In this issue:

Pump Action: Rebuilding a hydrolastic pump

Coolant: Which type, which colour and why

My Other Car: 1970 Renault 8



Idle Chatter

March-April 2024

SPRING SHOW
See you there?

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
14 AREA UPDATES
17 1100 CLUB PARTS, OFFERS AND DISCOUNTS
18 FROM THE EVENTS DIARY
20 A NEW MEMBER WRITES....
21 MY OTHER CAR IS....
23 ADVERTISING THE AMERICA
24 RUNNING REPORTS
29 DASHBOARD OF THE MONTH
30 MY 1100 CV: A PRO JOB? (PART 3)
32 TRAVELS WITHOUT MY TRAVELLER (PART 2)
34 FROM THE FBHVC
36 TALES FROM THE FINSBURY PARK DUST BOWL
38 LONGLIFE ANTIFREEZE AND COOLANT?
40 PUMP ACTION
42 FACTS AND TIPS FROM TURBO TONY NO. 9
43 TECHNICAL TIPS AND ADVICE
44 TIPS FROM DOWN UNDER
46 MEMBERSHIP NEWS, CLASSIFIEDS

Copy Deadline for May-June Issue
18th May 2024

Change of Details?

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

Ed Lines



Welcome to the second edition of Idle Chatter for 2024! This was one of those magazines where I started with not very much copy and then ended up with so much I could barely fit it all in - I have lost count of the times this has happened since I have been in the Editor's chair, but it never fails to make me smile! And how fantastic is the front cover picture this time? It was taken by award-winning photographer and club member Jack Boskett, who has written for us before. You can see more of his photography work, often involving railways, on his Instagram page @jackboskett

There's definitely something for everyone in this magazine, whether your interests lie more in the history of our cars, the technical aspects or the ways in which we use them. I thoroughly enjoyed reading the third part of Chris Hatton's '1100 CV', both for the fact that he finally became a GT owner and also for the story of the car he and some club friends unexpectedly rescued and recommissioned. Fredi Schneider has changed from car restoration to his hydrolastic pump, but is applying the same methodical approach. And Phil Rixon looks in some depth at coolant, following Tony Cole's introduction to the topic last time - OATs are definitely not for us!

Hopefully you are strongly considering attending one or both of our upcoming 1100 Club events. I'm planning on taking the Shed up to the Spring Show - although it's quite a journey for me, it should be a nice one and I'm thinking of heading up the day before via a non-motorway route. It's been a while since I took some pictures of the car in interesting locations.

And finally, don't forget how much great material is available to us all on the 1100 Club website - I have found myself using the technical article search several times in the last few months and the ease with which you can find and download a relevant article is just fantastic. We are very lucky to have it!

Dave Wilkins
magazine-editor@the1100club.com

Website Password

cirrus-clouds

FRONT COVER

BR CLASS 55 DELTIC 55009 'ALYCIDON' PASSES A TIRED 1300 OWNER TRYING TO FIX HIS CAR WITH A LARGE SPANNER! PHOTO TAKEN BY JACK BOSKETT AT GOTHERINGTON, ON THE GLOUCESTERSHIRE AND WARWICKSHIRE RAILWAY IN AUGUST 2023.

REAR COVER

YEARS AHEAD! PERIOD ADVERT FOR THE MORRIS 1100 MK I.

Club Information



HONORARY PRESIDENT
Sue Johns

Your Club Committee



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



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



GENERAL SECRETARY
Oona Robinson
general-secretary@the1100club.com



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



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



EVENTS CO-ORDINATOR
Lee Robinson
events@the1100club.com



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



TREASURER
Joe Brain
treasurer@the1100club.com



SAFEGUARDING OFFICER
Gordon Diffey
safeguarding@the1100club.com



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



SPARES ADVISER
Steve Lee
Tel: 07896 718096
spares-adviser@the1100club.com



TOURS CO-ORDINATOR
Ryan Caulfield
Tel: 07554 553820
tours@the1100club.com



WEBMASTER
Phil Rixon
webmaster@the1100club.com

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

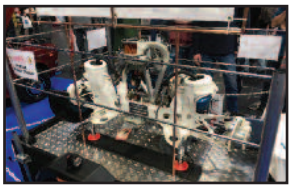
Original spec 1100 Club exhaust systems and discounted car covers are available via Robbie Claydon on chairman@the1100club.com, as is radiator recoring

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

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.







Distribution: Six times a year **Edited and Produced by:** Dave Wilkins
Printed and Distributed by: BCQ https://www.bcqgroup.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	Second Thursday, 7-9pm, *Strawberry Field Tavern*, Locksheath (SO31 6DX)
Hertfordshire	Harvey Foster (Royston)	01763 261250 hertfordshire@the1100club.com	First Wednesday, 8pm, by arrangement
Manchester	Paul Tubby	07905 905486 manchester@the1100club.com	
Midlands 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**
Australia	Phil Rixon	Gosford, New South Wales	australia@the1100club.com
Japan	Hiroshi Tachika	Shiga	+81 775 73 1602 japan-rep@the1100club.com
New Zealand	Kevin Kershaw	Albany, Auckland	+64 09 4433124 or +64 027 2904070 newzealand@the1100club.com
Portugal	José Carlos Magalhães	Parede, Estoril	(+351)938097015 portugal@the1100club.com
Switzerland	Christian Rutishauser	St Gallen	+41 79 420 9881 switzerland@the1100club.com
USA	Dr Tom Gaylord	Atlanta, Georgia	(404) 261-5083 usa-representative@the1100club.com

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

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

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

If there is no area contact for your area, could this be you? Contact the General Secretary for more details.

Help Your Club!

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

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

Chair Chat



Hello everyone, I hope you're all well.

I can't believe that as I write this April is just around the corner. Time certainly does fly, which means the Spring Show is now just a few weeks away. I do hope lots of you can make it - I'm hoping to be there myself, all being well. Talking of rallies, the National is also shaping up well, and if you haven't already, please do make sure it's in your diary.

I'd just like to end my chat this time with an apology to anyone who has tried to contact me of late and hasn't had a reply in a timely manner. The last few months have been quite hectic for a number of reasons, all of which has been out of my control, but hopefully things are returning back to normal now so I thank you for your patience and for being understanding. As always, my thanks to our wonderful dedicated volunteer committee for their continued support and hard work.

Robbie Claydon
chairman@the1100club.com

Key Dates

1100 Club Spring Show

21st April 2024

Bubble Car Museum, Boston, Lincolnshire

1100 Club National Rally

10th and 11th August 2024

Bosworth Battlefield Heritage Centre and Country Park, Sutton Cheney, Leicestershire

Looking Back

Memory Man has headed down the road from where he was last time, into Dorking



This is another Surrey view, just two miles south of the Burford Bridge Hotel between Leatherhead and Dorking that was featured in the last issue. This is South Street in Dorking town centre: "a historic market town nestling in the Surrey Hills" as described on the 'Visit Dorking' website. The road would have been part of the old London to Horsham route (A24) until Dorking was bypassed in 1934. There is still a weekly market held in the town, in the car park behind St Martin's Church (the steeple of which can be seen near the centre of the picture).

We are not sure who owns the image and we apologise if any copyright has been infringed by reproducing it here. The picture is not dated, but is probably from the early 1970s.

Starting at the bottom left, nearest to the camera, there is what looks like a Peugeot 404 saloon, with just a bit too much vegetation getting in the way to be more certain! Next to it is a Singer Gazelle (possibly a Series IIIC) and then, partly obscured by a bus stop with a timetable panel on it, something else I cannot identify with certainty - if only these images were available with greater clarity! Perhaps an Austin A40 Farina or Hillman Husky?

Then there is another car which could be an Austin Cambridge A55 Mk II or even a Ford Consul Mk II - let's cross the road where things look a bit clearer!

From the left is a Ford Cortina Estate Mk I Super with the simulated wood side trim, the all-important ADO16, possibly a Mk I Morris in Connaught Green or Black, then a Ford Thames van (300E), followed by what I initially thought was a Triumph Spitfire, but the windscreen looks too upright and sharp-cornered - any further ideas please? Then there is a Mini. Double parked beyond this is a Ford Prefect (100E). In the car park to the right of the picture there is a Ford Corsair, a Humber Super Snipe Series II and another ADO16.

My thanks to Chris Hayward for pointing out that the car which I described in the previous article as a Ford Zephyr 6 Mk IV was in fact a Ford Zodiac Mk IV, the reflectors right across the rear giving the clue.

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



Teatowels
£2.75 - By Post £4.25
Colours:
Red, Wine



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



2020 Mug
£6.00 - By Post £10.00



2022 Mug
£6.00 - By Post £10.00



2023 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

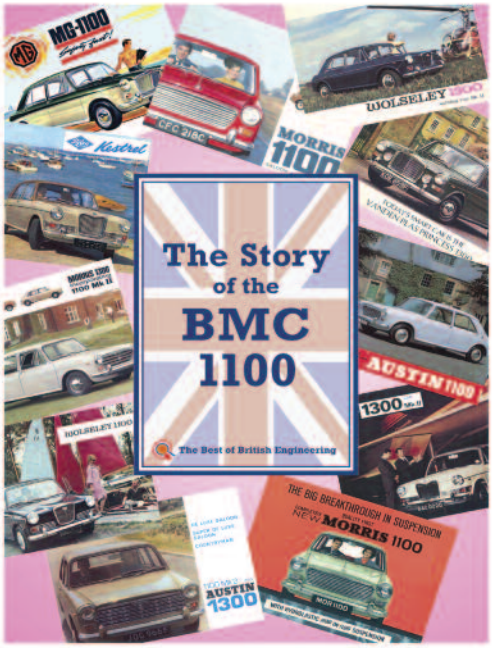
Colours for rough guidance only

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

BL Transverse Update

Following the piece by Ian Gaffney in the last edition of Idle Chatter about the need for all cars and parts to be removed from the premises of BL Transverse, I thought that an update may perhaps be of interest.

Helping out over a period of around ten days up to 28th December 2023 (with the exception of Christmas Day) I witnessed three ADO16s go for scrap, including a Vanden Plas Princess 1300. Ian, who came along to help, was quite dismayed that there was no apparent club member interest for at least the interior or trim, which were in relatively good condition, although we did remove the roof lining for an interested party up in Scotland who wanted it as a pattern for his restoration job. Interesting to see that it was a woven glass-fibre lining. Earlier I had cut off the whole frontage in order to ease the removal of the engine and displacers. Although an MoT failure, the car ran extremely well for the 69,750 miles on the clock - I saved the clocks and switches.





It's difficult to describe (in words or photos) the effort involved in clearing fifteen years of accumulation in a couple of weeks, much of which had been transferred from a previous BL Transverse site in 2008, and that had been operating for around thirty years. In all, it involved moving more than twenty-five vehicles (mainly Minis) and several tons of salvaged parts. Currently much of this has filled three shipping containers, two lockups, several people's spare hard-standing space and a marquee in a back garden. It is hoped that a permanent site can be found, but these are becoming increasingly scarce due to demands for housing.





The photos included here show the cut-off Princess front (**Photo 1**), the removal of the engine (**Photo 2**), displacer removal (**Photo 3**) and the final journey of the Princess (**Photo 4**). Many other photos were taken by one of the chaps that came along to help, and he hopes to eventually have them available on a website. Other cars that were moved out included two Metros, a Range Rover, a SWB Land Rover and a Mazda MX2.

Pete Terpeluk

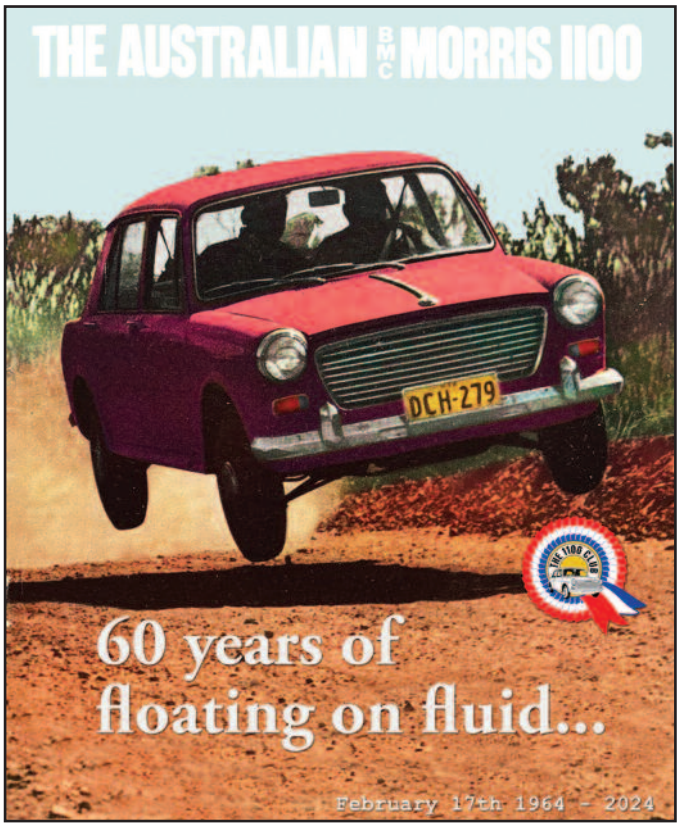
Nomadic Nomad

Member Geoff Eastwood has shared these great pics with us of his Morris Nomad out and about in Junee, New South Wales, Australia. Geoff writes: "The loco in the first picture, CLP12 'Casper' (because it's white) entered service in January 1972. The Nomad dates from October 1971, so almost the same vintage."





Aussie Anniversary



On 17th February 1964, BMC in Australia released the much anticipated (and locally manufactured) Morris 1100 and we marked the sixtieth anniversary of this launch across our social media.

Major dealerships advertised extended opening hours "every night this week" so that interested buyers could call in on the way home from work. Customers in the UK had already enjoyed floating on fluid for a couple of years prior to the Aussie launch, of course - but had anyone managed to get an 1100 quite as airborne as this pre-production 1100, being bounced across the dusty outback? BMC used a black and white version of this image in one of its adverts and in various promotional materials - the car was in fact white, but our Aussie rep Phil Rixon has worked some magic on this one to give us a dusty red Morris 1100 instead!

A Riley in New Zealand

I am currently the owner of a 1966 Riley Kestrel 1100 and a 1969 Riley Elf, both under restoration. I have attached some photos of the Kestrel, which has just returned from the panel beaters after some rust removal. I am currently reassembling the engine and gearbox - gearbox had a broken mainshaft and the engine a blown head gasket









when the car was purchased. Hopefully I will have it on the road in the next few months.

In New Zealand there is no club dedicated to the 1100, only the relevant Riley, Wolseley, MG Club etc. I do enjoy the articles in the Idle Chatter and the resources on the website, so keep up the good work!

Paul Scot

Anyone for a Muff?

While the winter was still with us, I had a thought. My Vanden Plas Princess 1300 does suffer with running cold, due in part to the nice posh radiator grille being fairly large, so I decided to look for a radiator 'muff'. Having found one on eBay for sale, I purchased it, then had an idea - how many others would like one as well?

We have at our works a long term coach trimmer (he is 85 and started at 15) so I thought perhaps he could make them in colour coded trim to match or blend in with another car. He is happy to give it a try and replicate others; the question is, would other members like one? I thought I would ask for a reaction, perhaps via the magazine's pages. It is hard to price them at this current time until we know the take-up; obviously making one is relatively more expensive than making ten, so over to you to see if there is interest.

Simon Edgecombe

You can contact Simon on info@mercuryarv.co.uk if you would potentially be interested in his proposal. Ed.

Shelling Out

Member Valentin Singer in Paris has been in touch looking for some help. He writes: "I'm trying to restore an MG 1100 but the bodyshell seems to be dead, so I'm looking for one in better condition. The floors are in a very poor state in mine, as well as the windshield bay, as can be seen in the pictures. I can take any other Mk I four door shell. I'm from France, but I might be able to take a shell from the UK."







Following some further discussion, Valentin agrees that another option would be to use a windscreen or A post section from a scrap car, and is also aware that decent floorpans are available so that part of the job could be covered, but that windscreen area will certainly be a challenge. Valentin describes himself as "a 20 year old who is parasitizing his mom's garden with his scrap" - guessing a lot of us have been there! If anyone can help with his request, please drop him a line on valentin.singer01@gmail.com.

Why We Love a Morris

No persuasion needed to love a Morris here, of course, but perhaps the readers of 'This England' magazine needed a little more of a reminder about why the marque has such a special place in our automotive history. Journalist Richard Webber got in touch with the 1100 Club to discuss the feature and look for a Morris-owning member to have a chat with; we made contact with a few people and Gordon Diffey kindly agreed to be that man.

The result appears below, reproduced by kind permission of Richard and also Mairi Hughes from the editorial team at 'This England', who asked us to remind you that it is a quarterly magazine which gently celebrates England's history, heritage, geography, nature and people.

For more information and subscriptions, you can visit their website at www.thisengland.co.uk.

The Trendsetting ADO16

Now on something of a roll, Richard Webber got back in touch with a proposal to produce a wider feature on the ADO16, this time for the motoring section of the Daily Telegraph and focusing on the Austins and Morrises.

He wanted to speak to a range of ADO16 owners to find out a little more about why the cars are so well loved and enjoyed to mark 2024 being the fiftieth anniversary of the end of mainstream ADO16 production - it did go on a little longer in New Zealand.

Once again we got our thinking caps on and approached a variety of Austin and Morris owning members, some of whom you will recognise and know well! The article is now live online, but it is generally behind the Daily Telegraph's paywall so we are grateful to Richard, to the Daily Telegraph's motoring editor Paul Hudson and to the Daily Telegraph's syndication team for permission to reproduce it on the following pages.



Still hugely popular with collectors

A 1948 British advertisement for Morris cars

WHY WE LOVE A MORRIS

Richard Webber meets the devotees of this cherished motor manufacturer

THE Minor, Oxford, Cowley, Marina – just some of the celebrated models which rolled off the production line at Morris Motors, one of Britain's most successful car manufacturers but now, sadly, confined to the history books.

Fortunately, though, all is not lost because dedicated admirers of such classics are painstakingly restoring vehicles and keeping the Morris name alive. In doing so, they are evoking memories of simpler, happier times, an era when vehicles were shapelier and possessed a sense of personality.

Morris Cars was the brainchild of William Morris who began his working life in the bicycle trade before, in 1912, forming his own motor company in Oxford. A year later, his first vehicle – the two-seater Morris Oxford Light – was born.

Before long, increased orders saw the company's assembly plant relocated to Cowley on the outskirts of the city. In the following decades, millions of Morris cars were spotted on our roads.

While production of the then-mainstays – the Morris Oxford and Cowley – continued, attention focused on designing smaller vehicles, beginning with the Morris Minor in 1929. But by the late 1940s, advancements in styling and mechanical design were evident with the launching of, among others, the Oxford MO model. A seismic shift occurred in 1952 when Morris Motors – which by then included Wolseley, Riley and MG – merged with the Austin Motor Company. The result was BMC, Britain's largest car manufacturer.

A subsequent merger saw BMC join forces with Leyland Motor Company to form British Leyland. The Morris name survived a further 17 years until, in 1983, it was finally dropped.

To celebrate this legendary manufacturer, we caught up with four admirers . . .

Images: Richard Webber, Shutterstock, Alamy

GORDON DIFFEY
Age: 72
Occupation: *Retired*
Lives: *Norfolk*
Car: *1967 Morris 1100 Traveller Mk1*

Gordon bought his "arianca beige" Morris 1100, which has 97,182 on the clock, in 2018 and takes it out on the road at least once a month.

"During the summer, I travel up to 250 miles from home to attend car shows and often enjoy the drive more than the show."

The 1100 possesses many plus points, according to Gordon. "It's comfortable to drive because of the hydrolastic suspension and has a flexible seating system. The back seat can tip up to form a large loading area or can seat five adults. The front and back seats also tip back to create a double bed which I've comfortably used at weekend car shows."

While his 1100 can manage 70 mph for short periods, it will travel along all day at 55 mph. "It gives 30 mpg and works well around town and on country roads but it's not great for motorways – the 1300 GT is better suited to motorway driving. Furthermore, it's easy to service and spare parts are available, especially if you join the 1100 Club."

During the 1100's production run of 1962-75 (estates were made between 1966-74), a total of over 2.1 million were made with it becoming the UK's bestselling car for most of the 1960s and early '70s.

JOSH WARD
Age: *30*
Occupation: *Events Manager*
Lives: *Suffolk*
Car: *1971 Morris Marina 1.3 Super Deluxe*

Often derided by critics, partly because a poor suspension set-up affected the handling on early models, the Marina nonetheless was popular with the public. More than a million were sold and it remained among the UK's bestsellers during its lifetime – in fact, in 1973 it was just beaten to top spot by the Ford Cortina.

For a car which saw only 18 months elapse between drawing board and production, it's quite a success story, despite any foibles. It's estimated that around 900 Marinas have survived and Josh has owned 20 during the last 15 years. He's enamoured with the car. "They were absolutely brilliant at doing what they were designed for: cheap, basic motoring. They were aimed at fleet buyers and families, filling an enormous hole in the British Leyland line-up for a no-nonsense rear-wheel drive saloon.

"They're reliable enough, quick enough, economic enough and comfortable enough. Spares are generally easy to find, they're easy to work on and the Morris Marina Owners' Club is a great support network. They make for a great practical, interesting car that you can use every day."

Despite what some people might have thought of the Marina, which were made between 1971-80, it was a much-needed success for its manufacturer. "It was the car which kept British Leyland afloat and one of their few models to make a profit whilst others higher up the range haemorrhaged money."

REBECCA TRESTON
Age: *26*
Occupation: *University Course Leader*
Lives: *Cambridgeshire*
Car: *1968 Morris Minor 1000 Saloon called Peggy*

With a production figure of 1.6 million, the Minor's huge success overshadowed the manufacturer's other models. Even today, it remains a much-loved classic renowned for its distinctive styling and reliability.

During a 22-year production run, many were exported and even assembled overseas; in 1961, it became the first British-made car to sell one million units.

"My car really has its own character and my partner and I celebrate its birthday every September 1 with cake and a little adventure," laughs Rebecca, who records a podcast from her Minor while driving around.

"Owning a Minor has provided a wonderful network of car-loving people who help by sharing experiences. The Morris Minor has the unique appeal of being an everyman car. Most people know someone who had one so you discover lovely human connections with strangers."

Bought on eBay for £4,500, Rebecca named her car Peggy, after a secret agent from the *Captain America* comics.

"She's a strong, independent woman and among my most inspirational fictional characters."

Rebecca says Peggy is like a member of the family. "The emotional investment is huge. It provides so many wonderful opportunities and chances for friendship and support. Actually, I jokingly refer to Peggy as my emotional support vehicle because I get worried when she's away having work done. Every day I drive her is good for my mental health."

ROBERT ELLIOTT
Age: *67*
Occupation: *Retired Compliance Director*
Lives: *Norfolk*
Car: *1953 Morris Oxford MO Series called MOllie*

Robert's Morris has 95,000 miles on the clock and is affectionately known as MOllie. "The family felt we should call it something, so we chose MOllie – the use of capitals deliberate," smiles Robert. "Due to its relative rarity, many people don't know what it is so it's a subject for conversation."

The car – valued at circa £20,000 and one of just 200 estimated to still be on the road – is a much-loved member of the Elliott family. "She lives in a garage with painted walls, insulated tongue and groove timber ceiling, carpeted floor and pictures on the wall."

There is much Robert likes about the MO, which is dubbed the forgotten classic, such as it being the last independent Morris car. "It's well-built, refined, comfortable and harks back to a gentler age. Driving my Series MO is a form of relaxation and takes one away from the 'madding crowd'."

Around 160,000 MOs were made and they happily cruise up to 50 mph. "It's low geared so the engine works hard at higher speeds. Exceeding 50 mph is achievable but not advised."

Robert's Series MO in the garage

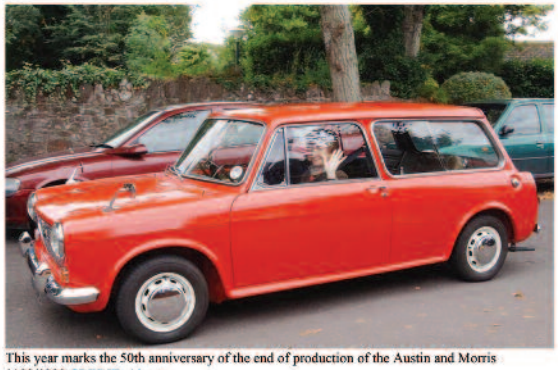
FURTHER INFORMATION | Morris Oxford MO: 680mo.org.uk | Morris Minor: mmoc.org.uk | Morris Marina: morrismarina.org.uk | Morris 1100: the1100club.com

When the British car industry got it right

Perhaps most famous for being beaten by Basil Fawlty, the trendsetting ADO16 remains an enduring classic 50 years after production ceased

Richard Webber

15 February 2024 • 5:00pm



This year marks the 50th anniversary of the end of production of the Austin and Morris 1100/1300 CREDIT: Alamy

This year marks the 50th anniversary since the last of the hugely popular Austin and Morris 1100/1300s rolled off the production line, having been built at Cowley on the outskirts of Oxford and Longbridge, Birmingham, as well as globally.

After 12 years, British Leyland decided to pension off the venerable ADO16 design to concentrate on the new kids on the block, namely the Morris Marina and Austin Allegro. The final British-built vehicle, a Vanden Plas Princess 1300, emerged on June 19 1974.

Basil Fawlty takes his frustrations out on his Austin 1100 in a scene from Fawlty Towers

The British Motor Corporation (BMC) 1100/1300 range, which also included the other "badge-engineered" versions of the Riley, Wolseley, MG and Vanden Plas marques, had been a major success. After all, it had been the UK's best-selling car every year from 1964 to 1971, apart from in 1967 when the Ford Cortina pipped it to the post.

Its success extended beyond our shores to countries including the United States, Canada, New Zealand, Italy and France.



Basil Fawlty takes his frustrations out on his Austin 1100 in a scene from Fawlty Towers

The British Motor Corporation (BMC) 1100/1300 range, which also included the other "badge-engineered" versions of the Riley, Wolseley, MG and Vanden Plas marques, had been a major success. After all, it had been the UK's best-selling car every year from 1964 to 1971, apart from in 1967 when the Ford Cortina pipped it to the post.

Its success extended beyond our shores to countries including the United States, Canada, New Zealand, Italy and France.

The Austin 1100/1300 had been the best-selling car in Britain throughout the late 1960s

Exclusive models were even manufactured for some overseas markets, such as the Austin Apache in South Africa and Morris Nomad in Australia.

It's estimated that nearly 1,300 Morris and Austin 1100s/1300s can still be seen on the UK's roads, so we caught up with five proud owners keen to showcase the car's enduring appeal.

Koren Maddison

- **Age:** 52
- **Occupation:** Carer
- **Cars:** 1972 Austin 1100 Automatic Mk3 & 1971 Austin 1100 Automatic Mk2
- **Colours:** Bronze Yellow & Teal Blue



Koren Maddison with her 1972 Austin 1100 Automatic Mk3

"I have two Austins: Iris, which is a Mk3, and Nell, a Mk2. Iris was driven as an everyday car until Nell – which I bought in 2006 and has appeared in television and films, such as the David Bowie biopic, *Stardust* – came along.

"Upon buying Nell, Iris became my 'show' car, but she's been out of action since 2020, in need of full restoration, so Nell has replaced her in that role.



Maddison's teal blue 1971 Austin 1100 Automatic Mk2

Dave Wilkins

The Daily Telegraph

- **Age:** 42
- **Occupation:** Train driver
- **Car:** 1973 Austin 1100 Mk3
- **Colour:** Limeflower



Dave Wilkins bought his Austin 1100 in 1999 for £60

"Sales figures of just under 2.2 million across the full range speak for themselves – it was a well-received vehicle with a good reputation. Towards the latter stages of the production period, however, issues with industrial relations, cost-cutting and build quality damaged its name slightly.

"I bought my 1100 in 1999 for £60 after spotting it abandoned in a car park. I thought I could get some spares off it for my other car. The irony is that it turned out to be solid in all the right places so it was tidied up, put back on the road and outlived the other vehicle.

"It's known as The Shed because it was used to store gardening equipment when I rescued it. But since then, the engine has been replaced twice and the current engine rebuilt twice.

"In fact, most parts have been replaced at some stage, most recently a front wing. Thankfully, parts are easily available due to the 1100 Club buying some of the original factory tooling and putting it to work.

"The Shed, which is good fun, has a range of modifications and updates, including electronic ignition, to make it more suitable for today's roads. It's not pristine and never will be, but it's on the road, I can drive it anywhere and it makes everyone smile."

Teresa Vincent

The Daily Telegraph

- **Age:** 49
- **Occupation:** Textile designer
- **Car:** 1969 Austin 1300 Mk2
- **Colour:** Aquamarine



Teresa Vincent acquired her Austin 1300, aka Agatha, in 2011

"I started attending 1100 Club National Rallies in the late 1990s and from the beginning an aquamarine 1300, christened Agatha Austin, caught my eye.

"After it being owned by several people, I was lucky enough to acquire Agatha – who has covered an amazing 114,000 miles on the original engine and gearbox – in 2011. The car's advantages include the tried-and-tested engine and gearbox which is shared with the Mini. The suspension, meanwhile, absorbs all the bumps in the road. The 1100s and 1300s are full of character.

"Unfortunately, they're prone to rust, especially underneath, so care is needed when buying one. The 1100 Club is a good starting point for advice. Initially, I drove Agatha daily. She even got me to work in the snow when more modern rear-wheel-drive cars failed. Now, she's just used in the spring and summer, either at shows or for a pleasant Sunday drive.

"Over the years, I've enjoyed many adventures in her, such as driving from Land's End to John O'Groats with other owners to celebrate 50 years of the BMC 1100. Then, in 2014, a group of us went to France and undertook a D-Day Beaches tour.

"They're special little cars. The shape is great, they have bags of character and are easy to work on. Driving my 1300 is a real pleasure."

Gordon Diffey

- **Age:** 72
- **Occupation:** Retired
- **Car:** 1967 Morris 1100 Traveller Mk1
- **Colour:** Arianca Beige

The Daily Telegraph



Gordon Diffey bought his Morris 1100 in 2018 and drives up to 250 miles for shows

"I bought my 1100, which has 97,182 miles on the clock, in 2018 and I drive it at least once a month. During the summer, I travel up to 250 miles to car shows, often enjoying the drive more than the event.

"The 1100 possesses many plus points. It's comfortable to drive because of the hydrolastic suspension and has a flexible seating system. The back seat tips up to form a large loading area, or you can fold the front and back seats to create a comfortable double bed which I've used during weekend car shows.

"While the car manages 70mph for short periods, it will travel all day at 55mph. It gives 30mpg and works well around town and on country roads but it's not great for motorways – the 1300 GT is better suited for that."

Terry Waller

- **Age:** 76
- **Occupation:** Retired
- **Car:** 1970 Austin 1300 GT
- **Colour:** Blaze Red

The Daily Telegraph



Terry Waller often drives his Austin 1300 to shows

"In its day, the 1100 and 1300s were brilliant family cars; big brothers to the classic Mini. Front-wheel drive meant better roadholding and they were among the first cars not to have a separate chassis, thus making it lighter.
"Other positives include the fact it has more legroom than other smaller cars, being just over 12 feet long, and the brilliant suspension system.

"Mind you, the suspension had one flaw: the displacement of fluids back to front or front to back is the fundamental principle of the suspension, helping keep the car smooth and level when one set of wheels goes over a bump or dip. However, that displacement could cause an issue when there was additional weight in the rear. Then, the front was inclined to lift.

"Of course, that principle has since been upgraded and works, such as on buses, but they use air not fluids [as in the ADO16] with air pumped to depressed air bags controlled by levelling valves.

"During summer weekends, I'm often driving my car to shows. On one occasion, I drove over 250 miles in a day with no problem at all."



'40 years since Fawlty Towers, this car still gets invitations'

1972 Austin 1300 Mk3 Estate Fernand Pinckney and Tony Cole, north London

Double Act

Turbo Tony wasn't content with appearing in Practical Classics just once - he has had to do it again, this time alongside Fernand and his red estate, also interviewed at the Luton Festival of Transport last year.

This piece appeared in the March 2024 edition of the magazine.

practical CLASSICS

So, how did it all start?
'I took this car out of a breaker's yard in Enfield about 22 years ago and got to work doing some welding on the sills and respraying it Harvest Gold. It was built in August 1972, but not registered until March 1973. After I gave it a full restoration I ran it for four years – and then my friend Tony Cole pointed out that the theme for the NEC Classic Car Show that year was TV and Film, and said we should enter the 1300 as a lookalike of Basil Fawlty's car from *Fawlty Towers*. 'You do all the spraying and I'll do all the mechanics,' he said... and this was just three weeks before the show!'

No pressure, then! What needed doing?
'Well, it could have been a lot worse. Tony is an excellent mechanic – he went through everything. He fitted a new clutch, and replaced the points and plugs, but generally it was pretty good. I gave it new wings, finished a few further bits of welding, and sprayed all the panels on the lawn – when we picked them up you could see the painted outlines of where the grass had been!

I had to take the fuel tank out because the filter inside had become completely clogged after all those years of standing out in the yard. I managed to carefully cut it out and fit an external filter instead – and it needed a mechanical fuel pump. We managed to get the car ready in time – but only just.'

You did well to do all that in three weeks...
'Luckily, I've got seven of these and a shed full of parts, so I had most of the things I needed. The 1100 Club is a brilliant group of people, especially our Essex branch. We work well together – if anyone's got a problem I can phone up and somebody will be there. So yes, it all worked out fine in the end. For the big day, I made my own dummy Basil, and another of Kurt the cook, plus a big elaborate set-up with a gourmet menu to evoke the atmosphere of the TV show. We even won a prize.'

What has the car been up to since?
'We've had a lot of fun with it. In 2008, we took it to an event to mark the grand reopening of the Gleneagles Hotel in Torquay. To celebrate the *Fawlty Towers* connection we were invited along with Prunella Scales, who played Sybil Fawlty. We stayed for a whole week as guests of the hotel owners. They used to hold regular *Fawlty Towers* weekends at one stage, but sadly the hotel has been knocked down now.

I still get lots of requests for the car, many of them from the BBC. Last November it was at a special event to celebrate their most popular shows, with a 14-year-old lad dressed up as Basil Fawlty.

And when I haven't been playing with this, I've been restoring an MG 1300 – a recently finished project.'



Heavy Lifting



I spotted this photo in the East Surrey MG Owners' Club newsletter and thought our members might like to see it in IC. I shudder to think of what happened when the hoist was used! The car isn't on the DVLA website now so maybe it was a write off.

Peter Cope

1100 Club Membership Cards



As you know, your committee team (endorsed by the members who attended the AGM) decided to raise membership subscriptions by a small amount in 2023 - the first time that UK subs had been raised for ten years. Since then, costs have continued to rise for most aspects of what we do as a club, with the latest example being postage prices going up again on 2nd April for both UK and overseas mailings.

With all of that in mind, your committee has been exploring various ways to reduce our day to day running costs where possible so that a further increase in subs is not required and/or a dip into our longer term funds set aside for parts projects and other such capital expenditure. One of those ways is to stop issuing and posting hard copy membership cards to UK members, having stopped sending them to members overseas some while ago.

Hard copy cards have become a little superfluous now, as a PDF version of the card is sent out when you join the 1100 Club or renew your membership. The card is also available if you log in to the Membermojo system using your email address - no password required. The plan is to implement this new approach from the start of June onwards, although please note that we will continue to send out a hard copy card to anyone who we don't have an email address for and therefore will not be able to access the membership system or receive the confirmation message online.

We very much hope that you will support us in this decision, knowing that we will be able to run more cost effectively and prioritise the aspects of our work that really matter, like continuing to produce a high quality magazine, expand our website resource and invest where appropriate as we have done in the past into parts remanufacture or historical preservation of the marque.

If you would like to access your membership card now, you can do that with your email address at:
https://membermojo.co.uk/the1100club/signin

OJB Anniversary



On 9th March 2024, Colin Richardson from Sunderland celebrated owning OJB for forty-three years. He says it was the best £500 he ever spent!

Coastal Classics

Derek Porter has shared this postcard of Rhu, overlooking Gare Loch in Argyll and Bute, with more than its fair share of ADO16s!



Memory Man, who has a memory that befits his name, has remembered that this image previously appeared in his column as part of a dual-picture postcard that offered greetings from Helensburgh! Ed



Area Updates



Essex

Hello again from the Essex mob. I hope you are all well. We are now back up to normal numbers after all the illness which seemed to hit us so much over the winter - I think it's because we're all getting older. I had my eightieth birthday so I'm now officially an old fart. We had some having operations and others in hospital, so let's hope we all now stay well over the show season. Talking of numbers, we had a new member and his dad turn up to our monthly meeting - welcome Ross from us all, it was very nice to meet you both. Guess what, he has three GTs - yes three! Most of us can't find one, so well done mate! No nickname assigned yet.

As for the rest of the cars, what's happening? Dust (Terry N) is fitting some brass/copper brake and clutch pipes to his GT. Bus (Terry W) is making progress on 'Tango' the estate, while a few of us helped the Professor (Fernand) fit a new steering rack to his MG. Farside (Jack) is making good progress on his Riley rebuild and is also going to respray it as well. Bike (Danny) has his Wolseley all in bits and is making progress with a lot of cleaning, replacing and overhauling, along with possibly a half respray in two tone. Panic (Mark) is having new tyres fitted to his car transporter trailer and some other work so that we can use it to move cars about within the club - thanks again mate, it's very kind.

Our meetings are going well. Bus has already got 90% of the show list made up and was handing them out so we can start to book our passes. We are looking forward to getting out in our cars and have the Pageant, the Spring and National Rally already noted in our diaries. The Professor has already started on the NEC stand, with the B&B booked and thinking about some cars for the stand - I will update you in the next report.

Looking forward to seeing you at the shows.

'Turbo' Tony Cole
essex@the1100club.com

Surrey

Hello from all at the Surrey group. I did not attend our February meeting as I was away on the Spanish Costa del Sol (which lived up to its name) for a winter sun break. I did not really spot any classics there apart from a 1980s BMW 5-Series and a couple of Citroen C15 vans - which were still in service as local delivery vehicles. No doubt our Editor might write something about February - he hasn't got much else to do…. *It's no good, I can't remember back that far! Ed*

We had a full house in March. Adrian Chapman and his daughter Katy attended, along with two friends of his from the Ford Owners Club. Together with the Triumph Sports Six Club, we had a full table in the function room! The Chapmans did not bring their Mk I Vanden Plas, but I brought my Countryman as the weather thankfully precluded any salt on the roads and Dave W brought the Shed. I also brought along some light reading material - a lovely RAC branded 'Car Care Handbook' from 1988, beautifully illustrated. Our Editor is hoping he can get copyright clearance to reproduce a few pages, as there are certainly some clear references to ADO16 items. A guide to British car wiring off the internet has good diagrams and colour codes for those who find electrics a bit off-putting. Personally I find bodywork off-putting….

Koren brought a list of upcoming car shows local to us; we are certainly going to go to one in Runnymede near Egham in August and book a club stand - more details from Koren below. As to the Fairmile, they did us proud again with good friendly service and decent food; the steak and ale pie was excellent and full of meat.

I'm continuing work on my Sun Tor Marina camper, with a long list of jobs including now a new fresh water tank - the old one was leaking, which explains the internal damp smell. I'm targeting to go away in it in May.

We plan to have a joint meal with the Hampshire area in June, and also join them on a road run to Caen Hill locks on the Kennet and Avon canal, also in June. This was a possible venue for a previous Spring Show but it didn't work out in the end, so it will be nice to visit in a different way instead. The first local show we attend will probably be at the Departure Lounge meet in Alton on the first Sunday of April. Bring on the good dry weather!

Dave Laing
surrey@the1100club.com

The Surrey area has booked club stands at a couple of local shows this year.

The first is the Runnymede Classic Car Show at Runnymede Meadow, Windsor Road, Egham on 18th August (£10, pay on the day, gates open 9am, cars must be on site by 10.30am) and the second is the Ashford Rotary Club Classic Vehicle Rally, Ashford Rec, Clockhouse Lane, Ashford on 1st September (free, but donations welcome, times TBC).

Anyone interested in joining us, please let me know as soon as possible, so I can confirm numbers. You can contact me on membership@the1100club.com or call 01276 476818.

Koren Maddison

Hampshire

Hello everyone, I hope you're all well. I can't believe how quickly this year is creeping by, not helped by all the wet weather we've had so far. It seems ages since we were able to take our classic cars out of hibernation. Fingers crossed the remaining months will be dry so you can all enjoy Drive It Day on 21st April, wherever you may end up.

Looking ahead the Hampshire area will be attending the Classic Car Sundays meet at Alton, the Goodwood Breakfast meet, Popham Airfield show and the Basingstoke Festival of Transport. We also have many other events planned throughout the year, including a road run which will take place on Sunday June 23rd to Caen Hill Locks near Devizes - SN10 2AU. We will travel through the beautiful Hampshire-Wiltshire countryside, joining other 1100 Club areas on the way, and arriving at the Black Horse Inn, a family pub situated along the canal bank, at approximately 10.30am to 11am. Lunch will be





available from midday, plus a guided tour of the lock flight and a historical talk by Mark Jones in the afternoon. Contributions to the Canal and River Trust charity will be greatly appreciated. If anyone would be interested in joining us, please contact your local area 1100 Club rep with numbers by May 31st, both for cars attending and if you would like to have a meal at the venue.

Another exciting piece of news is that a new book on the ADO16 range by Matthew Vale is scheduled to be released during May of this year, featuring four Hampshire area members and their cars from a photoshoot at Titchfield Abbey.



Please keep an eye on either the Hampshire Area 1100 Facebook page or the 1100 Club Facebook page for more information on events etc for the remaining months, not forgetting Part 2 of our Isle of Wight classic tour on which any BMC-BL vehicles are welcome and taking place from September 2nd to September 8th. So much to look forward to; we hope to see you all very soon.

John Norris
hampshire@the1100club.com

The Hampshire, Wessex, Midlands and Friends Meet-Up

2023 was a great year for car shows and meeting up with classic car friends. The BL Autumn Rally at Milton Keynes is such a fantastic event to round off the show season, but by the end of the day I always feel a little sad that most of the shows have come to an end for the winter. It seems a very long six and a half months before we can all meet up again at Pride of Longbridge in April! So it was decided that it would be an excellent idea to all meet up somewhere halfway between us all for a meal and a good old catch-up before the show season starts. First of all we fixed a date of 10th February, which remarkably was a good day for everyone. The next job was to find a good venue, and with the help of Chris Morris we came to the conclusion that Oxford would be about the central point for everyone. We found a cheap and cheerful Hungry Horse pub called 'The Tandem' at Kennington which we thought would be suitable with a reasonable sized car park - most important.

The day arrived and it was exciting to see everyone again! We all stood chatting in the car park for quite a while, mainly discussing and guessing what car everyone had arrived in as the weather conditions weren't really suitable for classic car transport - although I would still say that most of what people turned up in could be considered modern classics! From the Midlands there was myself and Paul in my recently acquired Toyota RAV4 (a 2005 model, so still nineteen years old) and Chris Morris was in his very nice MGZS V6! From the Hampshire crew there was David Haycock in his excellent condition everyday V-reg Saab, John Norris in his convertible BMW with the top up and Roy Robinson in his modern Mini estate. The Wessex branch comprised Anton, Dave, Duncan and Roger, all arriving together in one of Anton's Fords - a twenty year old Focus estate - and Tom Morley in his immaculate Vauxhall Combo van that he uses for his work and has also been on display at last year's NEC Classic Motor Show!



It was a little chilly outside, so after a while we all headed inside to find our table and order hot drinks to warm up before deciding what to eat. This took a fair while as we were all talking and looking at John Norris' home remanufactured Allegro mudflaps rather than the food on the menu! Also Roy had brought along a folder full of early 1970s British Leyland press photographs.

Once food was ordered it arrived quickly and soon we were looking at the pudding menu - this took just as long! By far the most impressive pudding was the one Tom Morley ordered, the 'Horseshoe Doughnut!' This consisted of a horseshoe shaped doughnut filled with vanilla ice cream, whipped cream and fresh strawberries; it was massive and we were all very jealous! Although Dave's dessert from the children's menu looked good too, and was much bigger than the dessert Paul ordered from the normal menu! To say that Paul was a little disappointed with his choice was an understatement!



All too soon it was time to say goodbye, and after a bit more chatting in the car park we all made our way back home. We had such a lovely time; 'The Tandem' turned out to be an excellent venue with friendly staff and good food - a perfect halfway point for a lunchtime meet with great friends. We have all agreed that it would be good to meet here again and maybe arrange two meet-ups, one after the shows have ended before Christmas and one afterwards before the show season starts. One thing is for sure - I think we all know what we will be ordering for pudding!

Teresa Vincent

Midlands and West Mercia

We now have two regular meetings running in different parts of the area! Members are warmly invited to the Piston Club at the Stag at Redhill near Alcester (B49 6NQ) from 6pm on the first Thursday of the month, and also the Cross Inn, Finstall (B60 1EW) from 8.30pm on the second Tuesday.

Chris Johns and Steve King
midlands@the1100club.com

East Midlands

The clocks have gone forward and, subject to the monsoons abating, it is time to dig those cars out of hibernation if they haven't already emerged.

I've arranged the first meeting of the season to be at 7pm on St George's Day, Tuesday 23rd April 2024, back at the Dukes Arms, 83 High Street, Woodford, Kettering, Northants, NN14 4HE, where the choice of beer is excellent and there is a wide choice of great value food on offer. Woodford was chosen because it was central to where all those who expressed an interest in forming an East Midlands group live. So far we've defined 'East Midlands' as Northamptonshire, Leicestershire, Rutland and the surrounding area, and those original expressions came from a wide area stretching from Grantham to South Northants. This means it's about an hour's drive from the extremities. I'd like the group to be as inclusive as possible, so we can talk when we meet about perhaps moving the venue around the patch each month.

Meanwhile I'll look forward to seeing everyone on 23rd April. Don't hesitate to get in touch with me: east-midlands@the1100club.com or 07775 824705.

David Shadbolt
east-midlands@the1100club.com





1100 Club Parts, Offers and Discounts

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

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

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

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

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

Autocool Radiators: 15% off a radiator recore or fuel tank repair work. See advert 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.



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

From the Events Diary

1100 Club Spring Show, National Rally, Great British Car Journey and Switzerland!

1100 Club Spring Show

The 1100 Club's Spring Show for 2024 will take place at the Bubble Car Museum near Boston in Lincolnshire on Drive It Day, which is 21st April.

Entry to the rally field on the day is free, but visitors would be strongly encouraged to visit the museum, which costs just £4 per adult to enter, or £1 per child, and also offers a paper guidebook to tell you about the cars on show for an additional £1.



Inside the museum there are over fifty microcars on display, many in thought provoking dioramas and including examples of Bond, Isetta, Reliant, Frisky and Bamby, to name but a few. There is also a row of recreated shops for visitors to explore, memorabilia and a gift shop.



There is a cafe, which is great for afternoon tea and also offers a few simple lunches - see pic of menu from last year above as a guide. For anything more substantial, there is a cafe about a mile down the road called Langrick Station cafe.

We are hoping that there will be some Bubble Car rides available on the day, which cost £15 for a 15-20 minute spin - when else would you have the chance to be a passenger in something so tiny?

The museum is located about seven miles north-west of Boston, which has a variety of accommodation options including a Premier Inn and a Travelodge. There is also camping available on site with toilets and showers - see pic for prices and full details. You would need to book a camping space in advance by phoning the museum on 07989 433101.





The full address of the museum for navigation is: The Bubblecar Museum, Clover Farm, Main Rd, Langrick, Boston, Lincolnshire, PE22 7AW.

This is a great venue in an area that's quite a bit different from where we usually manage to put on an event, so please do make every effort to come along and support local members John Roots and Ryan Caulfield, who are very kindly co-ordinating the show, plus the rest of your club team! If you have any queries you can contact John on johnroots54@gmail.com or 07500 532438, or you can contact Ryan on 07554 553820.

Photos here of the site are reproduced with the kind permission of photographer and copyright holder Maz Woolley of maronline.co.uk. Ed.

MG Summer Festival at the GBCJ

You are invited to go and celebrate 100 years of MG at the home of the 1100 Club's Skeleton car, the Great British Car Journey Museum in Ambergate, Derbyshire, on Sunday 14th July.

Advance tickets for people attending in an MG are £10 per adult (normally £18.50) and £5 per child, including full access to the Great British Car Journey interactive museum, café and facilities. All MGs will be parked together and high-quality photographs will be available on the day for purchasing. This ticket price is valid up to a week before the event - on the day prices are £15 per person.

SCAN ME

You can book tickets by clicking the link below if you are reading this magazine online or by scanning the QR code if you are reading a hard copy:

https://online1.venpos.net/ConsumerSite/ShowPage?LID=632&PID=460319c3-c3c4-4970-9dbf-93fd481c7653

1100 Club National Rally

The 1100 Club's 2024 National Rally takes place over the weekend of 10th and 11th August at the Bosworth Battlefield Heritage Centre in Leicestershire.

BOSWORTH
BATTLEFIELD HERITAGE CENTRE AND COUNTRY PARK

There will be more detail about the event itself in the next edition of Idle Chatter, but we have had a few questions about options for overnight accommodation, so here are a few ideas - some are a little more expensive than others, for example the Bosworth Hall Hotel!

The Millers Inn (pet-friendly)
Twycross Road, Sibson, Nuneaton, CV13 6LB
01287 880223
https://www.greenekinginns.co.uk/hotels/warwickshire/millers-hotel

The Royal Arms
Main Street, Sutton Cheney, CV13 0AG
01455 290263
https://www.royalarms.co.uk

The Appleby Inn
Appleby Parva, Swadlincote, DE12 7AP
01530 270463
https://www.applebyinn.co.uk

Bosworth Hall Hotel (pet-friendly)
The Park, Market Bosworth, CV13 0LP
0871 2220089
https://www.britanniahotels.com/hotels/bosworth-hall-hotel-spa

Leonardo Hotel Hinckley Island
Walting Street, Hinckley, LE10 3JA
01455 631122
https://www.leonardohotels.co.uk/hotels/hinckley-island

The Millers Inn has a big car park at the back which isn't visible from the main road; it is also pet-friendly and has a very nice water wheel inside. The Appleby Inn has a big car park as well, so you can park out of the way of other cars!

Members might also like to check out www.booking.com for little village B&Bs that might be available, maybe at a cheaper price than some of the above. We are also hoping to have camping on site at the National Rally venue.

Paul and Teresa Vincent

An ADO16 Grand Tour of Switzerland



Pictured above: Gotthard Pass, Swiss Alps. As you can see, you can also drive on the left-hand side of the road in Switzerland! So come to Switzerland for the Grand Tour!

We have two registrations from Great Britain so far. The programme is still roughly as described below (with more detail and maps in the last edition of Idle Chatter) and the process is as follows: you can still contact me without obligation until 15th May. The target is at least five entries from the UK or other countries. By the end of May we will decide on the organisation and those interested will receive a concrete offer regarding costs (especially for accommodation). Seven days after receiving the offer, the participant has to make a final decision about his or her participation, combined with 50% of the costs.

Are you unsure? Send me your questions by e-mail (fredi.schneider@gmx.ch). By the way, we are still checking whether it is possible to transport several vehicles from Calais to Mullhouse.

All further details will be discussed with the interested parties by e-mail.

The dates for the tour are from Sunday 1st September 2024 to Saturday 7th September OR from Sunday 8th September to Saturday 14th September.

Sunday
Individual arrival, meeting point on Lake Constance in Constance at noon. Drive to Kreuzlingen, welcome aperitif and simple lunch by the lake. Onward journey through beautiful Thurgau, with the day's destination Märwil (simple motel or camping nearby).

Monday
Visit to Romanshorn car museum with special ADO16 and tour of Lake Constance. Overnight stay Märwil, motel or camping.

Tuesday
Drive through the foothills of the Alps (Appenzellerland, Säntis Toggenburg) or drive to the Rheinfall. Overnight stay Märwil, motel or camping.

Wednesday
Drive across Switzerland into the Alps to Andermatt (Gotthard). Overnight stay in simple accommodation.

Thursday
Three passes trip: over the Gotthard via the Tremola to Biasca, over the Lukmanier Pass to Diesentis and over the Oberalp Pass to Andermatt. Overnight stay in simple accommodation.

Friday
Three passes trip: over the Furka Pass to Gletsch, over the Grimsel to Brienz, visit to the Ballenberg open-air and over the Susten Pass back to Andermatt.

Saturday
Individual return journey

Fredi Schneider
fredi.schneider@gmx.ch

A New Member Writes....



Two new members introduce themselves this time. The first is Neil Castle from Lincolnshire, who has actually been a member before!



About twenty years ago I bought a wonderful low mileage Wolseley 1100. It had only two previous owners and was in very smart condition. It was an accidental purchase - I had actually been looking for an 1100/1300 Countryman/Traveller, but when I came across the advert for the car, which I was told was called Winnie by its first owner, I was hooked.



Quite why I wanted an 1100/1300 I wasn't quite sure. Like most people growing up in the sixties and seventies, they were ubiquitous. My first memory was of the green Austin 1100 that our neighbour kept in the garage in our garden - it was rented out as we had no car. The 1100 used to share the garage with an A35, which looked very old fashioned next to the 1100. Then we had neighbours move in the other side who also had a green Austin 1100 in which my brother and I had the occasional lift to school. The strip speedo fascinated us.

My next encounter was with a 1300 Countryman in beige at a dealer in Chichester - my brother and I desperately wanted Dad to buy it, but he bought a secondhand Cortina instead. I did at least get to ride in the back of a Countryman. A couple of years later, every week all the kids from the local Red Cross group were piled into the back of the leader's Countryman - back seats folded flat. There must have been six of us in there - loaded according to who had to get out first or last. I remember it was white with a blue interior.

"There must have been six of us in there - loaded according to who had to get out first or last"

By the time I was at secondary school, the teachers' car park was full of 1100/1300s. The headmistress had a Black Tulip Wolseley 1300, the history teacher had a two door white 1300 (I remember when we were in the sixth form, for an April Fool, we put a spoof 'For Sale' card in the local newsagent window - he wasn't happy!) and the French teacher had a Harvest Gold 1300 - there was at least half a dozen more.

At seventeen, evening activities included the local Am-Dram society. A group of us used to get a lift with a member to rehearsal, three of us in the back, rehearsing our lines on the way from Midhurst to Graffham via Petworth. We didn't like it when he traded in his 1300 for an Allegro. A lot less space in the back, although as a seventeen year old I was fascinated by the quadratic steering wheel.

I suppose all these encounters with ADO16s, the friendly whine of the transmission, the space, the bouncing along country roads, the fact that they were everywhere, left an impression on me that years later led me to that purchase. Ownership of Winnie wasn't without surprises. One Good Friday, on our way to a family picnic, my seven year old niece was in the front when a deer leapt across the road a couple of hundred yards in front of us. She shouted out, "A kangaroo, a kangaroo!" She swears today she knew it was a deer, but she still enjoys getting a birthday card every year with pictures of Australian jumping marsupials.



Another surprise was the day the postman delivered my order for a Vitesse model 1100 bought online. The postie knocked at the door and I was still bleary-eyed in my dressing gown. He handed me the parcel and half asleep, I opened it, looked at it, put it on the mantlepiece and carried on to the kitchen to make a much-needed cup of tea. While waiting for the kettle to boil, something was nagging me about the model. The registration number. It seemed familiar. Then its dawned me. It was the actual number of my car! I couldn't believe it. Still in my dressing gown, I had to go out to the garage, lift the garage door and do a double take as I looked at the model, then back at my car and back again. Vitesse had apparently seen a web image of my car and used it as the reference for this model.

I kept Winnie for just short of ten years, but finally decided to part with her as my collection of cars had grown and was getting a bit unmanageable. The day I sold it and saw it going off down the road, I realised I had made a mistake. I did once ask the dealer who sold it on to let the current owners know I'd be happy to buy it back, but to no avail.

As the years went by, I would see Dave Wilkins at various events with my Rover P4 Cyclops - he would be in his P4 or his ADO16, known as 'The Shed'. I remember saying to him at an event about eight or nine years ago that I'd love to get back into an ADO16 again, and if I couldn't buy my old one back, my dream would be a two door MG 1300. I remember Dave's response at the time: nice, if you can find one! It is now ten years since owning one of these

cars, so this year I finally decided it was time to rectify the ADO16 itch. I started looking seriously for a car and realised the best way to find the right example would be to rejoin the 1100 Club. I did so in February and asked Dave to put a wanted advert online and in Idle Chatter. He also knew of a car that the owner was wanting to sell but didn't want to go through everything entailed with advertising. Dave put us in touch. I viewed the car when I was down in Sussex at the beginning of March and knew immediately this was the car for me - a beautiful MG 1300 two door. It is very well restored and has been superbly looked after by Peter Cope - it has even been on the cover of this publication a couple of times.







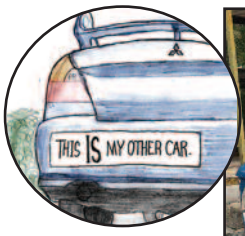
The car was delivered to me today just before writing this. It is with a classic car specialist in northern Lincolnshire to undergo light recommissioning before taking to the roads. Hopefully it will be ready long before the Spring Show at the Bubble Car Museum. I am looking forward to getting back into the ADO16 world, so here's to some 'magic carpet rides' and sharing some more ADO16 experiences.



And the second....Alberto Moreno from Barcelona, Spain, takes us round his Authi MG, and also this edition's 'other car', a Renault 8



I present to you my two 'toys'! One is a Renault 8 manufactured under licence in Spain by FASA Renault in 1970. I bought this car from the first owner in the Spanish city of Jaen. It has never been restored and has a number of interesting accessories that make it look 'different' to any other car of the same











characteristics. The Renault 8 is nostalgic for me because we used one in my family and it gave us very good results, so I didn't stop looking until I found this example. The truth is that it works very well and it is a very comfortable and reliable car.



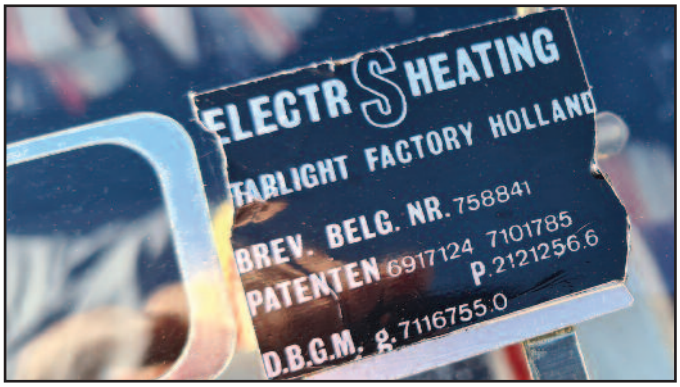
The other one is an MG 1100 made under licence in Spain by Authi in 1967.



I also bought this car from the first owner in the province of Barcelona (Spain). It is a very interesting example, as it has several sporty accessories pictured here that enhance it even more. It has not been restored either and I have had it for only a few months.











The MG 1100-1300 series are cars that I always liked for their elegance and luxury, all packed in a very compact format and very striking for their appearance. Without a doubt, the genius Pininfarina did an excellent job. What I like most about this car, apart from its elegant bodywork and luxurious front, is the fall of the bodywork towards the rear where the rear lights end, and in this first series of the model it certainly gives it a sumptuous touch. It is worth noting the great comfort and stability of this car and its excellent quality, as after 56 years it is still in very good condition.



I wanted to share these cars with all the members of the 1100 Club and I would like to thank the 1100 Club team for giving me the opportunity to tell this beautiful story that I am sure you will like.

Alberto has also sent us a first Running Report on his MG, summarising the driving experience and a few issues that need his attention! You can read this on p28. Ed.



Advertising the America

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



What this country doesn't need is just another small foreign car. What it needs is the perfect second car.

Since most Americans use a small foreign car as a second car, you really deserve one designed for the job.

At British Leyland Motors, we feel we've come up with it.

After years of making the Jaguar, Rover, MG and Triumph, we've now made the Austin America.

The perfect second car.

Perfect because, first of all, the Austin America comes with a fully automatic transmission.

At $1899* it's the lowest-priced car thus equipped and—as a boon to those who like to shift manually—it can also be shifted manually.

Secondly, the Austin America is safe.

It has front wheel drive and front disc brakes for more grip on the road. And a shorter hood so you can see more of that road.

And thirdly, the Austin America is surprisingly comfortable.

Its liquid suspension comes between you and the bumps. And it has more back seat leg room (we've measured) than the Lincoln Continental.

The Austin America is sold and serviced by more than 575 Austin-MG dealers, in every state of the Union.

It may not yet have the reputation of imports that have been around longer.

But perfection isn't a bad thing to have going for it.

At Austin-MG dealers.

Austin America. The perfect second car.



The no-shift shift versus the one-shift shift.

In your left corner, the no-shift shift of the Austin America. On your right, the one-shift shift of the Volkswagen. They're both that new kind of shift. You know the kind we mean: the kind you can take through the gears manually. Or, if you prefer, automatically.

Ah, but now the question arises—how automatic are these two automatics?

Round 1: The VW comes out using its automatic—but wait a minute! Once it gets over 50 the VW has to be shifted again. The America, on the other hand, takes off in drive and stays there.

Round 2: The Bug with its semi-automatic 3-speed transmission is really showing the strain of the pace. But the America with its fully automatic 4-speed transmission hasn't even worked up a sweat.

Round 3: In a desperate flurry the VW offers its semi-automatic in an $1864* package. The America counters with the real thing. $1845†. Listen to that crowd!

The winnah and new no-shift champeen—America!

America by Austin. The first car built to be a second car.
Available at all MG/Austin Healey dealers.

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

We'd like to thank all the guys who helped make the Austin America possible.



Thanks, guys.

We couldn't have done it without you.

You had some great ideas. And from bumper to bumper, we're loaded with them.

Like you, Cord.

Long before we were a glimmer, you were barreling around on front wheel drive. Safe, sure steering. Solid cornering. Okay, so maybe you were a little ahead of your time, but that's just the breaks of the game.

And you, Jaguar. Most guys just think about starting up and driving, but who thinks about stopping? You did, Jag. And if disc brakes are good enough for you, they're good enough for us.

And you, Mustang. You're brash and you're still a kid. But we love you anyhow. You dreamed up a fully automatic transmission that can be shifted manually also. It's beautiful, Mustang. All we've done is make it more so. Ours has four forward speeds instead of the usual three.

Now, every team has some forgotten soul who made a big contribution, and we've got ours.

It's you, Model T.

Henry, when you built that car, you really built a car. You put a rich man's luxury within every man's reach. A car that runs on pennies and lasts for years.

Mr. Ford, we've done you proud.

Last, but not least (and we get a little choked up here), we'd like to thank you, La Salle—wherever you are. You had *one* roomy rear, La Salle. Leg room, head room, knee room. You had it all. We think you'll be happy to know that your room lives on—even if you don't.

Well, guys, that about wraps it up.

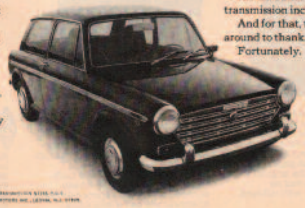
Except for a few extra touches.

Like price.

An incredible $1899*, automatic transmission included.

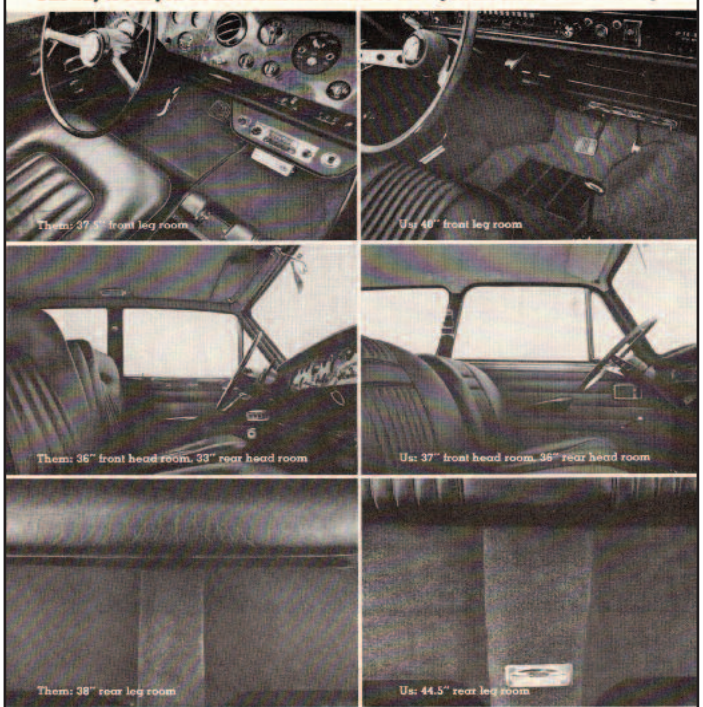
And for that, there's absolutely no one around to thank.

Fortunately.



At Austin / MG Dealers.

One way to sell you on an Austin America is to show you the inside of a Rolls Royce:



When you pay $19,000 for a car, you expect it to have a little extra leg room in it.

And the Rolls Royce Silver Shadow won't disappoint you.

But when you're spending $1845*? What do you expect then? Certainly not the Grand Canyon. Certainly not more leg room and head room than a Rolls Royce.

But that's what you get in the America. May we mention that name again. America. Just so you won't get it confused with a Rolls Royce.

America by Austin. The first car built to be a second car.
Available at all MG/Austin Healey dealers.

Running Reports

Some progress updates from members working on or maintaining their cars

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





I left the story last time at the point of stripping the engine and gearbox and replacing the oil pump plus a range of gearbox parts. My next task was to decoke the cylinder head and fit a new clutch, then I turned my attention to the rear subframe - this was replaced by the previous owner with a new galvanised one (**Photo 1**) so I just had to clean it and paint it with undercoat and 2K black on top.





Back on bodywork, I ground the metal away from the area around the front subframe mounts in the floorpan, welded in new plates (**Photo 2**) and finished it with some fresh paint (**Photo 3**).









I also started removing the paint from all areas under the bonnet (**Photo 4**) which was not an easy job due to all the nooks and crannies, but someone had hand painted it so it had to go. Soon after that the whole front end was ready for primer (**Photo 5**).



Turning my attention to the rear end of the car, there was no rust but quite a few dents to deal with (**Photo 6**) and lots of fine detail work to do to get the line right (**Photo 7**).





I then started on the roof - I was hoping to just sand it down but found some surface rust under the paint (**Photo 8**) so decided to strip it right back to bare metal and sand it down with a DA to clean away as much as possible, finishing it off with some Zinc 182 rust inhibitor. Strange how it was just the roof that was rusty! Finally I got some topcoat on the roof - I did that first while the car was on the ground so it was a little lower (**Photo 9**).





A good friend of mine wire brushed the wheels - that will teach him to come and help! Thanks Ted. Then they were painted with 2K primer and topcoat (**Photo 10**).

The front of the car was painted next (**Photo 11**) - it will be like a mirror once it is cut and polished. I had to paint it in sections due to the size of my garage and to keep overspray down. All other panels will be done when the car is back on its wheels, so I can move it outside.

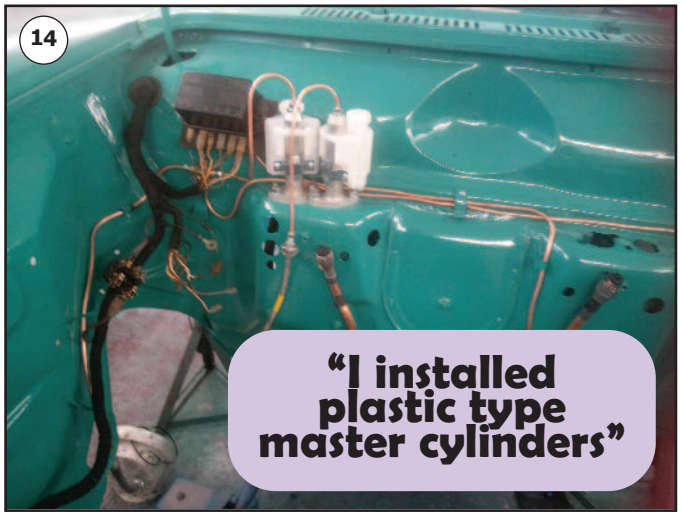
I decided to do all of the pipework before fitting the subframes back in, but I came across a problem with the front to rear brake pipe. The previous owner had cut the pipe short so I couldn't work out exactly where the new one needed to go, but a request online led to some good advice from Lee Robinson and others to get me back on track.



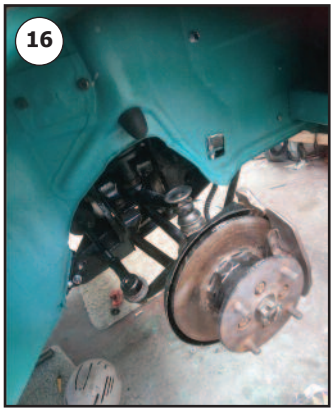
Finally the paint on the rest of the shell was done (**Photo 12**) although it still needed a lot of cutting and polishing to get rid of the orange peel. Not being the best sprayer, I put lots of coats on to allow for this. I also fitted new tyres to my painted rims (**Photo 13**).



With the paint on the car I could now focus on starting to get some other parts fitted up. I installed new plastic type master cylinders (**Photo 14**) as the old ones could not be restored as the pistons were seized and the bores badly rusted - the throw of the new ones seemed perfect. I also fitted a mechanical fuel pump (**Photo 15**) so that less pipework was required to the tank and also for greater reliability, although I will still fit the old electric pump for cosmetic reasons and to fill the hole up!







I already had the front hubs and brakes etc put together and fitted (**Photo 16**) - the calipers were rebuilt with new seals, pads and retaining pins, and all the ball joints shimmed. New CV boots were installed after all the bearings were cleaned, checked and re-greased.

Finally for this report, I fitted a new alternator instead of the old dynamo with the control box still in place but bypassed. I had also fitted nice new rocker cover labels, but of course I put them on the wrong way, so had to order new!

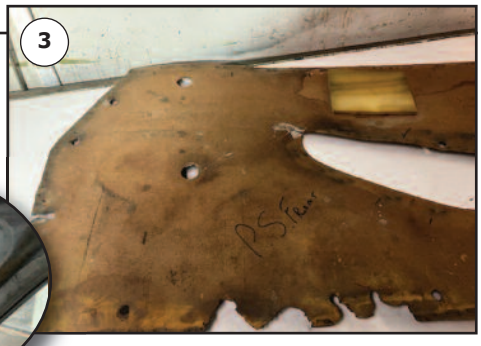
Next time – the rear subframe is built up, doors and other panels are painted and some attention is paid to the interior.

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





It's time I gave you a wee update on the Vanden Plas! It's now down to a shell with the seats out, carpets out (**Photo 1 and 2**), door cards out (**Photo 3**), door cappings out, parcel shelf out (**Photo 4**) and all the decorative panels below the headlining out (**Photo 5**).









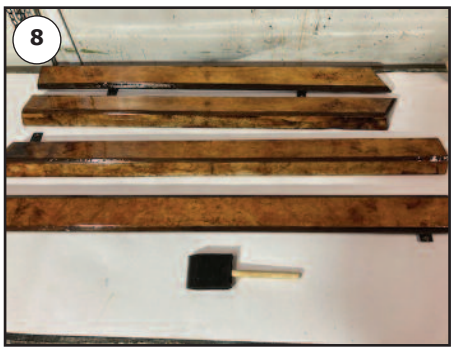




The headlining was already missing from the car (**Photo 6**), and the door cappings have been saved after sanding them down (**Photo 7**) and coating them in multiple layers of yacht varnish (**Photo 8**).



I've made new door cards out of 3mm ply (**Photo 9**) but I have had no success in finding the correct colour of vinyl for the door cards yet, and no success regarding a replacement headlining either - I have been thinking of applying scrim and then a self-adhesive van liner. I also need to place an order for some carpet.





The seats are not great (**Photo 10**) - I need to decide on a leather repair product for those, but I have made new trays for the rear of the front seats (**Photo 11**). I have also applied rust prevention inside all of the doors and into every inch inside the car!



The parcel shelf had fallen apart so much from water damage that I had to rebuild parts of it with fibreglass, then cover it all in four way stretch campervan carpet after that (**Photo 12**).



Since Pat wrote this update for Idle Chatter, he has been in touch with long-time member Nick Laidlaw about headlining and interior trim, among other things. Nick takes up the story next. Ed.



"Remember Pat Duffy from Scotland with the VP headlining problem? Well. it morphed into rather more than that! It turned out that most of his interior was in a dreadful state and during one of our earlier phone calls, he asked just on the off chance if I knew where he could get the right coloured vinyl to remake his door cards. From the pictures he sent, it looked like he had a blue/grey interior with a white bodyshell. A very unusual combination, and I've only ever seen that colour interior once and never in a functional car. However, we scrapped a Vanden Plas years ago with that colour interior. He sent me down a sample of the vinyl and lo and behold, it was the colour I had! So I found him three door cards and another for spare vinyl, two front seats that need work but are recoverable, a rear seat back which will yield vinyl and leather to repair the seats, interior side trims and front and rear trim, a spare Vanden Plas dash for a Mk II and a parcel shelf, plus various other bits and pieces. He seemed very pleased with everything I'd found, even though it all needed a lot of work. He said, "We'll pop down on Saturday and collect it!" Bearing in mind he was coming from Stirling and I'm at Steve Beard's workshop down in Essex, that seemed a bit mad! But, sure enough, he arrived in the afternoon with his nephew and friend having set out at 6am, had a quick chat, loaded everything into the car and off they went. He phoned me the following morning to say the clutch had packed up just as they got to the Scottish border, so he had to drive without being able to disengage the clutch, which I know from experience is possible but not easy. Then they ran into heavy snow and were praying they didn't have to stop. They got home safely at 10.30pm, having done a 1000 mile round trip. Now if that's not dedication to the 1100 cause, I don't know what is!"



*Pat has sent a couple more pictures following his intrepid collection journey - **Photo 13** shows the interior he took home from Nick, with one of the front seats already stripped, and in **Photo 14** we see three relieved gentlemen enjoying a very well deserved beer after a 1000 mile round trip, partly without a working clutch! Ed.*



I have been getting to work on the dashboard, firstly scraping off the old varnish with an extremely sharp chisel (**Photo 15**), painting the ply the same as original (**Photo 16**), glueing down the peeling veneer and then rubbing it all down using fine wire wool. It has now has the first of six coats of varnish applied (**Photo 17**).







Name: Colin Richardson
From: Sunderland
Car: 1971 Austin 1300





Time to continue the story of Flo (EBB). Now that she was back home and more importantly running, albeit from fuel feed to carb bowl, we (my brother Gordon and I) decided that the best starting point would be the worst job of removing the damaged rear subframe and fuel tank. To be fair it was a straightforward job in the end due to all the mounts being broken, and once the car was lifted at the rear and suspension depressurised it was a matter of disconnecting brake, fuel and suspension pipes and the exhaust, then slowly lowering the subframe on two trolley jacks.







The petrol tank was removed next, and it was decided that it would be wise to have it refurbished. The rest of the day was spent stripping the subframe down and, in fairness, apart from surface rust and the damage caused by a tow rope in one area, the frame was saveable. But having already bought an excellent and complete replacement frame, we decided that the quicker option was to use this one.

The next day the fuel tank was taken to a specialist for refurbishing, a process that involved cutting the tank in half, cleaning and de-rusting, then welding it back together and lining the inside before coating the outside so it is fully protected. Not cheap! The wait time for the tank was four weeks, so my phone number was left with the company awaiting completion.



Name: Alberto Moreno
From: Barcelona, Spain
Car: 1967 Authi MG 1100





Having acquired my 1967 Authi MG 1100, and once the car was in my name and the insurance policy was up to date, I was looking forward to trying it out since I had never owned a classic like this before. I am very used to driving my other classic (a Renault 8) which has its own driving style, and I was eager to discover the excellence that the MG could show me.



Finally the day came. It was a sunny Sunday morning and I was about to start the cold engine. I have a twin carburettor from the Italian brand Dell'Orto, so as a mechanic who knows these cars and who had been working on mine before buying it from the owner had told me, the cold start manoeuvre would be very easy and without the need to use the manual accelerator, and indeed it was - it started on the first try!



I was about to select first gear (not yet synchronized in this version) and I noticed that it was somewhat imprecise when inserting the different gears - first to second was easier, but going from third back to second step was somewhat more erratic. Once underway, the first impression was of excellent comfort and stability, despite its fifty-six years. And on the highway, always keeping my eyes on the temperature, oil pressure and battery charge indicators (it has a dynamo), everything was perfect until arriving at my destination where, upon stopping the car and applying the parking brake, I found that this car can't stand. Well, I don't really need it to where I am since it is flat, but I'll probably have to check that out!



As for the sound inside the cabin, it wasn't too noticeable. I did notice a slight hiss coming from the transmission and the radiator fan, but I was driving at an average of 85-90 kph and the car behaved very well. I did notice a slight 'crunch' from the front when turning to the left although not always. Could it be the transmission gasket? In Spain these cars used to break this element after a few kilometres, but the mechanic who knows the car commented that everything was correct.

I could also see that it was consuming a little oil, due to the smell of burning oil inside the car while driving, it is only a little - it was bearable! And the timing chain also rattles a little when stopping the car at a traffic light. I will review all these things in time, without stress. And that's all for now. Until the next outing, when I will take the opportunity to polish the chrome and clean the car and its windows a little. I will also take the opportunity to place new vintage stickers…I like that!



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





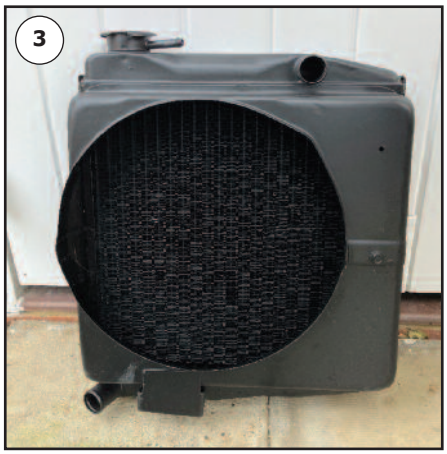
The running of the Shed's engine has been accompanied in recent times by an irritating squeak, which on investigation was found to be coming from the fan belt area. I decided to pop the belt off to investigate further, and it soon became clear that the water pump was the source. One of those occasions when I thought I had only fairly recently changed it, but of course it was when the engine was rebuilt in 2012, so it has been there for a solid twelve years! It occurred to me that it would also be a good time to flush the system through and furthermore to send my radiator off to our friends Mick and Katrina at Autocool Radiators to repair the broken corner bracket (**Photo 1**) that had for some while been creating an irritating vibration sound of its own!



This turned out to be a great decision. Mick gave me a call when the radiator made landfall with

him to report that he could easily fix it for me and would strengthen the other corners at the same time. He also tested it and decided that it was still nice and clear so there was no need for another recore. Best of all, he told me that the job was so small he wasn't even going to charge me for it - what an absolute gent of the highest order! The radiator was soon back with me, fully repaired and looking very smart (**Photos 2 and 3**).





In the meantime, I had got on with flushing the system through and giving the area around the water pump a good clean, making sure I had removed all of the old gasket and sealant (**Photo 4**). I then installed the new high-flow pump, purchased from Robbie, and put everything back together again (**Photo 5**).

No, I didn't quite get round to cleaning the fan, before anyone else says it! I did, however, make sure that the screw for the jubilee clip on the bottom hose was pointing at a sensible angle to allow it to be removed with the radiator in place (**Photo 6**) - a little tip I learned from my own bitter experience!



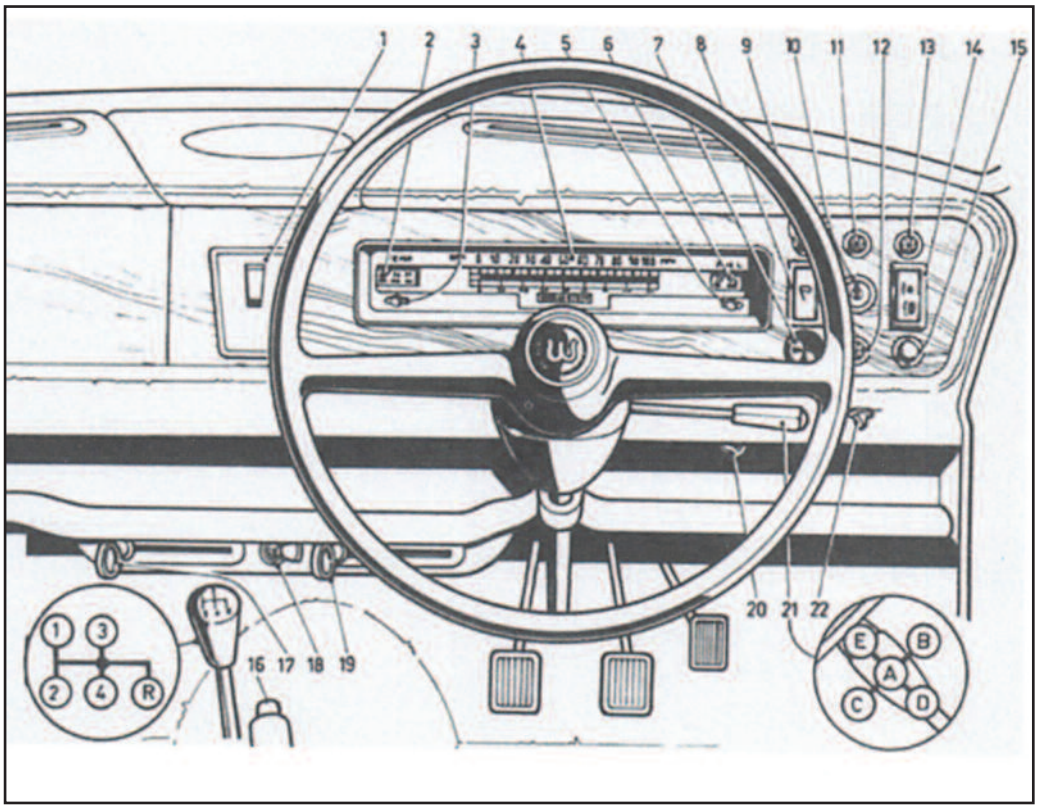




Don't forget that 1100 Club members get a discount of 15% when using the services of Autocool Radiators, whether that's for rad work or other items such as fuel tanks.

Dashboard of the Month

This time, the dashboard of the Wolseley 1300 Mk I from 1967 to 1968



1 Ashtray
2 Temperature gauge
3 Indicator warning light
4 Speedometer
5 Indicator warning light
6 Fuel gauge
7 Choke control
8 Windscreen wiper switch
9 Oil pressure/filter warning
10 Ignition/starter switch
11 Oil pressure/filter warning
12 Ignition warning light
13 Main beam warning light
14 Light switch
15 Windscreen washer
16 Handbrake
17 Air vent control
18 Heater fan switch
19 Heater control
20 Bonnet release control
21 Indicator/beam switch
22 Panel light switch



A PRO Job?

In Part 3 of his 1100 CV, Chris Hatton from South Wales finally becomes a 1300GT owner - for a while!



Last time we left things looking a little intriguing as I spotted a rather lacklustre auction for a 1300GT in the Isle of Man. I mentioned that I had recognised the car from a picture of the engine, as having being sold by a dealer a couple of years before for 'top money'. As the car now had an Isle of Man plate on it, I needed the vendor to confirm its previous identity. A chat with him told me that the sale was from a recent bereavement and he was listing several cars as executor of the estate. He apologised for the brief write-up and poor photos, which was not needed as I hoped that the advert, along with the location (not everyone knows where the Isle of Man is located), would put people off from bidding. He confirmed that the car was indeed the one I had seen advertised previously and that the last owner had bought it but not used it due to ill health.



Well, sure enough, the auction ran without too much interest. Guessing that bidders were keeping their powder dry, there was a flurry of bidding in the last couple of hours but my bid secured the car at well under the price advertised a couple of years earlier!

Whoa, hang on a minute! I had spent all those years hankering after a GT. I'd never even viewed one for sale, other than drooling over the cars at the various 1100 Club Nationals and other shows and here I was, with the winning bid on a seemingly immaculate, unrestored, low mileage GT. That just doesn't happen to me….does it? The mix of euphoria and anticipation was soon replaced by the practical process of getting it back from the Isle of Man. My insurer advised me (incorrectly, it would subsequently turn out) that I couldn't drive the car in the UK on IOM plates. My regular transport recovery guy (now on speed dial) told me that it would be a lot cheaper if he didn't have to take his Discovery and trailer over on the ferry, so I arranged to drive to Liverpool and foot travel over on the ferry to where the car would be waiting for me. I would then drive it back via the ferry for my recovery guy to trailer it back to South Wales. Stepping off the ferry to see the car for the first time, I wasn't disappointed. A small group was standing round it chatting to the vendor. I actually felt a little emotional seeing how good it looked. Aah!

I drove the car fifty yards onto the ferry - not much of a test drive. It was collected and trailered to South Wales, just in time for me to attend the Tredegar Park Car Show, displaying it proudly with its Isle of Man plates still on. Its condition was quite remarkable, standing the test of time and showing no sign of previous welding or paint. It needed a service and tune-up and I also replaced the water pump, but I can't remember it needing any other work in my ownership. Now reunited with its original number plate, TND visited many, many shows over the next two years, both local and further afield.



I attended the 1100 Club National in 2008 where I was delighted by the interest and comments, with many far more knowledgeable owners than me able to point out the degree of its originality. Competitive showing has never been my priority, preferring to enjoy the conversations and companion cars at the shows. So I was delighted on the day when I won 'Best GT'. It was a credit to its previous careful owners, for sure. In 2009 it received another award at the National, when it was placed in Masterclass. Happy days indeed.



It was during this time of peaceful GT ownership that a request for help was forwarded to our local club rep Alan. The lady in question had contacted him, asking if anyone would be interested in her uncle's car, which had been off the road for a number of years and was based in Somerset. A follow-up phone call to the lady revealed a bit more information, and when she offered to scan and email me the logbook I was pleased to see that the car was a Morris 1300 Traveller in green and registered in 1970, making it a Mk II. I was also told that the mileage was around 34,000 and that it had been laid up around twenty years ago. The house was now sold and the new owners were due to move in within the week! Oh dear, this didn't give us much time to arrange to view the car - and what if it was worth saving? How would we do all this within the week?

A day later saw Alan and myself make the hundred mile round trip to Bridgwater. A few of you will undoubtedly know the moment when you are waiting to see a vehicle unearthed before you. That moment of expectation, excitement, potential disappointment - all rolled into one. The garage door swung open to reveal the back end of a down at heel, very dirty Traveller. It looked black under the grime, but turned out to be Connaught Green. As we moved around the cramped garage looking under the bonnet, inside and underneath, we came to realise that this car was a very complete and solid example. This car had definitely led a sheltered life. Twenty years in an unheated garage isn't good for any car though, and we lowered our expectations knowing that up on a ramp things can look very different. It was at this time I realised that it wasn't the project for me. With my GT needing looking after, an MG Midget in the garage and various other distractions, I couldn't justify another project in the driveway. However, with the deadline approaching when the scrappie would be called, we couldn't let this car get away.



By chance I had been speaking to friend and fellow 1100 Club member Pete Bosley during a recent trip to his garage in Cardiff. Pete knows these cars well and spent a lot of time bringing a Mk I MG 1100 to a restored standard a few years ago. That Monday I spoke to Pete and took my laptop full of photos to his garage to unveil the extent of our discovery. Pete was hesitant, but by the end of our cup of tea he was warming to it, remarking that the colour combination of dark green with tan interior was spot on and even the two digit number plate looked right. It was worth a punt, but only for the cost of what the scrap man would pay. The deal was done the next day, and arrangements were made to collect the car.

Once back in Cardiff the car was on the ramps and in the air. I had to leave, but headed off hoping that Pete wasn't about to curse me for persuading him back down the restoration route. When I next caught up with Pete a couple of days later, he was smiling. When Pete showed me the car I couldn't believe it. He had washed it, cleaned it, inspected everything and got the engine running. It fired second time with just fresh petrol and a temporary pump. What's more, it ran like a sewing machine. That wasn't all. There were no additional surprises with the bodywork and everything electrical and mechanical, bar the reversing light, worked! Pete was really impressed with the details, like how the doors shut with a solid clunk, the dashboard that had no extra gauges and an unused ashtray. Fortunately this car was starting to look like the project that he had been thinking about for a while.

I couldn't complain. To me, it's about rescuing another rare piece of the automotive puzzle. I mean, how many cars can there be like this left, undisturbed for twenty years? If Pete had said no, I probably would have brought it back anyway, but it ended up in good hands. Pete spent some time sourcing the parts needed and methodically went through the car, giving it just the right amount of restoration, finishing with a respray and some new old stock chrome parts. The car was ready in time for the Tredegar House Rally in Newport and it looked beautiful, getting many admiring comments.



Pete also took it to the 2010 National Rally, where he was rightly persuaded to enter the car in the judging. He was quietly delighted when it placed in the 'Best Mk II' category - well deserved for his efforts. When he was ready to sell it the following year, I should have bought it. It was a well restored car for a good price, but with the GT and other projects, I just couldn't. One of my big regrets! It has been SORNed for a few years now, but I have no doubt that it is pretty much in the condition that Pete left it, so if anyone has any information about BYA 60J, do let me know. I would love to catch up with this car.



It would have been very easy to keep the GT long term. It was a great car. I recall only having to replace the steering rack, water pump and carry out some general fettling. I visited many local shows in South Wales with the GT and had a lot of fun with it. I only sold the car when circumstances required me to. I advertised it and it was bought by a couple who wanted to use it extensively for road and rally time trials in the UK and Europe. This was a very different life for Dippy, as he became known, and his travels were subsequently featured many times in Idle Chatter. Opinion is split over the decision to use a low mileage, award winning car for road rallies. On the one hand the owners could have bought a cheaper, roadworthy car and brought it up to standard for use, thereby giving an unloved car a new lease of life. But on the other hand, these cars deserve to be used and enjoyed, don't they? This was certainly the case with Dippy. As I write, it has just been sold by a dealer, with over 80,000 miles on the clock, still sporting Minilites and now a more modern interior.

So that year I was again without an ADO16. It would be twelve long years before I would become the owner of my latest and potentially my favourite version. One that I had always wanted and never gave up looking for, even after I owned its much larger brother for a few years. More on that story next time, where we see if the wheel of ADO life has come full circle, or not!

Travels Without My Traveller

Hampshire area member Roy Robinson visited New Zealand for work - and of course he dropped in on our NZ rep while he was there! Here is Part 2 of the story....



This adventure follows my previous article in the January-February 2023 edition of IC about travelling in my Aqua Traveller - while this article does not involve that car, my recent travels certainly ended up including a strong 1100 Club element!


Travels in my Traveller

The week after meeting our New Zealand rep, Kevin, and relishing a day of 1100 stuff (as outlined in Part 1), on my next day off I booked myself on an obligatory guided wine-tasting tour. I arrived on Waiheke Island nearly an hour before I was due to be met by my guide, only to stumble across a white MGB GT in the ferry port car park (**Photo 1**). It turned out this was a rather unusual MGB. It had recently been converted to electric propulsion (**Photo 2**) and to my delight it was available for hire!


1


2

It seemed a tempting, if somewhat extravagant, idea - I enjoyed chatting to the owners and looking around the car, so we exchanged contact details. The MG was far from being in concourse condition, but it seemed pretty solid.

Two weeks later, and after much 'umming and arring', the deal was done and I arrived back on the island ready for my six hours with the MGB EV! After an initial and swift explanation of basic 'dos and don'ts' (amounting to turn key, engage gear, release handbrake, go!), I was off (**Photo 3**)! No map, an instruction to enjoy it and just get lost (I took that in the way it was intended!) plus some advice to best avoid the dirt tracks in the far south east of this small island. This was the first EV I'd ever driven, and the first MGB in fact, but once I got used to the odd sound in motion and the fact that the handbrake could have been better regulated, I began to enjoy it. I made my way all around the island, stopping at several vineyards for refreshments and generally exploring - and I did get lost! Of course, most of the gauges in the car didn't operate, except for the speedo and a retro fitted voltage thing - sorry, mechanics are not my area of expertise. I had a fabulous day, stopping in numerous scenic locations (**Photo 4**), occasionally chatting to passers-by about the car and generally feeling this must be fairly close to heaven.


3

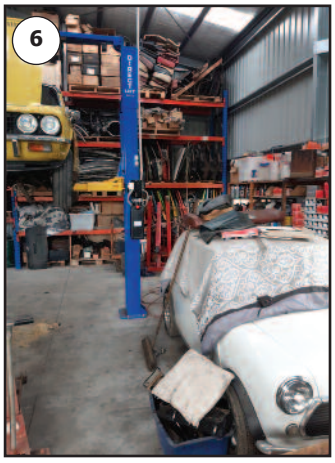

4

If the day before, Saturday, was sheer joy, Sunday was heaven! Having made my way north of Auckland to Kevin's, no sooner had I arrived and joined two of Kevin's dogs in the GT (**Photo 5**) we were off for a forty to forty-five minute journey further north to meet a close pal of his, Steve. Kevin's GT is superb and I thought ran smoothly, although Steve did a couple of tweaks for our return journey which made it even better.



5

When we arrived at Steve and Wendy's, it took only minutes for me to be whisked off to what would become the most extraordinary 'man cave' I have ever seen.

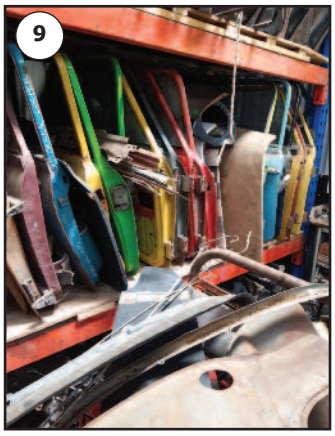




Of the several buildings and stores, the main workshop/store not only housed a few Minis and a Dolomite in progress (**Photos 6 and 7**; this was in addition to an 1100 and Princess under tarpaulin outside and peeking out in **Photo 8**), but also a hugely extensive and most impressive collection of new and used parts.



I was shown almost everything one would need, large and small, right down to the minutest bits and hard to come by pieces, all labelled and professionally sorted (**Photos 9-12**). These not only covered ADO16s, but all manner of other related models.







Steve, who is clearly a passionate, knowledgeable and skilled mechanic and enthusiast, explained his long background in the trade and the legacy his father gave him, having also worked in the business. He also, as it turned out, had a deep knowledge of Dominion Motors in Newmarket, which I talked about in Part 1 of my article. Despite things mechanical being far from my world of expertise, I was in complete awe of what I was hearing and seeing.



"I was in complete awe of what I was hearing and seeing"

John Norris (my Hampshire 1100 Club rep) had sent me a photo that morning of a part he wanted, knowing about my day out - to me it just looked like a black bit of metal, but it was clearly important! I assumed it was a part for an 1100, but when Steve took a look at the photograph, seconds later out came the part John wanted, and it was for an Allegro. Deal done, space reserved in my luggage. I was shown a box of new old stock NZ manufactured Unipart mudflaps and could not resist buying some scripted VP, Allegro and Triumph items in the hope that my luggage allowance would not be exceeded - I'll have some with me at the National if you are interested! I picked up another couple of parts for the Traveller for future-proofing purposes and, over a congenial lunch (**Photo 13**) my Anglia came up, and within seconds an oil filter was placed by my plate for me to take home. Had I wanted chrome side strips for my A60 SunTor, Steve could even have sold me some of those - goodness knows how I'd have fitted those into my suitcases!

The day was filled with all things 1100, BMC (or rather NZMC), motoring memorabilia, facts, statistics, history, visual delights, deep enthusiasm and passion - it will live long in my memory. Thank you Kevin; my time in New Zealand was made extra special by the experiences you organised for me, and I'm on the lookout for the part you're after for the GT! I hope we can return the same hospitality when you are next in the UK.



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

Drive and Display

It was pointed out recently that we don't have to wait until April to display a Drive It Day plate. It's not solely about celebrating a day - it's also about promoting the existence of that day in the historic vehicle calendar, and of course the raising of funds to support Childline. We're going to be proudly displaying our rally plates between now and the event on 21st April. Have you got yours yet? *See the advert here for how to buy one. Ed.*



Emissions-Based Parking Charges

Having conceded a lack of success on this matter in the last edition (and not wanting to prolong the agony we won't go into all the background again) this topic finally hit the mainstream media before Christmas. We have observed before how late the 'big' media hitters often are when it comes to raising a red flag on major issues, usually after all the usual channels for consultation and protest are over. All we can add is that our prediction that emission-based parking charges would catch on like wild-fire with cash strapped local councils is already in progress. What started as a regime largely confined to residents' parking passes in London postal districts is due to spread countrywide with no obvious government policy either on its philosophy or proportionality. What is almost certain is that we would not receive a different response to any submission from the over 300 councils which may go down this route and our lobbying efforts would be exhausted just trying.

Project Detroit

Just as those in the locality get used to the expanded London ULEZ, what lies over the horizon? On the basis that the number of non-compliant (and therefore charge paying) vehicles is certain to decline, the income for TfL will too unless charges are increased or policies changed. The technical infrastructure which monitors and enforces the system is ageing as well. Hence Project Detroit or Project 2030, to which our attention has been drawn. Because of some apparent obfuscation about these concepts, questions have been asked of TfL through Freedom of Information channels. In summary, TfL is looking to replace its existing road charging technology platform (which covers the Congestion Charge, LEZ and ULEZ) with a new in-house one. What will have concentrated minds in their answer is this: "The Detroit platform has the capability to be extended and we will be looking to build the system flexibly so that other forms of charging based on distance, vehicle type, etc could be catered for if a decision was made in future to do so."

The second piece in the jigsaw is the Mayor's response to the policy questions put to him at Mayor's Question Time at London City Hall in November 2023. Mr Khan is reported to have answered: "I've been crystal clear. A pay-per-mile scheme is not on the table and not on my agenda."

As we have reported before, councils including the GLA are bound to look at alternative schemes in the future as vehicles which do not meet emissions standards are withdrawn and revenue falls. We already have road charging in place as a concept (though currently emissions or congestion based), but pricing on the basis of per mile remains a political hot potato at local and national government level. We will obviously aim to retain historic vehicle exemptions or concessions under any future regime should minds at City Hall change.

GDPR

We appreciate this is a topic which is not even Marmite - there seems to be a universal frustration with its application whether it be 'cookie pop-ups' when you open a website or difficulty accessing historical information on the basis it contains someone else's personal data. Post-Brexit reform of what is now UK GDPR has been promised in the Data Protection and Digital Information (No.2) Bill, but it is not with us yet. However, in one of the areas

where there is particular angst, we do not see much scope for change.

It is the case that until relatively recently (2017), for those interested in knowing details of their historic vehicle including previous ownership, those details were available from DVLA. For those lucky enough to have the old buff logbook, much of its journey through life is documented. Without going into legal detail, the effect of EU and now UK GDPR is that the DVLA cannot disclose the details of previous owners. In response to questions put to us on the issue, we have considered suggestions of workarounds based on data protection principles (consent to disclose is the obvious one) but to anyone who has experience of being a reasonably large-scale data controller, the practicalities and cost of obtaining consent for disclosure are potentially prohibitive. Even with a charging regime, you can see that asking the DVLA to write to previous owners who may have moved, passed away etc. in the interim for such permission would be a considerable burden and not a core aim or objective of the organisation. In addition, you can be sure some past owners may not welcome receipt of a brown envelope asking for such permission – "Who wants to know and why?" might be a typical reaction.

Petrol Octane: A Brief History

In the late 1920s, the Cooperative Fuels Research (CFR) committee was formed to respond to the need of oil refiners and engine builders to develop a means of measuring and defining petrol combustion characteristics. Prior to 1929, the knock resistance of fuels was rated using an engine where the compression ratio could be varied between 2.7:1 and 8:1. Each fuel was run in this engine at various air/fuel ratios and ignition timing settings to obtain conditions for maximum power. The highest compression ratio was then established beyond which knock and power loss occurred. Fuels were assigned values that related to the Highest Useful Compression Ratio (HUCR), and a scale was later standardized against toluene.

The octane scale as we know it today was first proposed by Graham Edgar in 1926, established in 1929 and has been used ever since. Two paraffins of similar physical characteristics were selected as standards:

- iso-octane (2, 2, 4 trimethylpentane) defined as 100 octane number
- n-heptane was assigned a value of zero octane number.

Hence a volume blend of 95% iso-octane and 5% normal heptane has an octane number of 95. The octane number of a fuel is the % volume of isooctane in a blend with n-heptane that shows the same antiknock performance as the test fuel when tested in a standard engine under standard conditions.

Test conditions for the RON and MON test methods

Test	Research	Motor
ASTM Method	D2699	D2700
Engine Speed (RPM)	600	900
Intake Air Temp. (°C)	Depends on Barometric Pressure	38
Mixture Temp. (°C)	Not Specified	149
Coolant Temp. (°C)	100	100
Ignition Advance (degrees)	13 btdc	Linked to compression ratio

In 1928 the CFR committee decided that a single cylinder test engine was needed as a first step in developing a petrol knock test method. In early December 1928, the CFR Committee accepted the basic Waukesha Motor Company design and the first engine was constructed in 1929. The test method simulated lower speed and lower load operation and was referred to as the Research Octane Number (RON). During the 1930s it was found that it was not possible to correlate the performance of cars on the road with just one type of octane number because engine designs and driving conditions were constantly changing. A higher load octane test was developed to simulate high speed high load operation and it was called the Motor Octane Number (MON).

Nowadays it's normal to define octane using at least two and sometimes three octane parameters:

- Research Octane Number (RON)
- Motor Octane Number (MON)
- Octane number of the front-end fraction of the fuel (R 100°C)

The octane number of the front-end fraction of the fuel is important for carburettor and single point fuel injection systems feeding a number of cylinders, as during sudden acceleration the lighter front end components of the petrol can reach the cylinder faster, and if their octane rating is low can cause transient knock for a few seconds. Since the move to multipoint fuel injection at the inlet valve or in the cylinder this is no longer an issue and most oil companies have dropped the front-end fraction octane requirement, so older vehicles may experience transient knock during hard acceleration on modern fuels depending on their octane requirement.

Different engine designs have different RON and MON requirements, but in general for classic and historic vehicles, both RON and MON are important. Modern direct fuel injection engines have been found to be mostly RON sensitive. This is probably due to the in-cylinder cooling effects of direct injection and stratified fuel mixtures.

In Europe, RON is posted on service station dispensing pumps whereas in the USA (RON+MON)/2 is posted, hence the apparent lower octane numbers. A European unleaded 95 grade has a minimum RON of 95 and a minimum MON of 85 which would be posted as (95+85)/2 = 90 in the USA. The higher octane Super E5 Unleaded protection grade in the UK has a minimum RON of 97 and a minimum MON of 86 which matches the old leaded grade (BS4040). In mainland Europe, the Super Unleaded grade has a minimum RON of 98 and a minimum MON of 86. A number of Super Unleaded grades are also available in the UK market with a minimum RON of 99 and a MON of 86.

In the mid-1930s Research Octane Numbers (RON) were around 70 which allowed compression ratios to increase to about 5.5:1. Many 1950s vehicles, for example, probably require no more than 80 RON petrol, if such a product were available, yet will run well on 95 or 97+ RON petrol. Furthermore, most pre-war cars were designed to tolerate even lower octane fuels yet will also run well on today's 95, 97 or 99 RON petrol. Octane describes a fuel's resistance to knock and has nothing to do with the energy content of the fuel. There is no such thing as 'too much' octane for older engines. Octane requirement should therefore be seen as a minimum to ensure the correct operation of the engine.

Tales from the Finsbury Park Dust Bowl

Steve King recalls a frustrating but character building gearbox experience from the 1100 Club's early years



It was 1988 and I was newly single. Although this was not an entirely unexpected turn of events, it was nevertheless a difficult time as I quickly began to tire of my own company! However, just around the corner was a project that would keep me fully occupied and away from bars, discos, and other such places! There had been a few changes on the 1100 Club committee, and I threw myself into the Membership Secretary role. In those far off days it was all index cards and handwritten sticky labels! *No Membermojo? How did you cope? Ed.* I was also running a local meeting in North London, and out of the blue I received a phone call from a local member who was seeking assistance with changing the gearbox of his Vanden Plas. We agreed to discuss this in more detail at the next local meeting.

At the meeting, the local member introduced himself and explained that his Vanden Plas 1300 had gearbox issues, he had bought a new gearbox and wanted help fitting this. I quickly volunteered to assist, and Dave Brett volunteered his services too. To be honest, I had an ulterior motive because the club was in need of a new magazine editor and the member Michael Smith was involved with desktop publishing….

I was successful in persuading Michael to take on the role of editor and a few weeks later Dave and I drove to Michael's flat in Finsbury Park. We had decided to remove the engine and gearbox on the initial visit, separate the engine and gearbox, fit the new gearbox on the second visit and finally fit the engine with the new gearbox on the third and final visit. Except it didn't work out like that, of course….

During the first visit we discovered that very few bolts were original, and many had been replaced by enormously long ones! The long bolts meant that our socket sets were of limited use! Many of the long bolts had an amazing assortment of oversized nuts acting as washers/spacers. In short, unbolting the power unit took considerably longer than expected. Whilst unbolting the battery tray I noticed that the trumpet was almost completely absent from the offside inner wing and mainly consisted of a vestigial rusty outline! Quite how the car passed the MoT was a mystery to us! The road that Michael lived in had a very pronounced camber and it had clearly not been swept for some considerable time, because every breath of wind resulted in choking clouds of dust!

Dave had borrowed a screw operated engine crane from a friend, and whilst we were not ungrateful for the loan of this piece of equipment, it was frustratingly slow to use! Winding the thread took ages and to try to speed up the process of getting the arm at the right height to connect with the straps around the engine, I decided to use the ratchet from my half inch drive socket set. I'm not sure exactly how or why, but after a few minutes there was a "ping, tinkle, tinkle" noise as the circlip holding the ratchet head together worked itself loose and the internal components scattered themselves in the gutter! Dave and Michael took over winding duties whilst I sat on the kerb reassembling the ratchet, muttering darkly! The ratchet internals were now thickly coated in dust and I squirted everything with WD40 before giving them a good rub with some rag.

Eventually the engine was raised sufficiently, and we tried to wheel the crane away, but the camber of the road was such that the wheels kept losing contact, making things very awkward and unwieldy!

When we finally got the lump clear of the engine bay, we lowered the arm of the engine crane (cue much winding) and tried to wheel the crane with the engine and gearbox to Mike's front garden on the opposite side of the road. Once more the camber of the road caused problems and the engine crane became grounded in the middle! All four wheels had lost contact and the crane was gently rocking on its feet! With one person pushing and two taking some of the weight of the lump, we gradually progressed to the other side of the road and manhandled the engine and gearbox into the front garden, where it was covered up with a tarpaulin and left ready for the next round.

The following weekend we met at Mike's and began splitting the gearbox from the engine. This was relatively straightforward, but we were regularly enveloped by thick clouds of dust that were still being blown up from the gutters! My own participation in the disassembly was also delayed by the boot of my GT refusing to open. Eventually I removed the rear seat and drilled out the pop rivets that secured the hardboard that partitioned off the boot from the back seat and I was then able to reach the catch and open the boot from the inside. I fixed the problem with the boot catch and then went to a hardware store to buy some self-tapping screws to secure the hardboard. The hardware store had a unique approach to displaying self-tapping screws, and all sizes and diameters were all jumbled up together in a large plastic box! After much raking around, I retrieved sufficient similar screws to secure the hardboard back in place. We attached the new gearbox together with new clutch components and then retired for a curry!

"We attached the new gearbox together with new clutch components and then retired for a curry"

The following week we experienced the same issues with the engine crane bottoming out and bolting the engine in place was a pain because of the odd assortment of nuts and bolts. We just about got the engine in place and everything connected before it was time to pack up for the day; at the time Dave Brett lived in Molesey and had a train to catch!

In theory the final visit should have been straightforward, but the clutch took a lot of adjustment to get it to operate properly and in the end we had to call on the services of Kevin Reading, who kindly came down from Watford in his mobile workshop to sort it out!

Having often worked alongside the late, great David Brett, I can vividly imagine every moment of the above story as though I was there! We had many such days on my car and other people's, including one where we spent what seemed like hours getting a car's suspension pumped up exactly level and finally retired for a cuppa before going back out in the semi-darkness to find the car completely on its bump stops on one side. And another when we completed the work in the car park of his flats, took all the tools etc back over to his garden shed and turned round to find the adjacent car to mine well alight! Some people would probably have just watched in horror, but Dave read exactly what I was already thinking and said, "Go on, if you run fast enough you can move your car before it catches!" They were certainly good times, and I thoroughly enjoyed the trip down memory lane that followed from reading Steve's piece. Ed

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.

PBIS PETER BEST INSURANCE SERVICES EST. 1985

CLASSIC CAR INSURANCE

Up to 10% discount for Car Club members



Policy benefits may include:

- Free agreed valuations
- Free legal cover
- Roadside assistance and recovery within UK/EU
- Limited mileage options
- Multi-car cover discounts

Our best rates online, all the time
www.peterbestinsurance.co.uk
or call 01376 574000

FEDERATION TRADE SUPPORTER

Peter Best Insurance Services Ltd
Authorised and Regulated by the Financial Conduct Authority.
Registration No. 307045 | Registered in England No. 2210270

Longlife Antifreeze and Coolant?

The FBHVC warns against using it! Why do they do this and are they correct? Phil Rixon dives into the detail and investigates the issues....



"Only use 'advanced' or 'long-life' antifreeze if the vehicle used it when new and if specifically directed by the vehicle's manufacturer," advised the Federation of British Historic Vehicle Clubs (FBHVC) at www.fbhvc.co.uk/coolant in June 2023.

That made me sit up and take notice, because I'd been experiencing a few problems with the 1100s I had been using long-life coolant in and I had begun to wonder what was going on. It seems that there have been numerous reports of seals and gaskets on 'classics' being compromised by these products and since my own experiences have led me to a similar conclusion, I thought it might be useful to explore the precise differences between the long-life and traditional formulations.



Let's start by looking at what traditional antifreeze is actually made from. Back in the days before antifreeze it was up to the motorist to drain the cooling system each evening if freezing temperatures were expected overnight, and refill it again in the morning. This was a considerable inconvenience at the time, and unthinkable today, so naturally there was a market for products which could help avoid this palaver. By the early sixties there were some two hundred brands available, and while some did help, many were dangerously flammable; some were prone to rapid evaporation; and plenty were cheap and largely useless. The most effective ones contained ethylene glycol as the main ingredient. BMC recognised this and chose to endorse Bluecol (**Photos 1 and 2**) which was made by Smiths Industries, and this became the factory fill by the time the 1100 was introduced. BMC advised it be renewed (and the system flushed) at two year intervals. Even though ethylene glycol wasn't the only type of antifreeze, it has proven to be so effective it still forms the basis of most modern antifreeze formulations today.



2

Only anti-freeze of the ethylene glycol type incorporating the correct type of corrosion inhibitor is suitable, and owners are recommended to use Bluecol Anti-freeze. We also approve the use of any anti-freeze which conforms to Specification B.S.3151 or B.S.3152.

To provide this protection, ethylene glycol is mixed with water at various concentrations depending upon how much frost protection is required. A 33⅓% mix will lower the freezing point to -19°C and a 50% mix to -36°C. Those were BMC's recommendations (**Photo 3**) and they are still the general guidelines now. Incidentally, increasing the concentration much above 50% will begin to reduce the frost protection again, so that level gives the best protection you can hope to achieve.

3

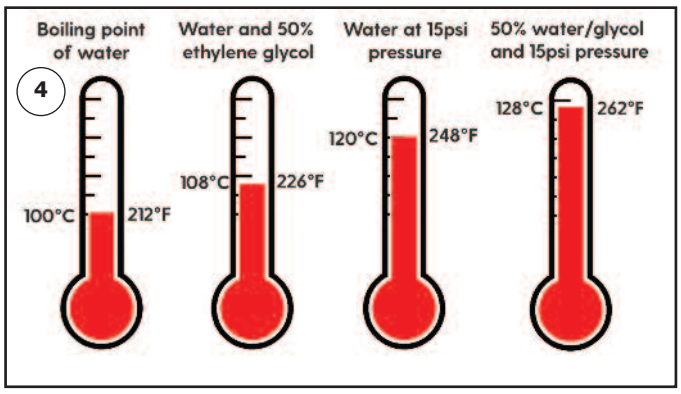
COOLING SYSTEM

The correct quantities of anti-freeze for different degrees of frost protection are:

Anti-freeze	*Commences to freeze*		*Frozen solid*		*Amount of anti-freeze*		
%	°C	°F	°C	°F	Pts.	U.S. pts.	Litres
25	−13	9	−26	−15	1¼	2	·85
33⅓	−19	−2	−36	−33	2¼	2½	1·2
50	−36	−33	−48	−53	3¼	4	1·9

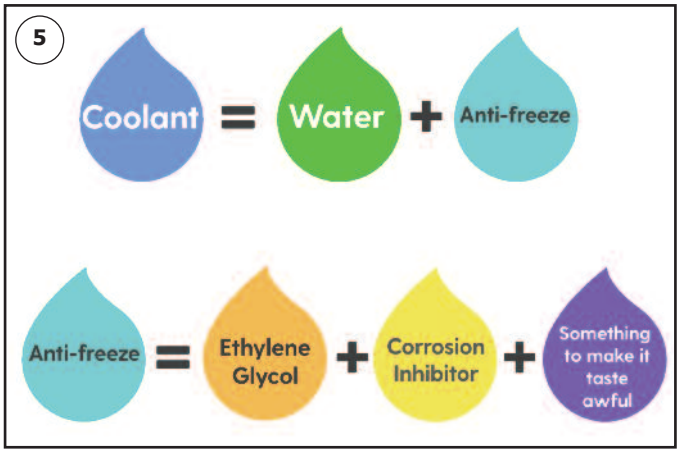
There is another lesser known benefit to adding ethylene glycol, and that is that it also raises the boiling point a little. At the lower concentration it increases by 4°C and at the 50% level by 8°C. These are fairly small increases, but some modern marketing gives the impression that this 'anti-boil' protection is something new when it has been a characteristic all along!

Of course there is another way to raise the coolant's boiling point, and that is by putting it under pressure. The cap on an 1100's expansion tank will allow the cooling system to reach a pressure of 15psi and this raises the boiling point by about 20°C. The combination of this and ethylene glycol can allow the coolant reach 128°C before steam begins to form (**Photo 4**).



This is another reason why it is so dangerous to remove the radiator cap on an overheating engine as the sudden loss of pressure will instantly drop the boiling point and trigger a mass eruption of steam.

There are downsides to using ethylene glycol though, and apart from it being toxic, the most unfortunate one is that it actually increases the potential for corrosion of metal compared to just plain water. To offset this, good antifreeze products have always contained a corrosion inhibitor, although it hasn't always been explicitly mentioned in their advertising (**Photo 5**). BMC did emphasise in the owner's handbooks that only ethylene glycol products containing the correct corrosion inhibitor be used - again, Bluecol being given as a recommendation. Once more, modern marketing likes to give the impression that anti-corrosion is a new feature for antifreeze, when in reality it isn't!



Unfortunately though, it is these traditional corrosion inhibitors that are the reason for the two-year lifespan. In the UK and Europe, the additive of choice has been sodium silicate (Na2SiO3) which is a compound of sodium plus silicon and oxygen. This reacts with the internal cast iron surfaces to form a layer of iron silicate (Fe2SiO4) which protects it from forming a layer of iron oxide (Fe2O3) more commonly known as rust. It also means that the silicate component is gradually taken out of the coolant liquid in the process and the inhibitor becomes depleted. Once the corrosion inhibitor is exhausted, the ethylene glycol (C2H6O2) begins to break down as well as it becomes involved in the corrosion of the metal, and that sees the frost protection also decline.

So if the rate at which inhibitor is consumed is the limiting factor of the lifespan of traditional antifreeze/coolants, why not simply add twice as much to make it last twice as long? Unfortunately, there is another balancing act going on here and the concentration that gives a two-year useful life turns out to be the sweet spot. If too much extra silicate is free to roam around in the coolant liquid, it can begin to form harmful silicate compounds which may accumulate and block narrow passages in the radiator, or it can form small abrasive silica particles that can abrade water pump seals!

To extend the life of anti-freeze it was therefore necessary to find a different way to inhibit corrosion. The answer emerged as long ago as the late eighties in the form of 'Organic Acid Technology' or OAT, as it has become widely known, and there is a wealth of information on the subject. Unfortunately this is where things become really complicated, because much of the information is contradictory; some of it is vague on details; some is highly technical as the technology continues to evolve and improve; and, inevitably in today's world, plenty of it turns out to be factually flawed or just plain incorrect.



The broad consensus is that OAT inhibitors work in two basic ways. Firstly, they create a protective film over the metal without actually chemically reacting with it like the sodium silicate does in traditional products. That is why they don't become used up quickly because they are simply clinging to the surface and will come away when the system is flushed. However, in places where corrosion has formed, the inhibitor will react with it, and that will cause it to become depleted. The majority of the discussion assumes OAT based coolants are being used in modern cars and cooling systems with minimal existing corrosion. There is also the assumption that the car is in regular use.

On the other hand, there isn't much credible research into the performance of OAT inhibitors in fifty year old engines with extensive existing internal corrosion. Some questions raised during my factfinding mission for this article include whether this would actually lead to rapid depletion of the OAT inhibitor and drastically reduce its lifespan - thus completely defeating its purpose. My personal experiences lead me to suspect this is the case. Another question revolves around the speed at which the corrosion inhibiting occurs. Traditional silicate inhibitor is thought to be fast acting and relatively temperature independent. There was some concern in research papers that certain OAT inhibitors may require the temperatures and flow rates experienced during normal driving in order to become fully effective, and simply flushing and filling a system before a period of inactivity mightn't allow the protective characteristics to be fully developed.



Finally there were also varying opinions over the claim some 'advanced' premix formulations have lubrication properties. This might be useful in some situations, but most water pump seals (like those in the 1100) are specifically designed to seal the coolant liquid out of the pump innards so it is unclear quite how beneficial that could be to the seals themselves. These questions were not definitively answered one way or another, and with the technology continuing to evolve and a variety of different active ingredients being used, it becomes clear why organisations like the FHBVC are simply recommending classic car owners avoid the OAT products altogether and stick with products containing the traditional inhibitors.

Check out the FBHVC recommendations on their website: www.fbhvc.co.uk/coolant

Pump Action

Fredi Schneider in Switzerland has pretty much finished rebuilding his stunning 1300GT so has now turned his attention to his barn-find hydrolastic pump instead!

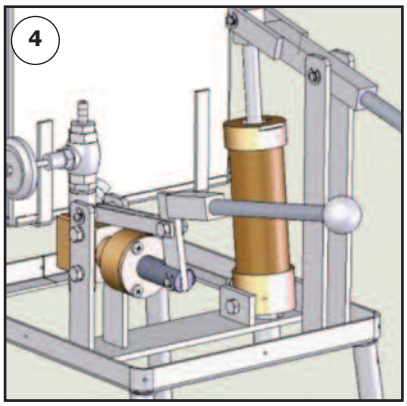


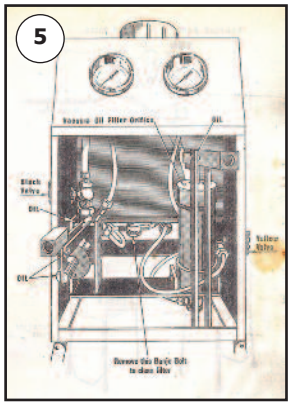
I came across this device (**Photos 1 and 2**) a few years ago when I was looking after my Princess (**Photo 3**). My 'boss' Toni always wanted to operate it himself, at first because it was delicate and unique. In fact, it was the only functioning device in our region. Of course, I now have a good understanding of how the appliance works and Toni trusts me to use it as well. Some of you may have read that I brought a Morris 1300GT from a barn find back to life - I found the same Churchill pump in the same barn, but in a desolate condition.











My research shows that there are still a good few such pumps around the world in very different conditions. The same pump can also be found at MOWOG. The pump is actually very simple (**Photos 4 and 5**). There is a plastic tank which is the reservoir for the hydrolastic fluid; the fluid itself is still easily available on the market (**Photo 6**).

The left hand side (the black operating lever) is used to fill the Hydrolastic and pressurise it accordingly. You can find tables on the internet and in the workshop manuals showing how much pressure (or front height, rear height) is required for which vehicle. On the left side of the pump is the hand wheel with which you can close the valve on the left side. It is screwed directly to the pump (**Photo 7**).





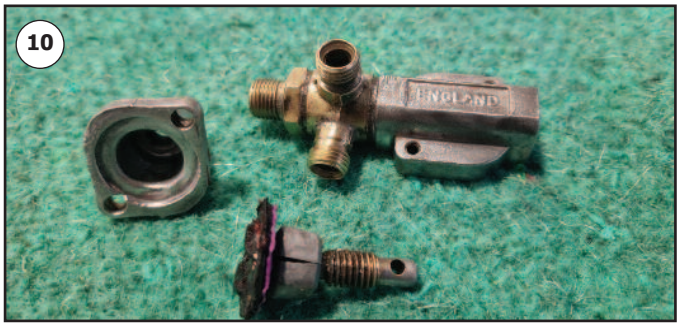


The right hand side has a very similar design, but is used for pumping out or creating a vacuum (**Photo 8**). Both pumps are of course connected to the plastic canister.

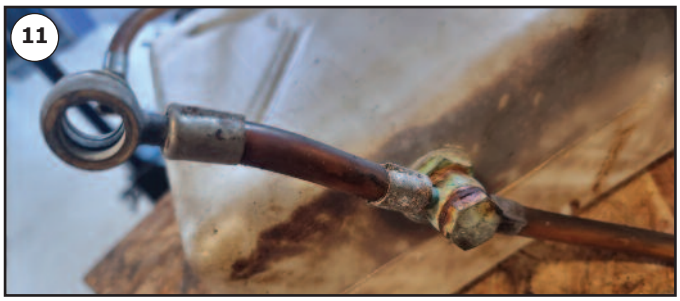
The first challenge during the restoration is to undo all the fixed connections without causing damage. All the metal sheets must be removed. If necessary, the small screws must be drilled out. Note that the valve with the small handwheel is screwed to the cover plate on the right hand side. The two steel screws grip into the aluminium valve, which is always a difficult connection (**Photos 9 and 10**).



If the screws break and have to be drilled out or the thread in the aluminium is gone, you can use through



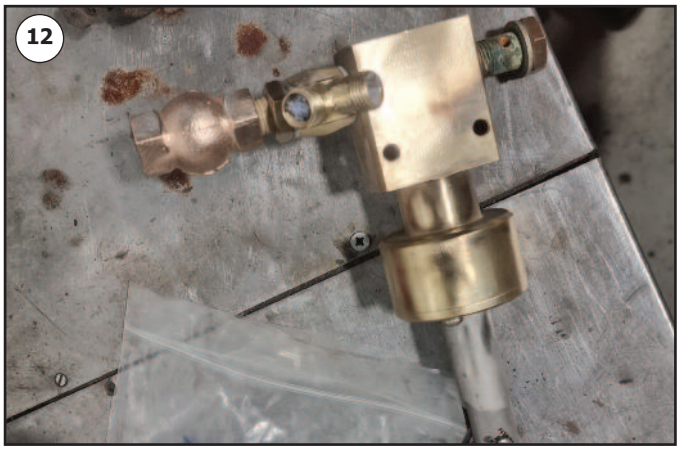
bolts and nuts as a replacement. This valve has a rubber seal; check if it still seals on the corroded aluminium. The most difficult connections are the two (drain at the bottom and return at the top) on the tank, especially the one at the bottom (**Photo 11**).



I think that this tank is no longer available, which is why it needs to be handled with great care. The matching spanner with extension must be placed on the hexagon via the top opening without damaging the fine filter screen. A lot of rust remover or similar and a lot of patience without force is required. Heating is not an option here, as this will immediately destroy the plastic.

The two piston pumps are easy to dismantle. A lot of patience is required to ensure that no screw breaks and care must be taken not to lose the two 'non-return' balls. When loosening the hose connections, two open ended spanners must always be used to prevent damage.

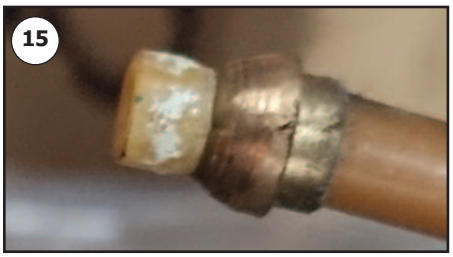
After the major disassembly comes the major cleaning. There were a lot of deposits on my pump, which came off relatively easily. The outside of the parts can be sandblasted, with protection for the delicate openings beforehand. The brass parts can then be polished with a wire brush, which gives them a nice shine (**Photo 12**).



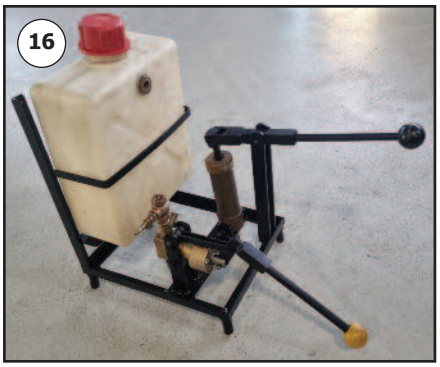
I used grease to make the seals of the gaskets supple; we will see if they seal. For the time being, I have reused the old, somewhat hardened hoses. The connections always consist of a union nut and a cutting ring, which clamps onto the hose when it is tightened during reassembly. Nowadays (at least on the continent), support sleeves are normally used in the hose to prevent it from being crushed.







In order to be able to unthread the two long hoses with the end pieces for pumping up and down from the rear plate, I had to remove two union nuts each and thus also two cutting rings - see **Photos 13 to 15**. If you can't get the cutting rings onto the hose during reassembly, there are two options. I ground the inside of the cutting rings, as I couldn't find them here in the region. On the other hand, I found a new set that fits on the hose and the opposite side. I sandblasted and repainted the sheet metal panelling and the frame (**Photo 16**).

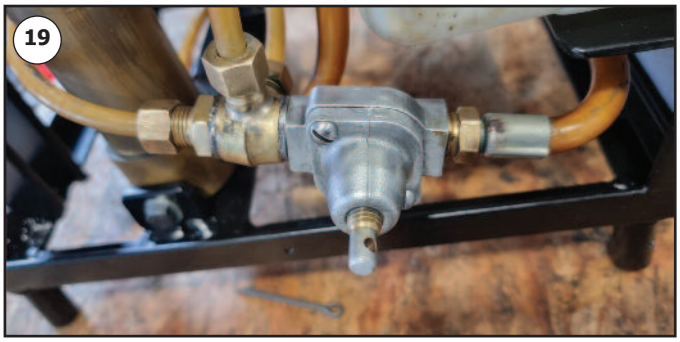


Reassembly should be relatively easy as I documented everything with photos when I took it apart (**Photos 17 to 19**). I decided to use the same hoses, even though they were very hard.





Now, how do you end an exciting season of an exciting series? By not publishing the result, or rather the success or failure, until the next season - Idle Chatter May-June 2024!



Facts and Tips From Turbo Tony No. 9

Club Historian Tony Cole takes a look at the power unit that all of our cars use and share with quite a few others too!



Some of the more observant amongst you will notice that the title of my column has changed. By popular request I am now going to do more on the facts relating to our cars and our club; I have been asked to do this by a few members saying this will be more interesting for them.

This time we are looking at the history of our cars' engine, and for this we have to go right back to 1951 and the Morris Minor, which had a sidevalve engine with not very much power. So a more reliable and powerful engine was needed, and this was the birth of the A-Series engine that was developed and fitted into the Minor from 1952, and also the A30. It then changed and developed over the years, eventually to go into our 1100/1300 models in 1962.

Looking at the chart you can see just how the A-Series engine has changed and adapted to different models and cars, including automatic gearboxes too. It was also fitted to the MG Midget and Sprite in rear wheel drive up to 1974. Just to finish, almost all BMC/Leyland vehicles were powered by four engines:

A-Series, as above
B-Series 1600/1800cc 4 cylinder petrol and diesel
C-Series, 2600/2900cc 6 cylinder
E-Series with overhead camshaft in 4 and 6 cylinders

	Year	Engine Size (cc)	Power (bhp)	Top Speed	Carburettor
Morris Minor	1952-56	803	28	62	Zenith
	1956-62	948	37	73	Zenith
	1962-71	1098	48	74	Zenith
Austin A30	1952-56	803	28	62	Zenith
Austin A35	1956-68	948	37	73	Zenith
Austin A40	1958-61	948	37	75	Zenith
	1961-62	948	37	75	SU
	1962-67	1098	48	75	SU
Changed from inline rear wheel drive to transverse front wheel drive					
Mini	1959-67	848	34	72	SU
	1967-69	998	38	75	SU
Mini Cooper	1961-67	998	55	85	Twin SU
	1967-69	998	65	90	Twin SU
Cooper S	1967-69	1071	70	92	Twin SU
Cooper S & GT	1967-71	1275	75	97	Twin SU
Morris 1100	1962-67	1098	48	78	SU
Morris 1300	1967-73	1275	58	88	SU
1300GT	1969-71	1275	70	94	Twin SU

Autocool Radiators Ltd
Unit 2 Enterprise Court, Colliery Road ,Creswell, Worksop, S80 4BX
Classic, Vintage & Retro Vehicles a Speciality
Radiator Design & Manufacturing to Specification
Aluminium Repairs
All Types of Re-Core Services
Original and Aftermarket Radiators – Copper, Aluminium, Brass
Industrial & Heavy Plant – Commercial Radiators & Cores
Aluminium Intercooler /After Cooler
A/C Condensers
15% OFF
NOT JUST RADIATORS
Repairs to Diesel & Petrol Fuel Tanks
For a Free No Obligation Quote Call Mick on 07920 521127 or 07714 493384
Alternatively you can email info@autocool-radiators.co.uk



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

A Spannerman Q&A, a tip, and our regular look at the workshop manual

Leaky Autobox

QUESTION: I have a 1971 Vanden Plas Princess automatic. I had a bad oil leak on the rear of the engine, with oil leaking out of the rear torque converter cover. The engine was removed and new inner and outer oil seals fitted with new gaskets etc - I could not actually see where the oil was coming from, so replaced all the obvious bits. Having refitted the engine it still has the oil leak! Any suggestions? Thinking back to the original engine rebuild, when we took the torque converter off originally we tried to take three bolts out but one was seized badly so we screwed them back into place but only finger tight. Then we took the other three bolts out instead; could this have caused the problem?

SPANNERMAN'S ANSWER: First check the 'low pressure' valve isn't seized or incorrectly assembled. This unit is fitted below the torque converter housing and controls the torque converter maximum pressure. If the pressure is too high, oil will be forced past the oil seals. It is possible the torque converter itself is leaking, especially if it was removed at some point in the past without using the correct puller. It is imperative that only three bolts are removed at any one time from the centre of the converter to fit the puller. With the cover removed you should (hopefully) be able to see if oil has been leaking at this point. Sometimes using a sealer on the bolts will stop the oil coming along them. You could possibly even run the supported engine with the outer cover off, making finding the source easier to identify.

From the Workshop Manual

Given that the suspension is one of the most important and special aspects of our cars, we really can't spend too much time on how it works! Our dip into the factory workshop manual this time looks at the system's operation and those wonderful pictures of how the cars respond to bumps. Ed.

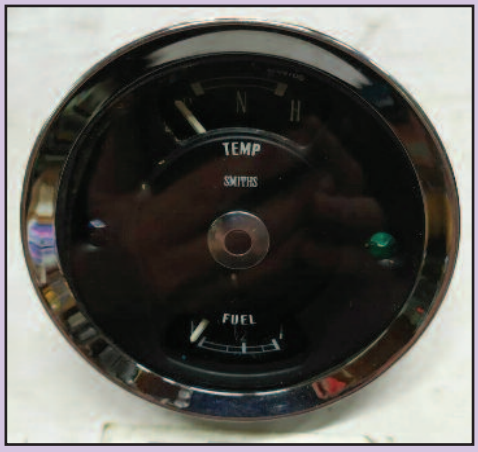
'Hydrolastic' is the name given to the type of suspension used on this vehicle. It is designed to reduce pitching and, to a great extent, rolling, and therefore to give a smooth, flat ride with the best possible handling characteristics. The system consists of two front and two rear displacer units intercoupled longitudinally. Each is made of sheet steel and rubber and consists of a piston, a diaphragm, a lower and upper chamber housing, and a conical spring of compressed rubber.

Spannerman's Technical Tips - No. 16

Inoperative or inaccurate fuel and/or temperature gauges can sometimes be an issue.

To assist with diagnosis, it's worth considering how the system works. With the ignition on, gauges should be fed with an average of 10V by an on and off feed from the voltage stabiliser. The current flow, and the reading on each of the slow moving gauges, should vary with the resistance of the sender. This should vary from around 20 ohms ('Hot' or 'Full') to 250 ohms ('Cold' or 'Empty').

The complete diagnosis procedure for fault finding this, and many other problems, is available to members on the 1100 Club website - just type 'fuel gauge' or something similar in the Tech Article Search.



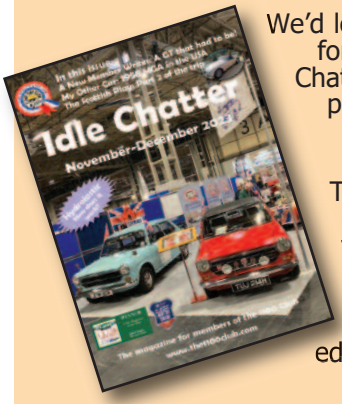


Contact of the front wheels with a road irregularity forces the piston to push the diaphragm up; increased pressure displaces some of the fluid from the bottom chamber to the top chamber. The rubber springs, due to the pressure increase and fluid displacement, deflect, and the resultant pressure increase causes fluid to discharge through the interconnecting pipe into the rear displacer unit.

The fluid entering the rear displacer forces the diaphragm to react against the piston, resulting in the car height at the rear being raised. These events are virtually simultaneous and the car therefore rides an obstruction without pitch motion of the body. The action of the suspension is similar when the rear wheels negotiate the irregularity.

The fluid used in the system is a mixture of water and alcohol into which an anti-corrosive agent has been introduced. The front suspension also comprises upper and lower arms of unequal length located in the side-members of the front subframe with their outer ends attached by ball joints to the swivel hubs.

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

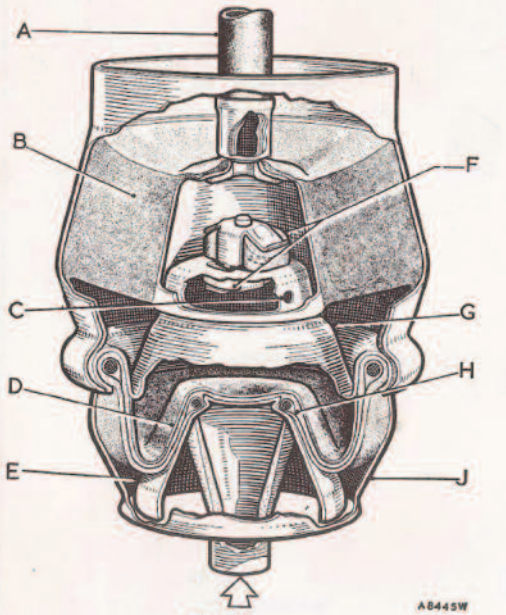


Fig. H.1
Hydrolastic unit

A. Interconnecting pipe.
B. Rubber spring.
C. Damper bleed.
D. Butyl liner.
E. Tapered piston.
F. Damper valves.
G. Fluid-separating member.
H. Rubber diaphragm (nylon-reinforced).
J. Tapered cylinder.

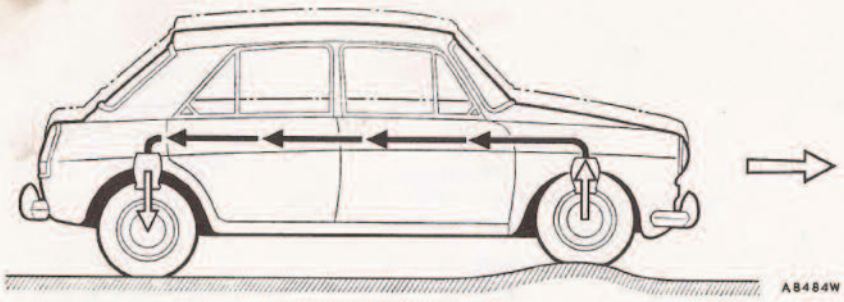


Fig. H.2
Tail rises in response to upward motion of front wheels

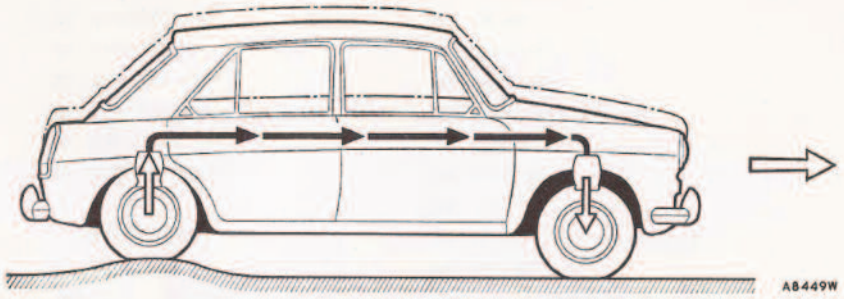


Fig. H.3
Nose rises in response to upward motion of rear wheels

Tips From Down Under



Phil Rixon in Australia continues his investigatations into antifreeze, with his focus firmly on corrosion inhibition and some interesting multimeter experimentation!



Growing up on the coast of New South Wales, where the winter minimum temperature almost never drops below 5°C, I have spent most of my car-enthusiast life not having to bother with antifreeze. Back in the nineties, my mid-seventies 'daily drivers' simply had little 200ml cans of bright green corrosion inhibitor concentrate added in at service time (**Photo 1**), and to be honest I did this primarily because the colour helped quickly draw attention to any cooling system leaks!

This approach continued when rescued 1100s began to appear on the driveway in the early 2000s, but during the last decade or so, long-life and pre-mixed coolants based upon Organic Acid Technology (OAT) have become ubiquitous as the nation's modern car fleet has demanded them, and frequent coolant changes became unnecessary for most engines. At first I figured that this could be an advantage for the 1100s, and all seemed fine for a time except that some engine enamel had begun to flake and peel along joints and hose connections. The finger of blame was initially pointed at the concentra-



tion of ethylene glycol in these pre-mixed coolants, but then along came a glycol-free coolant specially for 'classic' cars. That seemed to be the answer, although it was a clear liquid rather than green. The instructions explained that it was also suitable for vintage, veteran and Edwardian vehicles and the colourless fluid wouldn't leave stains. I would have preferred the advance warning of a tell-tale green stain, but figured the flaking enamel a greater concern. To my dismay, after just some months of running with this clear coolant it had turned a muddy colour and the engine enamel began to flake off at a much greater rate, despite no visible leaks. Clearly something was stealthily seeping out, and whatever it was had paint-stripping qualities! Plus, once the coating was gone, corrosion rapidly took hold whether rust on steel, white powder on alloy or that green powder on the copper pipes - and internally this OAT inhibitor clearly wasn't inhibiting corrosion!



My instinct was to go back to the old-style inorganic inhibitors, but they were thin on the ground. In fact, none explicitly claimed to be the older style, with only vague references to 'for older vehicles' and a two year, lower mileage rating being possible clues (**Photo 2**).

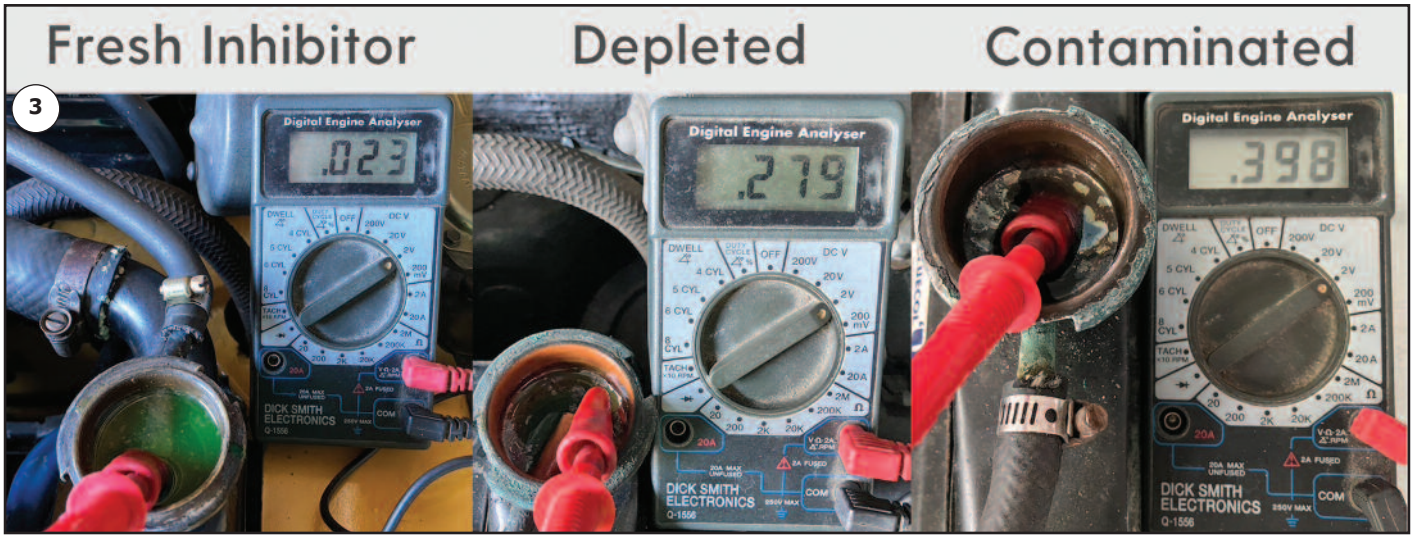
Eventually I discovered Castrol's only current non-OAT offering: Radicool. This is available in a pre-mix and also a concentrate that requires a 33% solution with water. At this level its glycol base is concentrated enough to provide antifreeze protection. There are a couple of plain inhibitor concentrates with two year lifespans which may or may not be suitable. Looking into the documentation buried deep in their company websites, the components listed on the data sheet include ethylene glycol and the bittering agent (both mentioned on the bottles) but the actual inhibitor chemical is simply noted as 'unavailable'.

Whichever type you do end up using, there is a way to test the effectiveness of the corrosion inhibitor in your cooling system using a multimeter to measure voltage. I know that sounds a bit far-fetched, but bear with me. The A-series cooling system contains a variety of different metals in its components from the cast iron head and block; brass and copper of the radiator and pipework; alloy thermostat housing and so on. As the coolant liquid flows through them all, a small voltage is present since the coolant acts like the electrolyte in a battery. Even though this is quite small it can be detected on a digital meter that has a 1 or 2 volt range setting, and which displays the voltage to several decimal places. With the engine cold, connect one probe to a good earth point on the engine and dip the other probe into the coolant at the radiator filler opening, making sure it doesn't touch the metal or you will get a zero reading. If you have just filled the system with fresh inhibitor then the reading should be less than 0.100 volts. Depleted inhibitor and contaminated coolant can give a reading around 0.300 volts, and possibly up to 0.400 volts if well overdue (**Photo 3**).

This happens because the inhibitor forms a protective barrier on the metal surfaces and this barrier insulates the coolant liquid from those metal surfaces inhibiting the chemical reactions that corrode the metal, and the electrical activity associated with those reactions. That means the lower the voltage reading, the better. Interestingly, Sydney tap water (reputed to be low in mineral content like that of most of south eastern Australia) gives a reading of about 0.200 volts (**Photo 4**) so as a temporary measure, it can be an improvement over depleted and contaminated coolant.

These voltage readings are just a rough guide. The thing to do is to measure the voltage just before you drain and flush your cooling system of dirty coolant, and then measure again with fresh coolant for comparison. A reading every few months will give you an indication of the inhibitor's remaining effectiveness and may help you avoid unnecessary coolant changes.





Membership News

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

Mr John Silvestri	Daytona Beach, Florida, USA	MG 1100 Mk I
Mr Nick Smith	Truro, Cornwall	MG 1100 Mk I
Mr Alex Burnett	Rainham, Kent	Vanden Plas 1100 Mk I
Mr Iain Murtagh	Dunstable, Bedfordshire	Vanden Plas 1300 Mk III
		Vanden Plas 1300 Mk II
Mr William Taylor	Kirkcudbright, Dumfries and Galloway	Morris 1100 Mk II
Mr Norman Rogers	High Wycombe, Buckinghamshire	Austin 1300 Mk III
Mr Tomaž Zorec	Domzale, Slovenia	Morris 1100 Mk I
		Austin 1300 Mk II
Mr and Mrs Alan Foster	Ventnor, Isle of Wight	Austin 1300GT
Mr John Freeman	Rugeley, Staffordshire	Vanden Plas 1300 Mk II
Mr Clive Westwood	Crowborough, East Sussex	
Mr Neil Castle	Caistor, Lincolnshire	MG 1300 Mk II
Mr Denis Tyrrell	Yarmouth, Isle of Wight	Vanden Plas 1300
Mr Alan Smith	Middlesbrough, North Yorkshire	Morris 1300 Mk II
Mr Alberto Mambrilla Moreno	Barcelona, Spain	MG 1100 Mk I
Mr Mark Fleming	Norbury, London	Austin 1100 Mk II
Mr Keith Bond	Northernmoor, Manchester	Austin 1100 Mk II
Mr Keith Bradbury	Barnsley, South Yorkshire	Vanden Plas 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

Vanden Plas Princess rolling shell, mint condition, painted inside and out, subframe powder coated. New ball joints, track rod ends, wheel bearings, nut and bolt replacement, displacers all good, copper brake lines fitted, new fuel tank. Bootlid, doors and bonnet needs painting, all prepared and ready. Comes with navy blue front and rear seats and four door cards plus various other parts. £2500. Can be delivered at cost of fuel. Also **complete Vanden Plas 1300 auto** that was going to be a donor car, windscreen taken out and dashboard unscrewed, needs floor pans. £1500. Contact Lee on 07863 601661 (Morecombe)





1972 Austin 1300. Driven to local shops a couple of times a week and always garaged. Approx 70,000 miles. Good folder of service history. Has had a respray at some point, interior in good condition. Test drives require evidence of insurance. Offers invited. Contact Matt on mjfs007@googlemail.com (Liverpool)





1967 Austin 1100, 14 careless owners (then me), genuine reason for sale involving sharp edges and blood thinners! Mechanically sound and bodily rock solid, but paintwork poor - had bad paintjob in the past. Still shines up well but imperfections up close - roof was worst so has been professionally wrapped, ideally car needs respray. Very reliable, starts first time every time, 22000 genuine miles, everything works as it should. Good tyres all round, ready to drive away. Excellent interior with newly recovered seats and new quality carpets. Split offside steering rack gaiter needs replacing. V5 in my name, heritage certificate, box of useful bits, touch up paint, spare wheel, workshop manual, keys and a car cover. £2000. Bank transfer preferred, will accept cash, no PayPal. Contact John on johnroots54@gmail.com or 07500 532438 (near Grantham)



Parts For Sale

Right hand Mk I estate door, new old stock, has been painted Black Tulip but never fitted, now having a clear out. £60. Contact Brian on brianhall03@aol.com or 07938 912134 (Durham)



Hydrolastic pump. Free to a member who can collect. Contact Kevan on 07816 948345 (Hampshire)



Wanted

MG 1100 bodyshell in good condition. Floors are dead on mine, as well as the A post area - see photos on p10. Would be interested in any other Mk I four door shell, and also in any parts of a shell, new or removed from an otherwise scrap car, eg A posts or windscreen frame. Based in France but could possibly get items from the UK. Contact Valentin on +33 7 81 74 48 92 or valentin.singer01@gmail.com (Paris)



Vanden Plas Princess rear overriders. Contact Stephane on girardot-stephane@wanadoo.fr (Maurepas, France)

Bootlid for 1972 Austin 11/1300. Contact Norman on 07988 629982 or norman120pc@gmail.com (South Buckinghamshire)

Front and rear subframes for 1100/1300, or an 1100/1300 to be a parts donor, with decent or at least repairable subframes. Located as close to the north-east of England as possible! Contact Alex on 07340 439730 (Durham)

Prize Crossword No. 21

Congratulations to Nathaniel Page in Derbyshire for sending in the first correct grid pulled from the upturned 1100 hubcap this time! A British Leyland mug will be heading your way very soon. Thanks as usual to Chris Hayward for compiling our regular brain-teaser; the answers are displayed for you all here.



BMC 1100/1300 – Reliable Parts – Reliable Service

A parts service provided exclusively for members of

The 1100 Club

Quality parts and Advice for 25 years

LOTS OF ITEMS IN STOCK

Please call for availability

Please phone Robbie Claydon on 0208 575 5479 or 07952 167173 (mobile) or email robbiewc@hotmail.co.uk
I accept PayPal and post worldwide, usually within 24 hours of receiving payment. Postage charged at cost.

LONGBRIDGE MOTOR SPARES LTD

Telephone: 07495 443 549
longbridgeltd@btinternet.com
www.longbridgemotorspares.co.uk

Longbridge Lane
Heanor
Derbyshire
DE75 7GH

SPECIALIST SUPPLIERS OF PARTS FOR
BMC/BL VEHICLES
FROM THE 50's THROUGH TO THE 70's

www.the1100club.com
THE 1100 CLUB



Years ahead! The ride, room and performance of this 1100

what's more it's a Morris

If, as a motorist, you believe you are beyond surprise — drive a Morris 1100.

You are going to like what you learn about this brilliantly advanced car! The smoothness, for example, of Hydrolastic® suspension, with its firm, level cornering. The exhilarating performance of front-wheel power — its incredible roadholding, safety and control. The space-making wizardry of the transverse engine that gives you full five-seater comfort within amazingly compact dimensions! And, especially, you are going to like the care and quality with which it is made—quality that underwrites the value of a remarkable Morris!

A world-beater? That's what people who drive the Morris 1100 tell us! How about you?

From £614.3.9 inc. tax. Backed by 12 months' Warranty and BMC Service-Express, Expert, Everywhere.

MORRIS 1100