in a side road a few yards away from the Apollo Theatre from 4.30pm until about 7.30pm. The journey into London was a nightmare, leaving at 2.30pm, which we thought was ample time, not having considered that once reaching the edge of the LEZ all roads were now 20mph. We finally arrived just after 4pm, having negotiated most of the side roads in and around Shaftesbury Avenue to find Rupert Street. So far, so good. Next problem - it was all double yellow lines. I spoke with the theatre manager and was assured that if any traffic wardens gave me a ticket they would pay it. Fortunately we did not have any problems.



Once the car was in position outside the theatre's fire doors, a member of staff stayed with us to encourage members of the public to take pictures posing with the branch (**Photos 1 and 2**). We also had a lot of the cast doing the re-enactment with the branch; it was really good fun. Countless pictures were taken by the public sharing their memories of the early 'thrashing' episode, with some also wanting pictures inside the car.





I was hoping that John Cleese would have appeared, but as it happened he was too involved with his family and the many celebrities attending the premiere. A number of years ago, when I first started following Fawlty Towers, I came across a book (**Photo 3**) with three scripts from the original series in it (one being 'Gourmet Night'). When I was asked to attend the opening of the Torquay hotel back in 2012 with Prunella Scales, I took the opportunity to get her to sign on the title page of the book. Having got her signature, it was appropriate to get John Cleese to sign also, and he kindly obliged during the interval (**Photo 4**).





On 8th June, my daughter bought tickets for us to see the show. In the bar they had set up a mock reception desk where you were able to take pictures for the posers (**Photo 5**) which was extremely popular.





Without spoiling it for those of you wishing to see it, the play theme has snippets from at least seven of the original episodes, a great crew (**Photo 6**) and a really impressive set (**Photos 7 and 8**).

The conclusion? A fantastic show, a must-see if you are a Fawlty Towers fan.

My Other Car Is....



....a 2005 MGTF. It's a rather special one because author Dr Ian Pogson CEng was involved in the engineering of the car at Longbridge!



You be the judges, but I feel a bit of a fraud writing this as I do not own an ADO16. My father did, however; a red 1100 automatic, 'E' reg, I think. This was a definite trade-up for the Pogson clan from the two previous Minis, and the slush box meant that dearest Mum could drive, only holding an auto licence. My other vague claim to being at least on the fringes of ADO16 affairs is that I appeared in the last edition of this excellent journal on page 28, as Steve 'LP' King's 'helper' on his '68 Kestrel. Go on, ask him about record manufacture - fascinating.

Maybe my time at Longbridge from 1995 to 2015 further helps my credentials, but then the fact that I swept up after the A-Series engine assembly ceased and I moved in the L-Series 20L diesel from Solihull (or Slowly Hill to some....) may cause some consternation amongst members. The fact that I closed the Bar Auto Shop, manufacturing plant for many of the parts for A-Series (oh, and the associated Plating Shop) may also count against me. Ah, well. I was 'just doing my job as I was instructed'. Please forgive me, but these were the days of BMW. They were good days, actually in many ways, as an Engineering Manager, very good. We had access to funds unheard of before. Some UK people in the organisation attempted to place themselves as barriers in the way of engineer-to-engineer conversations. Those who were more astute, grown-up or were able to accept the realities of life encouraged flights to Munich and joint planning. Anyway, that's a series of stories for another day and another magazine. Typically, I digress. So many stories....

So back to my 'Other Car' (or 'Cars'). The particular one in question is a Pearl Black 2005 MGTF, build date 15th February in the dying days of MG Rover, originally as a base 1.6L spec car but now a 1.8 with a special K-Maps ECU. It feels like 150bhp. I think I have replaced just about everything underneath in the time that I have owned it, and my daughter owned it before me. I just changed the throttle cable on it today and the pedal assembly had the date of 20th February painted on it!

Now, that is a l-o-n-g cable, as the engine is mounted just forward of the rear axle. Pretty well every job is a fight and as reported by Dr Rob Bell in the excellent quarterly journal FasTForward, for F and TF fans "....some jobs are a little more challenging thanks to the engine location." Indeed, Rob! As I was routing the aforesaid cable through the car, not just through the bulkhead like a 'normal' car, Steve King appeared and was amazed at its length! He was having his own fight with the radiator cowl on his Riley.



The TF, or more correctly, its predecessor the MG-F, was conceived at a time of Rover Group's ownership by the crazy dudes at BAe. Just how anyone thought that a marriage between a volume car manufacturer (at one time we were turning out almost one car a minute off one track, and there were three tracks) and an aircraft maker would work is beyond me, but many of the things Mrs Thatcher (pauses to spit disparagingly) promoted were equally insane (privatisation of the railways and public utilities, etc, etc). As a lover, restorer and part-owner of a mainline steam locomotive (Standard Class 4 76077), don't get me going on railway privatisation. The cost to the taxpayer was many times what it was under BR for years and years. Fact.

The MG-F was a product of the team at Canley in Coventry, which had been the Triumph works. As the then Competitor Analysis Manager located within the Group Design Studios in Canley, Building 40 (coincidentally the project code for Freelander - CB40, my

other, other car), it was my job to borrow or buy in competitor vehicles and show them to staff, arrange shows and Ride & Drive events with my team of two, Ron and Tim - great blokes. I had been asked to import a Lexus GS400 and a Mazda Miata MX-5, both the first examples of each car in the country. It seems like a lifetime ago. These would support the design and development of new cars at each end of the range spectrum. The problem with this approach is that one is looking at something that, say, Toyota or Mazda did three years ago. Three years and £1bn GBP is the average time and cost for a vehicle programme these days. For the F, we were given £40m. Yes, a fraction of the necessary funds. When your company is run by bean-counters and these bean-counters are more used to aircraft time and cost measures, one is in trouble. This lack of funds would colour all of my forty year career in the automotive industry.

"The lack of funds would colour all of my forty year career in the automotive industry"

I believe that the team who created the F did wonders, performing true engineering magic. We still meet up regularly at the BMM. The fact that once launched, it out-sold the much better engineered Mazda and any other offerings from Fiat, Toyota or the like, is testament to their skills. Yes, the K-Series engine had its issues resulting from overheating in a poorly-ventilated box behind the driver and an inability to de-gas the coolant (the real issue behind HGF, or head gasket failure) but there are still so many of these pocket rockets about! Great fun for not much money. BMW commented that it failed all their heat management tests. Funny, it was never designed to meet them!

Although it is a love/hate relationship with the car, I just love driving it, roof down especially, whatever the weather or time of day. Driving under the stars is something else! A shortened list of the improvements that I have made to the car is:

New subframes (effectively two Metro items), as the originals were painted with watered down emulsion. (This was confirmed by an ex-Talent Engineering worker.)
The new (well, it had 90,000 miles under its cams) 1.8L engine and 'box.



Bilstein dampers, as fitted to one of my projects, the 85th Anniversary TF.
New hood from those lovely people at BAS in Cwmbran.
Completely rebuilt braking system (UK-made Black Diamond discs are ace)
Gearchange and many other improvements courtesy of the amazing Mike Satur.
Roll-over hoops (again Satur jobbies)
VHS front lower wishbones, castor and camber adjustable!

So it is a lovely little car. I shudder to think how much it has cost me, but I do like twirling my spanners and not being beaten. I have learned a lot during the process. Buy an MR2?

As a footnote, I did sign the boot of the last TF ever made under Chinese ownership, to the memory of the late, great father of the F, Brian Griffin. His widow appreciated the gesture. I was the Chief Engineer for that car under SAIC/MG. It's a sad thing to see the last car ever run off the end of the track - it all seems so cold behind it, with nothing to follow. The reason why production halted is that SAIC/MG ran out of gearboxes, which were all made in the UK! Again, that's another story....

I'm pleased to say that Dr Pogson will be writing again for the next edition of Idle Chatter with some motoring book recommendations with an eye to his time at the Longbridge works. Ed

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Where Are They Now?



In a new series for Idle Chatter, Chris Hatton looks back through his extensive ADO16 archive from years of car hunting and puts out a call for help to try and locate the current whereabouts of some missing machines!



OOA 303G
AUSTIN 1300 COUNTRYMAN

Registered: 10th October 1968
Tax Status: Expired January 1988
MoT Results: None returned
Date of Last V5C Log Book: July 2009
Last Advertised: June 2009







Chris writes: This down-at-heel Austin 1300 Countryman was advertised for sale around June 2009. It probably changed owners then as a new log book was issued in July. So fifteen years on, where is it now? It looks like it is still off the road, so hopefully someone is in the process of restoring it.

LPB 926K
AUSTIN 1300 GT

Registered: May 1972
Tax Status: Currently on SORN
MoT Results: None returned
Date of Last V5C Log Book: June 2014







Chris writes: This little GT looked saveable when seen in 2014. Hopefully it made it back to good health as it is currently on SORN. Interestingly the records show it as being finished in White not Blaze. Was it originally White, or has it been restored and is now finished in White? Either way, what has happened to it over the last ten years?

If you can shed any light on the current situation of either of these cars, do please drop us a line on the usual editorial contact details and we will pass your intel on to Chris. Not all of our members choose to share registration number details when they join the 1100 Club, so maybe you even own one of them and we don't know you do - that would be the gold standard reply! We'll bring you any updates in the next edition of Idle Chatter and also present two more machines for investigation from the Chris Hatton archive. Ed

Tiny Great Cars

Christian Rutishauser in Switzerland has been working hard on his special ADO16 exhibition at Autobau, and it is now up and running!

If you are in Switzerland between 31st May and 31st August you won't want to miss a very special exhibition called 'Tiny Great Cars' and being staged at Autobau, on the Swiss side of Lake Constance.







The event is the brainchild of our Swiss rep Christian Rutishauser, and involves ten to twelve stunning cars - several of his own, and others - accompanied by period materials and modern day interpretation highlighting just what a gamechanger the ADO16 range of cars was. There will also be opportunities to drive ADO16s on the test track.

Shown here is the main flyer, some photos of the exhibition and a further selection of Christian's cars which will be on display.

The website for Autobau, the exhibition's location, is at https://www.autobau.ch/en/automobile-museum/ where you will find details of what else there is to see there, including Fredy Leinhard's 120 vehicle collection already on permanent display.

You can also see more about the exhibition's launch and lots more pictures of what is there at https://www.zwischengas.com/de/VC/veranstaltungsberichte/Sonderausstellung-ADO16-im-Autobau.html or by scanning the QR code on the next page.









Innocenti IM 3s

1100, 2 dell'Orto carbs, LHD, registred Sept. 02 1967 Reggio Italy, Body Nr B34/2 532142 Imperialblue / original Ambla Champagne, one owner car, Engine Nr 10GRE-TA-H810, low milage

Innocenti J5

1100, 2 SU carbs, LHD, registred Feb. 02 1971 Cuneo Italy, Body Nr B36/4 701107, Royalblue / original Ambla Champagne, one owner car by ex Innocenti employee, Engine Nr 10GRE-TE-H326, low milage





MG 4 Door

1100 MK I, LHD, 1. Registration Jan. 1966 Switzerland, Import J.H.Keller,Zurich, Body Nr G-AS3L 73095-M, Tartanred / original Ambla Black, Engine Nr 10GRB TA -H34791

MG 2 Door Coach

1300 MK II, LHD, despatched April 4 1971 Emil Frey AG Switzerland, Body Nr G-A2S 5149711-M, Fawn / Autumnleaf, all original, Engine Nr 12H-298-F47760, Heritage Certificat, low milage





Morris Traveller

1300 MK III, LHD, registred August 3 1973 Parma Italy, Import Bepi Koelliker Milano, Body Nr M-AW2 91015-A, Glacierwhite / original Navyblue, one owner car, Engine Nr 12H-354LHD AA-H1479, Heritage Certificate

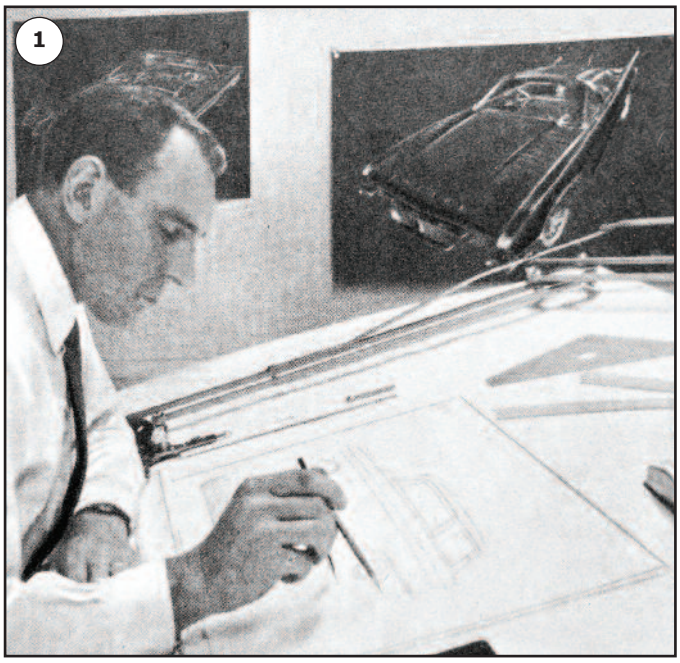
SCAN ME

What's in a Name?

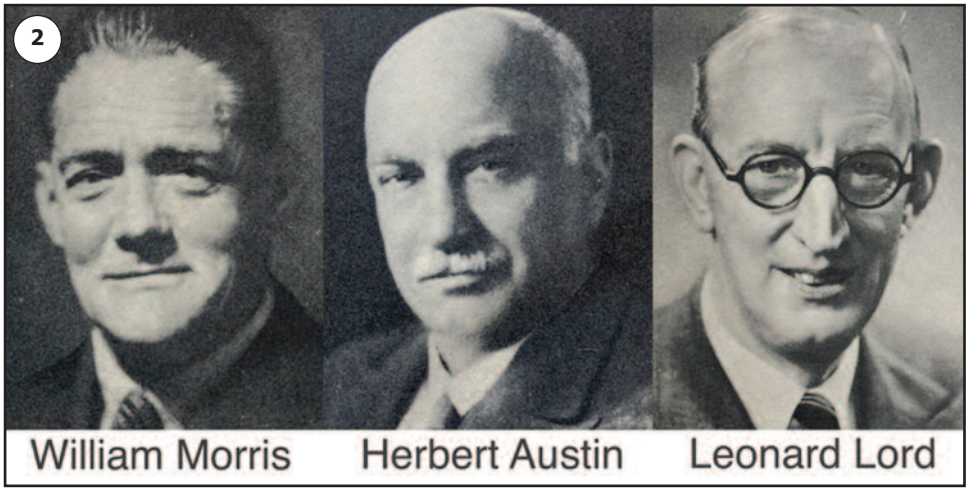
To mis-quote the film 'Clockwise', is it an Austin or is it the Amalgamated Drawing Office? Phil Rixon dives into some history books in search of clarification....



With the 1100 range being regularly referred to as the ADO16 these days, there is often some confusion and disagreement over what 'ADO' actually stands for. To my mind, it has always been the 'Austin Drawing Office' (**Photo 1**) because I read that in a book about BMC long before the internet became the go-to source of information, and it made sense at the time because the book also explained that it was those whose background was with Morris Motors and the Cowley works who preferred to use the term 'Amalgamated' instead. So I dug out that book, and numerous others, to see if I could I could piece together the origins of the disputed 'A'.



Confusion arises because codes beginning 'ADO' were not used prior to the 1952 merger of Morris Motors and the Austin Motor Company that formed BMC. In fact, the first such models tagged with ADO codes were released in the late 1950s so their designs (and hence ADO codenames) would date to the mid-fifties. From that perspective it is possible - logical even - that 'A' could have stood for 'Amalgamated'. However, the merger of the two companies was one of bitter rivals and ironically, the separate drawing offices prevailed for a decade.



To get a deeper understanding of the situation it is useful to look back a hundred years to a little bit of early history. In the 1920s the founder of Morris Motors, William Morris (later Lord Nuffield), was looking to expand his business. In 1926 there was some argy-bargy with rival car maker Herbert Austin in regards to acquiring Wolseley Motors which was facing bankruptcy. In the end, William Morris used his personal fortune to outbid everyone else. He then went on to acquire a variety of other companies. By the 1930s he had a sprawling business empire, some of it funded personally and some funded through Morris Motors. To organise things, an employee by the name of Leonard Lord (who had been working wonders resolving the problems at Wolseley) was appointed manager of Morris Motors. He successfully rejuvenated the product line-up, modernised the assembly process and financially integrated MG and Wolseley into Morris Motors; **Photo 2** shows all three of the key players together.

But in 1936, when Lord Nuffield refused to reward these considerable achievements with a share of the profits they had generated, Leonard Lord left in a state of fury, vowing to destroy the very business he'd built up, 'brick by brick', according to a close colleague. It was no surprise, then, to find that a couple of years later, in 1938, Leonard Lord was working his magic over at Nuffield's chief rival, the Austin Motor Company. Herbert Austin (now Lord Austin) was very impressed, and with no male heir to take on his business, Leonard Lord became Lord Austin's heir apparent. After Lord Austin died suddenly in 1941, Leonard Lord became joint managing director of the company in 1942. This was in the midst of World War Two. At the end of 1945 he became Chairman and Chief Executive, a position of power he would hold for the next sixteen years.

In the post-WW2 period, the Austin Motor Company went from strength to strength under Leonard Lord, but things were less rosy at Morris Motors, and although it had now also acquired Riley Motors, it was Lord Nuffield who had dipped into his personal fortune to fund it. With past injustices still on his mind, Leonard Lord set his sights on a merger. Both companies would stand to benefit from such an arrangement, but when it eventually happened, it wasn't a marriage of two equal entities - it was with Leonard Lord as the conquerer and the Austin side of the business as the dominant partner. There was an age difference too. At 74, Lord Nuffield had one eye on retirement, but at 55 Leonard Lord had both eyes focussed on building his empire!

So in 1952, the newly formed BMC had Leonard Lord firmly in control, although the acrimony of the past was still evident between the two men, and it permeated down the ranks with workers at the respective plants taking a similar view of their counterparts. By 1954 Lord Nuffield had effectively retired and Leonard Lord reigned supreme. He hadn't

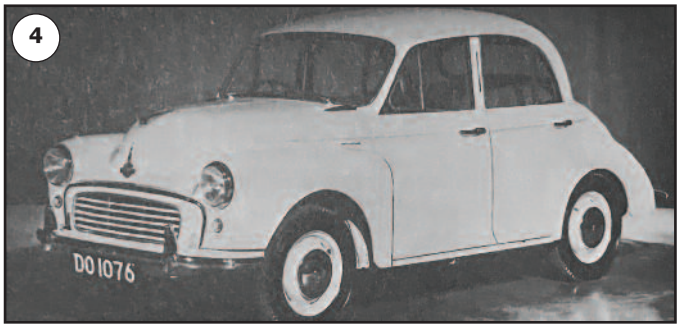


actually destroyed the former Morris Motors as he once threatened, but in his mind BMC was Austin and the Longbridge works received priority treatment. Consequently, design centred around the drawing office at Longbridge and it is around this time that work commenced on a raft of new or updated Austin models which would see them released from 1957-59, and badge engineering of some of these would allow various Nuffield models to be discontinued. These new projects included ADO6 (Austin FX4 London Taxi), ADO8 (Austin A40 Farina), ADO9 (Austin A50 B-Series Farina), ADO10 (Austin A99 Westminster update) (**Photo 3**) and ADO15 (Austin Seven/Mini).

"It is worth noting here that ADO code numbers were allocated to major projects, not just car models."

It is worth noting here that ADO code numbers were allocated to major projects, not just car models. For instance ADO12 was for an experimental infinitely variable transmission fitted to an Austin A35 in 1956 - although it didn't go into production. Another quirk is that the numbers were not necessarily used sequentially, some were allocated and then not used or the project was cancelled, and for many of the earlier less significant projects, records were lost after the formation of British Leyland.

It is also significant that the designs originating from former Morris Motors drawing office in Cowley, both during and prior to this period, tended to have 'DO' codes such as DO1059 for the Wolseley 1500 and DO1076 for the Minor 1000 sedan of 1958 (**Photo 4**).



So the two drawing offices were operating independently - some would say they remained rivals - and were neither physically nor operationally amalgamated during the years while Leonard Lord was in control. In fact, the 'A' may well have been devised to distinguish between them at first - quite the opposite of amalgamation - and former employees often have referred to 'Cowley DO' and 'Austin DO' to differentiate when recounting their experiences.

It wasn't until 1958 - the same year Leonard Lord opted for semi-retirement - that the Cowley drawing office was given the ADO16 project. To some extent this was because, initially, the ADO16 was intended to replace the Morris Minor, but also the drawing office at Longbridge was still involved with the other major new project, ADO15. The Minor's enduring popularity and profitability ultimately led to its continuation alongside its supposed replacement, but the ADO16 was still released as a Morris first, and then in 1962 the Cowley drawing office was moved to Longbridge just a year after Leonard Lord retired.

Had Leonard Lord been standing in the way of the amalgamation, or was this just a sensible time to consolidate resources?

Either way it seems clear to me that ADO stood for Austin Drawing Office, and that drawing office amalgamation took place way too late for that to have ever been the official name from the start. The fact that ADO17 was released only as the Austin 1800 for the first two years of its production, and that not long afterwards the Jaguar and Leyland mergers happened, simply lends further weight to the conclusion.



Facts and Tips From Turbo Tony No. 11

Club Historian Tony Cole takes a look at torque wrench settings and also the different setup of the 1300 engine con rods



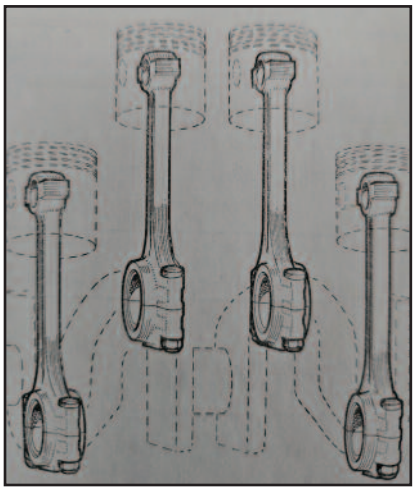
Hello all. This month we are looking at torque wrench settings and 1300 con rods.

Over the last few months and also over the winter when a lot of you were overhauling your engines or repairing your cars, I had quite a few phone calls asking about how tight nuts or bolts should be, and these conversations have continued one to one as the show season has gone on, even at our monthly meetings. So here are a few common ones and I hope this is helpful as you put your 1100/1300s together. I will be working in foot lbs, as I think most of you still do.

Cylinder head: 40 (1100), 50 (1300), 25 (GT extra two)
Big ends: 35
Mains: 60
Flywheel: 115
Rocker shaft: 25
Gearbox to engine: 6
Timing cover: 6 (1/4" nuts), 14 (5/16" nuts)
Water pump: 17
Thermostat housing: 8
Oil filter manual: 12
Manifold: 15
Rocker cover: 4
Bottom pulley: 70
Flywheel cover: 18



Another popular question has related to the 1300 engine where the con rods are different, as in 'two and two'. So how do they go? Well, on the bottom part they have a shoulder and these two shoulders go together between 1 and 2 and between 3 and 4, as pictured here. If they are fitted incorrectly they will put a lot of tension on the big ends and pistons and they won't last long. On 1100's they are all the same.



Hope this will help some of you and save phone calls.

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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 it is 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)

Technical Tips and Advice

Tip of the month

Some Spannerman spark plug insight and a look at the flywheel and clutch

A Bright Spark

A more intense spark in a petrol engine combustion chamber can reduce emissions and increase the power output. Hence some engines use two plugs per cylinder, although this takes up more space, and may restrict the valve sizes and the coolant space in the cylinder head. The recommended plug gap on the 1100 is 0.025 inch, as a larger gap would need a higher voltage and put a greater strain on the insulation of the HT circuit. Plug erosion typically increases the gap by around 0.001 inch every 1000 miles.

A better electrode material was needed to resist erosion, allow an easier passage of electrons and thus the spark, and have a smaller earth electrode to reduce shielding of the flame. Plugs with platinum tipped electrodes were first made by Bosch in 1985, and with gold palladium alloys by Champion around this time also. Both were advances, and some manufacturers began using a copper conductor within the insulator to improve the plugs heat range. In 1994, NGK introduced the first iridium plugs, a material which is six times harder than platinum, and has what the Americans call 'high ignitability', so a larger spark gap can be used without the firing voltage becoming excessive. More recently, ruthenium and yttrium alloy materials have been introduced, for which the manufacturers claim more benefits, and most if not all new cars now use plugs with a better electrode material and a larger gap, as large as 0.060 inch (1.5mm). To reduce the chances of high tension insulation failure, most petrol engines now employ a separate coil for each plug. Apart from the other advantages, the more expensive plugs don't need interim adjustment, and the scheduled replacement mileage is typically between 60,000 and 100,000.

In the 1980s I tried a set of an early type of Bosch platinum plugs in my daily drive and they initially seemed good, but after less than 12,000 miles things changed, and misfiring was evident. Examination of the plugs showed that the thin centre electrode was worn below the insulator and I went back to using 'normal' plugs. By 2009 the advantages of iridium tipped plugs had been recognised, and I decided to try a set of those in my 1100. I settled on using the Denso (ND) recommended replacement, which come with a preset gap of 0.040 inch (1 mm). I fitted them and immediately the idle seemed smoother and had certainly increased, so it was reset. A good start, but not conclusive! I have an oscilloscope so I can check the plugs, and even with the larger gap the iridium firing voltages were similar to the normal plugs. I also have a good quality four gas exhaust analyser, and noted using the new plugs that the hydrocarbons (HC = unburnt fuel) were considerably lower. High HC at idle is 'normal' with A series engines and some others. The O2 (oxygen) was reduced, the CO (carbon monoxide) and the CO2 (carbon dioxide) was very slightly higher. These readings indicate that more of the fuel was being burnt in the combustion chamber, and improved fuel consumption resulted. The excellence of the HC figure was also noticed by my regular tester on the next MoT test.

I couldn't measure the power output, but instead tested using full throttle from 20mph in top gear, accelerating from a fixed point up a steep hill, and noting the speed reached at a road sign near the top. I considered this would be more accurate than timing with a stopwatch. Testing was done three times with each type of plug and the results were very consistent - the car was between two and three mph faster with the iridium plug! I repeated the testing with my other car with an A series engine, and the results were similar. If further proof was needed, whilst doing a service, I put a set in a friend's classic car and didn't tell him. I shall never forgot his response after he had driven the car. Without me 'letting the cat out of the bag' he said, "I don't know what you've done to my car, but it's running beautifully now!" If I had any doubts before, I was 100% convinced now!



The Denso plugs I fitted have a part number of IW20. I haven't tested plugs that use ruthenium or yttrium, but would be surprised if they offered any significant improvements over iridium plugs for our cars.

Bleeding Clutch

QUESTION: I have replaced both the clutch master cylinder and the slave cylinder on my 1969 Morris 1100, and I am finding it difficult to bleed the system. When I connect up the return spring and the pedal is pressed, no fluid comes out of the open bleed nipple. However, when I remove the return spring and the pedal is pressed, fluid comes out of the open bleed nipple. Should I bleed the system first without using the return spring, and when its free of air, then attach the spring?

SPANNERMAN'S ANSWER: Normally the system is very easy to bleed. There is nothing wrong with doing first what you suggest, and once it appears to be OK, fit the spring and bleed again. Is the bleed screw on the slave cylinder above or at least level with the feed pipe? The reservoir must be kept nearly full all of the time, and does not need to drop too far until air will be drawn in. Failure to bleed would suggest there is possibly a fault with the master cylinder.

From the Workshop Manual

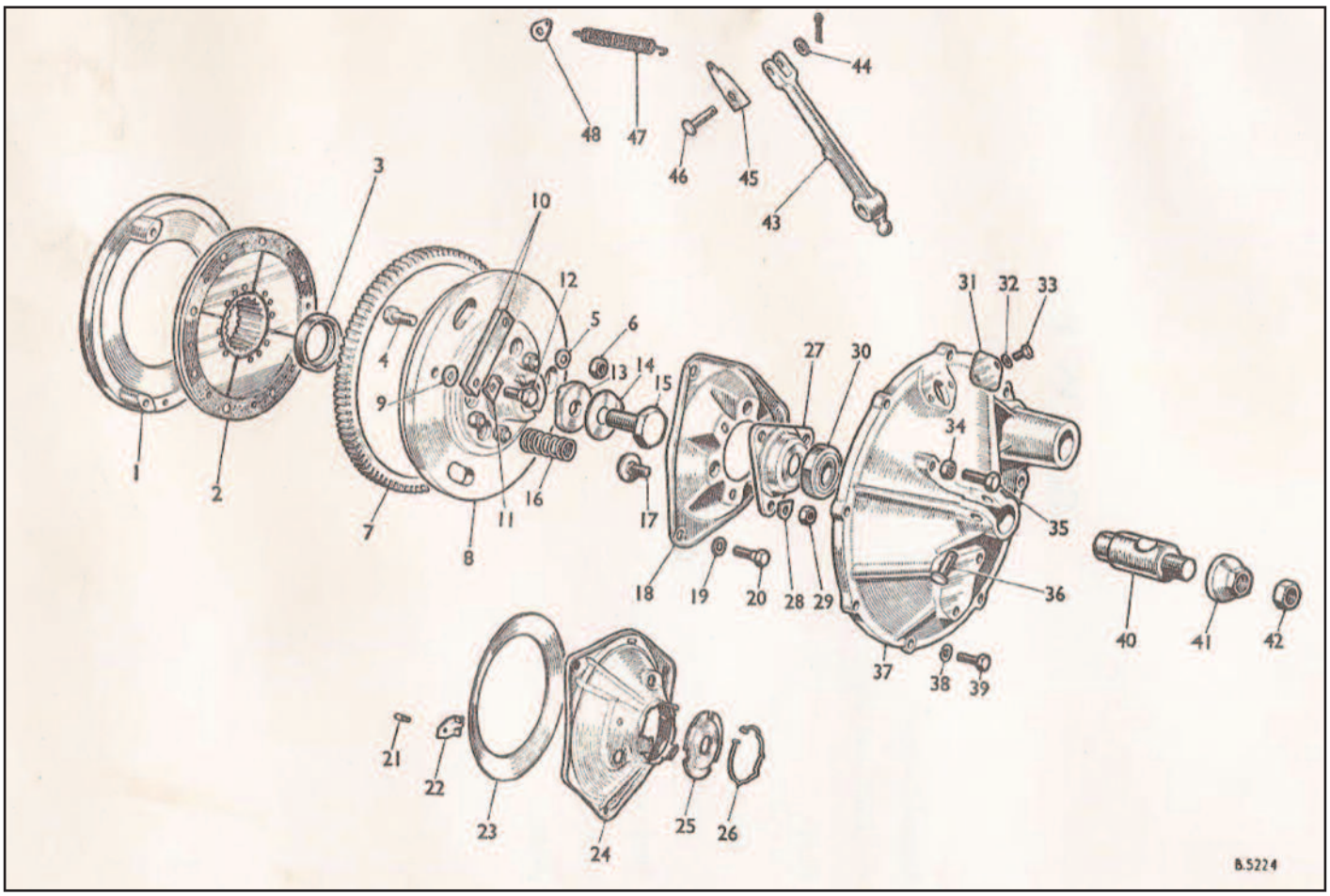
As Spannerman's technical tip this time is about clutch adjustment and we have a question about bleeding the clutch above, it seemed fitting that our regular dip into the workshop manual should focus on the clutch and flywheel components. Both can be found on the next page. Don't forget that there is a full workshop manual available for download on the 1100 Club website - brilliant for printing out a page and then using with dirty hands!

Spannerman's Technical Tips - No. 18

Technical Tips 11 mentioned the effect of wear in the cllutch arm (operating lever) tip aims to clarify that further.

If the hydraulic system is working correctly, the top of the clutch arm should move around one inch (or 25mm) when the clutch pedal is fully depressed. Assuming the clutch settings at the adjustable stop and the overthrow nuts have both been correctly set, failure of the clutch to disengage could be a fault with the clutch itself but in fact is usually down to wear on the lower 'ball end' of the clutch arm. Even a very small amount of wear at this point will result in disengagement of the clutch not being achieved. This can result in noise when gear selection is attempted, resistance to gear selection and wear on gearbox components.

The clutch arm (22A2204) is available online for less than £20; they can usually be changed and the adjustments carried out without dismantling the clutch.



No.	Description	No.	Description	No.	Description
1.	Pressure plate.	17.	Thrust plate screw.	33.	Screw.
2.	Clutch driven plate.	18.	Spring housing (coil spring clutch).	34.	Locknut.
3.	Flywheel oil seal.	19.	Washer.	35.	Screw.
4.	Hub screw.	20.	Pressure plate screw.	36.	Lever pin.
5.	Lock washer.	21.	Rivet dowel.	37.	Clutch cover.
6.	Nut.	22.	Retaining clip.	38.	Washer.
7.	Starter ring.	23.	Diaphragm spring.	39.	Cover screw.
8.	Flywheel assembly.	24.	Spring housing.	40.	Throw-out plunger.
9.	Washer.	25.	Thrust plate.	41.	Throw-out stop.
10.	Driving strap.	26.	Plate retaining spring.	42.	Stop locknut.
11.	Lock washer.	27.	Clutch thrust plate.	43.	Clutch operating lever.
12.	Strap screw.	28.	Lock washer.	44.	Washer.
13.	Key.	29.	Nut.	45.	Spring anchor (lever).
14.	Lock washer.	30.	Release bearing.	46.	Push-rod pin.
15.	Flywheel screw.	31.	Cover plate.	47.	Lever pull-off spring.
16.	Pressure spring.	32.	Washer.	48.	Spring anchor (cylinder).

Diaphragm spring type.

Coil spring type.

Tips From Down Under

Following on from the last issue, Phil Rixon in Australia takes a detailed look at the 'Lucas Electric Screenjet' that came fitted to the Vanden Plas Princess 1100



If you own a Vanden Plas Princess, then lurking in its engine bay should be a Lucas Electric Screenjet, just waiting to receive the signal to squirt water all over your windscreen. Nothing more than light finger pressure on the wiper toggle switch is needed to make this happen when all is well, but like all electro-mechanical devices, things can go wrong and they don't last forever. Fortunately the Screenjet wasn't a bespoke Vanden Plas item; indeed, Lucas supplied them to most British luxury car makers during the sixties, including Aston Martin, Jaguar and Rover to name just a few. The good news is that replacements are easily found, but the bad news? Yes, you guessed it, they can be quite expensive.

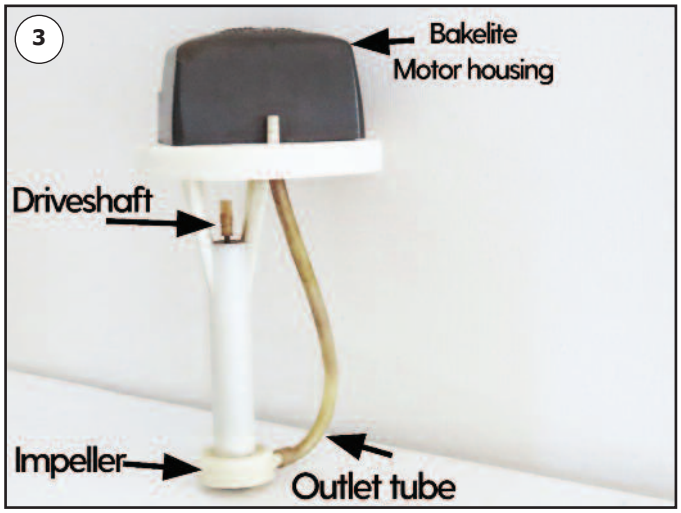


The version fitted to the mid-sixties Princess 1100 is known as the '5SJ' model, which consists of an oval shaped plastic bottle with a white lid and a rectangular bakelite case on top which houses the motor (**Photo 1**). It differs somewhat from more modern electric washer setups in that the motor drives a long shaft that protrudes down into the depths of the bottle to a little impeller at the end. When the motor spins, the impeller pushes water up out of the bottle into the plastic tubing to the windscreen jets. The flaw in this elaborate arrangement is that water from the bottle (or condensation) can find its way up into the motor and quietly turn the innards rusty. As the rust spreads, the motor becomes weaker until it simply makes a rattling noise and the water stays put.



But all is not lost if your Screenjet is rattling and your budget is more Austin than Aston. Let's just have a look inside the 5SJ (**Photo 2**). Removing the lid requires a firm twist about an inch anti-clockwise to release it, and then it can be lifted off. On the underside is a rigid plastic tube extending almost to the bottom of the container. Inside the tube is a shaft driven by the motor from above, and the impeller housing is protected by a mesh filter underneath. When the motor spins, this impeller forces water up a flexible tube to the outlet connector on the lid. If you undo the screw on the top of the bakelite cover, that can also be removed to reveal the motor. It is a lovely little piece of period machinery but individual spare parts are unavailable.

So, what do you do when you want to maintain the original look? Well, later versions of the Screenjet - fitted to the VDP 1300 and identified by a black lid rather than white - had a simplified motor arrangement (**Photo 3**).



Mounted on the lid, they had what has become a fairly ubiquitous component in the decades to follow in the form of a little motor in a cylindrical metal case with plastic gears on one end to move the water (**Photo 4**). Not all these pumps work the same way though, and I covered this in detail last issue. They may look similar, but the type used here creates suction on the inlet side and pressure on the outlet, and both connectors stick out from the side.



The type with the inlet on the end is not self-priming and requires gravity to feed the water in. Anyhow, the later Screenjet has one of the suction inducing pumps mounted on top of the lid, and a pickup tube running down into the water container. Supply power, and the water is drawn up and out of the container and fed into the plumbing of the washers. This got me thinking. Since my earlier type had a rusty motor I could either dispense with the bakelite box motor and its mechanism and bolt one of these pumps on top, sacrificing a little originality in the process, or I could leave all that looking original and cunningly hide a new pump underneath the mounting bracket out of sight. All that was needed with the tubing was to run a short length from the new pump intake side up to the original outlet on the Screenjet lid and the new pump would apply suction to draw the water up out of the container and pump it into the system.

There is another way if you are inclined to do a bit of fiddling. This involves adapting a modern motor by removing its plastic pump mechanism, modifying the remains to fit under the bakelite cover and operate the original driveshaft and impeller mechanism. That was my intention ten years ago when I temporarily slung a modern pump underneath the bracket. But the temporary fix has worked so well that it remains in place at this very moment waiting for me to give the signal for it to do its thing!

Membership News

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

Mr Arlie Edis	Lymm, Greater Manchester	MG 1100 Mk I
Mr John Bradbury	Stoke on Trent, Staffordshire	MG 1300
Mr Andrew Wedgwood	Doncaster, South Yorkshire	Morris 1300 Mk II
Mr John Johnson	Liverpool, Merseyside	Austin 1300 Mk III
Mr and Mrs Paul Hodges	Eastbourne, East Sussex	Vanden Plas 1300 Mk II
Mr Michael Kinger	Gunnislake, Cornwall	Vanden Plas 1300 Mk III
Mr Lee Roberts	Sharnbrook, Bedfordshire	
Prof David Brown	Doncaster, South Yorkshire	Vanden Plas 1300 Mk III
Mr Bryan Gillmore	Lake Forest, California, USA	Austin America Mk II
Mr Michael Wilkinson	Bishop Auckland, County Durham	
Mr Richard Rowan	Greystones, County Wicklow, Ireland	Austin 1100 Mk II
Mr David Shepherd	Spalding, Lincolnshire	Austin 1100 Mk I
Mr Chris Forster	Warrington, Cheshire	Austin 1100 Mk I
Mr Steven Houlton	Grimsby, Lincolnshire	Austin 1100 Mk II
Mr Euan Harris	Stanley, County Durham	
Mr Mark Engstrom	Heanor, Derbyshire	Vanden Plas
Mr Ray Henders	Liverpool, Merseyside	Austin 1100 Mk II
Mr Marc Shone	East Grinstead, West Sussex	Wolseley 1300 Mk II

Classified Adverts

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

Cars For Sale

1972 Austin 1300 Mk III. Has been stored in a rather damp garage for the past thirty years so body badly corroded, but complete except for engine - have gearbox to go with car. Interior in good condition, headlining excellent, chrome on doors etc also very good condition, windows etched. Has full set of keys, registration documents and owners handbook. Would rather see it going to some use rather than the scrapyard. No set price, open to offers. Contact Ralph on 07501 459499 or ralphmccue231@gmail.com (Merthyr Tydfil)




1966 Riley 1100 Mk I. Barn stored for last thirty years, but in need of full restoration. Engine runs, clutch is working and it actually drives! £600. Contact Steve on 07434 800807 (Great Dunmow, Essex)






1968 Austin 1100 Mk II, F reg, 'garage find'. 6591 genuine miles from new with only two previous owners. Remarkable opportunity to purchase complete 'time warp' car with known history through family friends. Fantastic condition, stored in modern garage for at least 30 years, smells new but with the old car odour that goes with older cars that haven't been used. Bit dirty and dusty but bodywork in great condition (a few scuffs, dings and surface scratches from early storage), obviously some surface rust underneath but no rot as far as I can see. Requires full re-commissioning. Bores well oiled and engine turns over, brake master cylinder leaking, clutch cylinder has seized recently. All electrics working, starter solenoid intermittent. Comes with instruction manual envelope, original reg book and other docs but no recent V5. Also a few spares including a headlight and side repeaters, spare hub caps and original tool kit. Personal and health circumstances changing have frustrated being able to get things done. Happy to negotiate a sale, really want to sell to someone who will love and cherish it and only after they have been to view. Offers circa £8500. Contact Alastair on alastair@alastairsanderson.co.uk (Colchester)







1971 Morris 1100, white, four door saloon, black interior, good condition. Hardly used since purchase in 2019 as I didn't pass my driving test! 58,000 miles on the clock. New clutch in 2019, new fuel pump, some repairs to bodywork but some small repairs still required. Starts but won't tick over due to carburettor problem. Significantly reduced for a quick sale, will need transporting, £3000. Contact Debbie on braydebbie50@gmail.com (Wallasey, Wirral)






Parts For Sale



Twin K&N filters with Stubstacks, will fit HS2 twin carbs. Fitted to my car for less than 75 miles due to performance upgrade. Stand me at £175, will sell for £110 including postage. Contact Nigel on 07956 149614 or nigeldavidpowton@gmail.com (Lytham St Annes)



Swiftune high pressure oil pump, unopened in original packaging. This is a peg drive so ideal for a cam upgrade. Stands me at £27, will sell for £20 including postage. Contact Nigel on 07956 149614 or nigeldavidpowton@gmail.com (Lytham St Annes)

Five doors and a tailgate. Free to member who can collect. Contact Marilyn on 07707 473743 (Deal, Kent)



Clarke CFC100 engine crane with two 3t x 2m lifting straps. Used once and no longer needed. £200. Collection only. Contact Nigel on 07956 149614 or nigeldavidpowton@gmail.com (Lytham St Annes)



Wanted

GT Hubcap. Contact Christian on christian.mitterdorfer@gmx.at (Austria)

Riley dashboard. Veneer on mine is poor so want to recondition a spare and do a swap over without car being off road. Condition of veneer/varnish immaterial provided otherwise sound. Contact Graham on brrailwayman@aol.com (Lincolnshire)

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