In this issue:

Spring Show: Report and pictures

In a Spanish warehouse....

Tiny Great Cars: A Swiss exhibition



Idle Chatter

May-June 2024

NATIONAL RALLY
Full Details Inside

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The magazine for members of the 1100 Club

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Copy Deadline for July-August Issue
18th July 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 third edition of Idle Chatter for 2024. As always it's a pleasure to bring you a real variety of content, including full details of our 2024 National Rally, a preview of Christian Rutishauser's Swiss exhibition and the final part of Chris Hatton's '1100 CV' which I for one have really enjoyed reading. There's also a stunning set of pictures of a timewarp barn find, taken by our friend Pablo in Spain - it's a long time since I have seen anything quite like it.

What we don't have this time is an 'Other Car' as I have run out of them for the moment - I do have a couple of people who have promised me they will write something about another member of their classic fleet, but haven't done so in time for this edition. So if you have another interesting vehicle and would like to tell us about it, please do drop me a line - everyone always says they really enjoy reading about them!

I do hope you have the National Rally in your diary and are able to make it this year for one or both of the days. The venue looks great and it's a brilliant central location, so all we need now is the right weather!

Dave Wilkins
magazine-editor@the1100club.com

1100 Club Shows in 2025

Can You Help?

We are already starting to think about the 1100 Club's events for next year, given how quickly some venues get booked up.

This year we have been lucky to have some input from outside the main committee team in the organisation of those events, and we would love that to continue. If you have a venue in mind and would be prepared to check it out and then help to put the show together (either a one day event for the Spring Show or a weekend for the National) please drop Robbie Claydon a line on chairman@the1100club.com to make the suggestion, ideally before this year's AGM.

Website Password

bedding-plants

FRONT COVER

THE ENTRANCE TO THE 1100 CLUB SPRING SHOW RALLY FIELD AT THE BUBBLE CAR MUSEUM, BOSTON, LINCOLNSHIRE

REAR COVER

WHERE THE MAGIC HAPPENS! THE WORKSHOP OF JOHN FRIEL IN COUNTY DUBLIN, IRELAND

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Technical and Spares Support for Members

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

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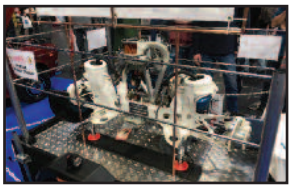
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Original spec 1100 Club exhaust systems and brand new front wings are available from Lee Robinson on events@the1100club.com

1100 Club Heritage Preservation

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







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

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

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

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

Help Your Club!

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

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

Chair Chat



Hello everyone, I hope this latest edition finds you all well. I'm told that the Spring Show was a great day out and I'm sorry I wasn't able to make it - I've heard nothing but good things about the venue, the organising of it and the weather! I'm looking forward to seeing the pictures myself in this edition. My thanks again to John Roots and Ryan Caulfield for co-ordinating the show.

As I write this, we're just a couple of weeks away from the Enfield Pageant and I'm looking forward to that one as always. I know there's been other shows already taking place, so do remember to keep sending in your pictures and articles to our Magazine Editor. The National Rally is also shaping up nicely and it's promising to be a really good one this year, so do please make sure the weekend of 10th and 11th August is in your diaries.

On another note, over the last few months I've had a number of our USA based members contact me stating they are struggling to get parts suppliers here in the UK to send parts to the US. I've spent some time looking into this, and to cut a very, very long story short, it's to do with insurance, or more to the point, the fact that no insurance company will provide public liability insurance to companies or indeed individuals if they wish to send parts to the USA. The reason is that apparently there have been a number of cases where companies and individuals have been sued over here following a part supplied by them allegedly failing and third party insurance companies have then gone after the people supplying the parts, resulting in lawsuits running into millions of pounds. I have spoken to our club insurance provider and they clarified this, stating that it's not been a single incident but in fact, and I quote, "dozens". They also explained that even if an individual sends a part to a friend in the US for no profit or even as a gift, that individual is still taking the risk and could literally lose everything should it be alleged that part failed. As a result, parts suppliers are sadly but understandably reluctant to send a part worth say £20 when they could be sued for millions! I am in constant contact with our insurance company in the hope that a solution can be found. I will of course keep you all informed should a solution present itself.

That's it from me this time. My thanks as always to our wonderful and dedicated committee team for all their hard work behind the scenes. I hope to see as many of you as possible in the next few months at various shows.

Robbie Claydon
chairman@the1100club.com

Looking Back

Memory Man is going round in circles - could it be the roundabouts?



This is a view of the Broadway in Bracknell, Berkshire, probably taken in the mid-1960s before it was turned into a tree-lined pedestrian precinct in 1969. Bracknell had been designated a New Town in 1949 and has been enlarged and redeveloped at various times since. It is now the third largest town in Berkshire. One interesting fact about Bracknell which I'm sure you won't know is that it now has the most roundabouts per square mile than any other town in the world! We are not sure who owns the image this time, so we apologise if any copyright has been unintentionally infringed by reproducing it here.

Parked on the left, at the bottom of the picture, there is a Lambretta with a sidecar, a Ford Zodiac Mk III with a gentleman attending to the boot, then a Ford Anglia 105E with a nasty ding in the rear bumper, a Mini (probably a Mk I) with a plastic demister stuck to the rear screen, a Morris 1100 Mk II, a Ford Zephyr Mk III and then a Vauxhall Viva HA.

On the road, driving away from the camera are a Volvo 122 'Amazon' and an Austin A35. Coming the other way is an Austin Somerset.

Parked on the far side of the Broadway, from right, are a Ford Anglia Super 123E, another ADO16 (possibly an Austin 1100 Mk I), then a Ford Anglia Estate 105E, a Honda 50 or 70 motorcycle, an Austin A40 Farina Mk I, (trying to leave Woolworths among the motorcycle and bicycles), a Bedford CA Dormobile (post 1958 model with the one-piece windscreen), a Ford Cortina Estate Mk I, another Ford Zephyr (clearly a 4 this time) and a Mini Traveller/Countryman 'Woodie'.

The bus is probably a Bristol K type, operated by Thames Valley Buses, and amongst the cars behind it, an Austin Devon and a Rover P4 can be seen.

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

1100 CLUB REGALIA for 2024



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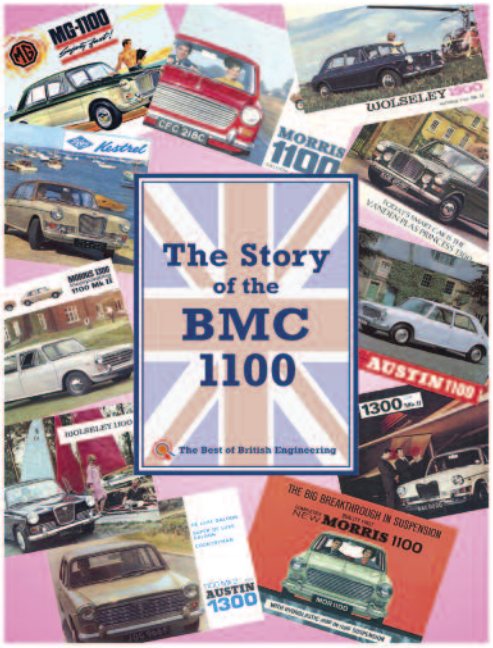
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1100 CLUB REGALIA for 2024



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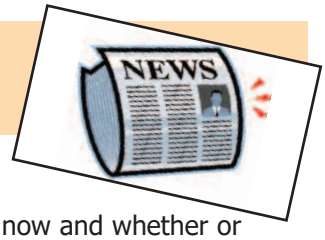


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In Brief



News, views and stories from the world of ADO16s

Oldtimer on Display

This annual autojumble (Oldtimer-Evenement) is situated in the northern rural part of the Netherlands. The fact that an ADO16 was being used in this way caught my attention, which was exactly what it was supposed to do! The car is currently parked at the side of the road and I am hoping it will be regarded as too good to scrap.



UPDATE: I contacted one of the organisers of the event, who told me it was the intention to restore the ADO16, but he was not sure when. At the same time he told me he could be interested in selling the car; no price has been mentioned, just that it would be favourable for someone that wants to restore the car. His email address is kdehaan59@hotmail.com. For his reference, the car is parked at the side of road number N358 at building Folgersterloane 94, but I am sure he will remember our talk over the phone regarding the car.

Rein Oosterling

It's a Pass

Remember Swiss member Fredi Schneider's stunning red GT on which we enjoyed following along with the restoration? With the addition of an unbroken pitch spring from Nick Laidlaw and Steve Beard, it is now officially on the road and has passed the Swiss equivalent of the MoT.



Looking for Keith

I am writing to see if you know anything about my old Austin 1300 that I sadly sold about five years ago now, as I needed money for university. I owned the car for almost two years and only paid £50 for her! I understand this is a long shot trying to locate her, but worth a try! I am curious to see if the person I sold her to (a man named Keith) continued where I left off with the restoration process, how the car is looking now and whether or not she might be for sale. The registration is PYV 889L. The body was a mustard yellow colour with a red bonnet and grey front nearside wing - body paint wasn't my strong point! I took the car to the Enfield Pageant of Motoring in 2018 where I was kindly invited onto the 1100 Club stand! I used her as a daily driver for a few months, where I got some very confused looks from passers-by as I was a nineteen year old driving a bright yellow car from 1973!





Any help locating this car would be much appreciated as I really miss owning a classic and have a great love for that particular 1300. I would love to have her back!

Michael Cook

The car doesn't feature on our current membership database and the last tax expired in January 2019, but we do have six members called Keith - could one of them be the Keith in question? Please drop us a line if you can help. Ed

Strange Spot!



I was recently watching a 1960s TV series called 'Strange Report'. It stars Anthony Quayle and is one of those ITC crime fighting shows that I find good fun. In one episode, the 1100 on the previous page appeared! And in following episodes two more - the third one is a taxi.





Andy Ibbotson

Remembering Ron Getting

I was sad to learn that former 1100 Club member Ron Getting recently passed away.

Ron was a regular attendee at the Islington meetings back in the nineties and early noughties. Ron had a ADO16 that had sadly succumbed to what we often used to call at the time 'creeping lightness', or in other words rust!

Initially Ron decided to try and restore the Austin and devised several modifications that he hoped would strengthen the car. I remember two of these quite clearly - one was a ladder type structure to replace the centre membrane and the other involved using Jaguar components to attach the rear subframe to the heelboard.

Unfortunately, when a welder assessed the car, it was felt that it was uneconomic to repair and I believe that the car was scrapped before he moved to Suffolk from Essex.

Steve King

Resting Riley

Dean Johnson spotted this Riley Kestrel round the back of Mathewson's, the auction house in Yorkshire made famous by 'Bangers and Cash'. We posted it on the Facebook page to see whether anyone knew anything about it, and it transpired that it was due to be auctioned.





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Area Updates



Essex

I hope all's going well and you are out and about in your 1100s and getting to the shows!

Our March meeting went well, with sixteen of us there, as did our April one too with fourteen attendees so the numbers are back up. We all had our list of car shows out that Terry 'Dust' has so professionally produced with them all printed out right from April to the NEC in November, with Saturday and Sunday shows for each weekend - very impressive, thanks from us all. We were then deciding which ones each of us are going to, which is always very exciting - we can't wait to get going. There are a lot of new ones this year and a lot of the most popular ones as well. Also Mark 'Panic' turned up with Ryan our Tours Co-ordinator - it was very nice to see you both.

Our first show was on Drive It Day and a few of us went up to the Spring Show. Oh yes, we were not disappointed - we soon had the gazebo up and the tea on and were having a look at all the 1100s. The Bubble Car Museum was not disappointing either and well worth a walk around. I won't say any more here as there will no doubt be an article on this event elsewhere in the magazine, but it was very nice to chat to club and committee members. It was a long trip but with no problems or regrets.



Two weeks before that I was on a trip for three days with the Whitewebbs Museum group at a hotel in Aylesbury, so Wilma has done nearly 500 miles in April already! That's blown the cobwebs out so now we're off to the local shows.

On the car front, it's almost a repeat of last time but most are now closer to completion. Most are trying to get their cars to the Enfield Pageant in May - we have a double 1100 Club stand booked so if anyone with an 1100 wants to join us you can pay on the gate and you will be made very welcome, including being supplied with tea. Pete 'Parky' has added to the list of works with his Mk I estate having new rear wheel cylinders fitted, but one way or another we are all beavering away.



Finally, I was recently reminded of something I had been meaning to mention - the stamp on my Christmas card from our Portugal area rep José Carlos Magalhães needs to be seen! It has an 1100 car and the BMC logo on the stamp; I don't know how he managed to pull that off but it was great to see. Try and get to lots of shows this year if you can!

'Turbo' Tony Cole
essex@the1100club.com

Surrey

Hello from all at the Surrey group.

Our April meeting (on yet another wet night) was rather sparsely attended due to holiday, illness and a bereavement. There were only three from the Triumph Sports Six Club as well, so perhaps Easter holidays? The Triumph club showed off the debut of their magazine in its new A4 format - much improved. We finally had a chance to have a proper chat with them, and mutually discussed cars we had owned in the past and the demise of BMC/British Leyland, despite having excellently designed innovative cars. We enjoyed good food and service again at the Fairmile, so we shall be continuing to meet there.

Our first show of the year at the Departure Lounge Café near Alton was cancelled due to a waterlogged field; it is always a bit soggy there so it was not a surprise. Let's hope the rain stops for the main show season, as it does put off some of the more fastidious owners.

There was better weather for our May meeting and this saw six members attend - outnumbering the Triumph Club for once. Dave W was once again getting up very early for work so did not attend, but there were two ADO16 cars - my 1300 Countryman and Adrian and Katy brought their Mk I Vanden Plas. Mike inspected their throttle cable as he has had problems on his VP.

I have just fitted side repeater indicators to my Mk III Countryman; these were deleted for the Mk III as part of BL's policy of cost cutting (penny pinching?) but I think they are an important safety feature. I have also fitted a hazard warning light circuit for the same reason. Progress has stalled slightly on my Sun Tor camper; I'm currently waiting for the garage to fit a refurbished gearbox.

We intend to have 1100 Club stands for two upcoming shows - at Runnymede (near Egham) on 18th August and at Tilford (near Farnham) on 22nd September. Please contact Koren using her details on p3 if you are interested in being on the stand for either. The Tilford show is now being run by the Rural Life Museum themselves rather than the Surrey Classic Vehicle Club as it was previously. Also we have to firm up on a joint meeting/meal with the Hampshire area group; it's likely to be in the Alton area and you can contact me for details of final plans for this.

Dave Laing
surrey@the1100club.com

Midlands and West Mercia

Our April meeting at Bromsgrove was postponed for a week because the usual second Tuesday of the month clashed with my 70th birthday! It was well attended though, with Andrew Brain, Chris Johns, Ian Pogson, David Lees and Jenny Smith all present, plus of course myself!

Sadly the May meeting was rather poorly attended, and I played 'Billy No Mates' all evening!

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. It has been suggested that we alternate the meetings between The Cross and The Piston Club and Chris and I would appreciate members' thoughts on this. Personally I feel that it's better to offer alternative dates and venues to give members a choice, and additionally switching venues could be confusing.

Steve King
midlands@the1100club.com

East Midlands



The East Midlands group kicked off the season with another meet at the Dukes Arms in Woodford and was delighted to welcome two new people from the Northampton area. We're going to try a venue nearer Northampton next time, so watch the Facebook and WhatsApp group pages for details.



David Shadbolt
east-midlands@the1100club.com

Hampshire

Hi from the Hampshire crew. It's been a slow start to the show season for us in the Hampshire area due to the heavy amount of rain. Events we would usually attend in April - the Departure Lounge Cafe near Alton and the Pride of Longbridge meeting - were both cancelled. With a brief spell of dry weather, we did manage to attend the Port Solent car meet with two cars present, myself in my Teal Blue 1300GT and David Haycock in his Aquamarine Austin 1300 (**Photo 1**). Dean Oakey also attended in his E type Jag.

For Drive It Day on 21st April, three Hampshire members attended the Cowley Mini Factory meet, arranged by Tanya Field. David Haycock took his Austin 1300, Roy



Robinson his newly acquired MG 1300 (very nice car, Roy!) and myself in my Allegro LE 1500. It was a cold and breezy day, but well attended and we ended the day with a photo opportunity of a great line up including Tom Morley's Metro (**Photos 2 and 3**).





At the beginning of May the sun did finally come out (well, for a few hours at least) and two cars attended the Goodwood Breakfast meet - David with his Riley Kestrel (**Photo 4**) and Dean with his Morris 1300 (**Photo 5**).





Does the Wolseley pictured in **Photo 6** on the next page belong to anyone in the 1100 Club?

It does indeed John - it's owned by Chris and Jamie Brown and has been featured in Idle Chatter in the past. Ed.



We decided not to attend the planned second car meeting of the day at the Departure Lounge Cafe as yet again it had started to rain and the thought of a muddy field was enough to put anyone off.

Hoping for a dry bank holiday Monday, four cars had been booked to attend the Classic Car Show at Popham Airfield, but yet again the weather was forecast to be heavy rain. We agreed not to go as last year's rainstorm made the event field a complete mud bath. I did attend in a modern car and our predictions were correct - the field turned into a very muddy one.

On Sunday 19th May we attended the Basingstoke Festival of Transport Rotary Club event, which was very popular and attracted over 700 classic cars. Three





Hampshire cars were on display – my 1300GT, David's Riley Kestrel and Roy's MG 1300 **(Photos 7 and 8**).

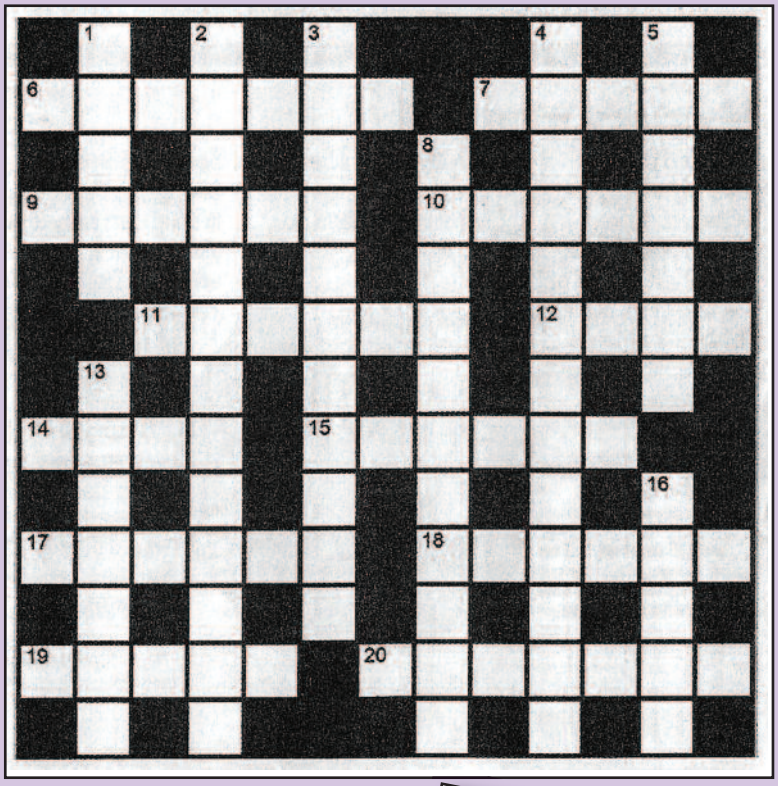
We're looking forward to many more events throughout 2024 with fingers crossed that the remainder of the year will be dry.

John Norris
hampshire@the1100club.com

Prize Crossword No. 22

Clues Across:

6. Marque which produced the Wizard and Imp (7)
7. Brand of preselector gearbox favoured by luxury French makes between the wars (5)
9. Buff up paintwork to a shine (6)
10. Means of propelling the Austin J40 (6)
11. Start the combustion process of fuel (6)
12. Acronym of charging zone covering London (4)
14. Member company of Auto Union from 1932 (4)
15. Motorcycle company owned by Lamborghini (6)
17. Large van from Renault (6)
18. Non-automatic transmission (6)
19. Standard ----- saloon: factory version of Bentley S Type (5)
20. Marauding Bristol, launched 1982 (7)



Clues Down:

1. V8-engined postwar Ford (5)
2. Large Standard model of 1935-37 (6,7)
3. Large Riley saloons of the mid-1950s (11)
4. Current iteration of American car originally launched in 1964 (4,7,2)
5. Driving competitions, often on public roads (7)
8. Recording device at the roadside (5,6)
13. Ettore -------: founder of a car company in Molsheim (7)
16. Name attached to some MG cars of the 1930s (5)

*Please send your completed crossword before **15th July** by post to Chris Hayward, 30 Highfield Road, Berkhamsted, Herts, HP4 2DD, or a scan or photo by email to cjhayward@talktalk.net including your name and full postal address. The winner will be chosen at random from the correct entries received and will win a top quality mousemat from the regalia shop, with a make/model ADO16 of your choice. Good luck!*



1100 Club AGM 2024

Annual General Meeting of the 1100 Club

Saturday 10th August 2024

Bosworth Battlefield Heritage Centre

Agenda

1 Welcome and apologies for absence

2 Minutes of 2023 AGM (in the members area of the 1100 Club website) and matters arising (not covered on agenda elsewhere)

3 Membership Secretary's report

4 Magazine Editor's report

5 Treasurer's report and Financial Statement

6 2025 club subscriptions

7 Spares reports

8 Regalia Secretary's report

9 Webmaster's report

10 Spring Show and National Rally 2025

11 Election of Officers

12 Any other business (to be sent in advance to the chairman no later than Saturday 3rd August 2024)

To save administration and paper, the minutes of the last AGM will not be printed out for this year's meeting - if you wish to read them beforehand, you can find them in the members' area of the 1100 Club website.

If you have any other business or wish to stand for any of the committee team roles, please advise the chairman by the date stated in Item 12.

Shopping on Amazon?

If you shop on Amazon, please consider going to the Amazon website via the banner on the right hand side of the 1100 Club homepage.

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

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.

SHOW SPONSORED BY

Meguiar's

BL Autumn Rally

SHOW SPONSORED BY

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

Sunday 29th September 2024



THE SENSATIONAL AUSTIN MONTEGO

40 YEARS OF THE MONTEGO







55 YEARS OF THE MAXI







35 YEARS OF THE R8 ROVER 200



CLUB DISPLAYS – SUPERB ON SITE TEAROOM – LOTS TO SEE & DO
VARIOUS CLASS AWARDS INCLUDING 'BEST IN SHOW'
ALL PRE-2001 BMC/BL/AUSTIN ROVER CARS WELCOME
SHOW OPENS AT 10AM – NO PRE-BOOKING REQUIRED



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

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

NEC Show Member Discount



1100 Club Parts, Offers and Discounts

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

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

Exhaust systems: £135 plus delivery, twin carb or single carb. Contact Lee Robinson on 07943 842166 or events@the1100club.com if you wish to place an order.

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

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

An 1100 Club Spring Show report and a few other events done or to come

Easter Transport Fest






There were some lovely ADO16s at Langford Museum of Power's Easter Transport Fest on Sunday 31st March, including Terry Price's beautiful 11,000 mile Midnight Blue 1300. It was dry but cold, and there was lots of tea!

Tom Morley

1100 Club Spring Show

The 1100 Club Spring Show took place on Drive It Day, Sunday 21st April, at the Bubble Car Museum near Boston in Lincolnshire. Organised by local members Ryan Caulfield and John Roots, it was a great chance to get out into a different part of the country for this annual event, which has previously tended to take place a bit further south due to the location of the volunteers who have arranged it - usually involving Koren!





The day dawned bright and clear, and after a little drop of early rain settled down into a lovely sunny morning, if a little chilly in the shade. The venue turned out to be an excellent one, with lots to see inside the museum (still good value despite the unexpected £1 rise in the admission fee to a shocking fiver!), a lovely cafe serving tea and cakes, bubble car rides which were braved by several 1100 Club members and a lovely peaceful and leafy site on which to display our vehicles.











Throughout the day around thirty cars came along - fourteen 1100s and a range of other interesting machines, including Morris Minors, an MG TF, an MGB, a couple of Farina A40s, a Volvo Amazon and a rather special Austin pick-up.





Notable 1100s present were the Ranger kit car owned by Ryan Caulfield and a 1972 Austin 1300 with eyecatching wheels plus a very interesting engine bay and suspension set-up! Some brilliant engineering there on a car that the member from Lincoln has owned since the 1980s.







Christian Rutishauser from Switzerland would have won the distance award if there had been one, including the Spring Show in a flying visit to the UK to sort out a few 1100 related matters - it was great to see him and catch up. Regalia was on sale (after Gordon took one for the team and went back home to get it) and the Fenland area's superb new signwritten gazebo did sterling work providing shelter for Rally Control.



All in all it was a thoroughly pleasant day, with many thanks once again going to John and Ryan for making it happen, to Gordon for bringing the gazebo and banners etc and to Koren for making her usual excellent fridge magnets as mementoes of the day for those who attended.

Dave Wilkins

Allegro Club National Rally

We were delighted to have two lovely ADO16s at the Allegro Club National Rally on Saturday 11th May at Wythall Transport Museum - both of the more sporty Riley and MG varieties. Matt Gregory's lovely MG 1300 took home the award for 'Best Visiting Classic'.

Tom Morley



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 here 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

Vanden Plas Owners Club AGM and Annual Show Day

Jane Webb from the Vanden Plas Owners Club has let us know that the club's AGM will be held on Saturday 3rd August at 2pm at the Abbey Pumping Station, Corporation Road, Leicester LE4 5PX, followed by their Annual Show Day the following day at the same location, and visiting cars are very welcome.

All vehicles must be on site for 11am as there is no vehicle movement allowed from then until 4pm.

The contact for more information and booking forms is Kris King on 07816614504 or kking96.kk@gmail.com



Vanden Plas Owners Club

National Rally 2024

Here are all the key details for the 1100 Club's flagship event of the year!

Where: Bosworth Battlefield Heritage Centre and Country Park
When: 10th and 11th August

Full address: Bosworth Battlefield Heritage Centre and Country Park, Sutton Cheney, Nuneaton, Leicestershire, CV13 0AD
Website: https://www.bosworthbattlefield.org.uk

BOSWORTH
BATTLEFIELD HERITAGE CENTRE AND COUNTRY PARK

About the Heritage Centre

Set in the heart of the Leicestershire countryside, the historic Bosworth Battlefield Heritage Centre offers an unusual and picturesque location for our National Rally this year.

Visitors can journey through medieval England, discover the horrors of medieval warfare and how the Battle of Bosworth unfolded and follow the fortunes of four characters - John the Archer, Colette the mercenary's wife, Alice the child and Lord Thomas Stanley - hearing their stories during this turbulent time. You can also test your strength as an archer, try on some armour, see objects used in the King Richard III reinterment commemorations on 22nd March 2015 and see some real artefacts from the Bosworth Battle, including 'The Bosworth Boar. The 'King's Vote' is available in the last



gallery of the exhibition, where visitors can cast their vote with a token for the King they believe achieved the most during their reigns.

Whilst there you can join a guided walk to discover the battle in its actual landscape and stop for refreshments in the 1485 Tithe Barn Café, serving hot and cold drinks, soup, sandwiches and homemade cakes.

Also visit the shop for unique gifts, souvenirs, locally sourced products and an extensive selection of historical books.



About the Country Park

Visitors can enjoy this beautiful rural area on a fabulous network of footpaths, including the 1.25 mile Battlefield Trail with its panoramic views over the landscape plus more audio and visual information about the battle and surrounding area.

Further Afield

Shenton station is only a twenty-five minute walk away, where you can hop on the train for a journey along the Battlefield Line Railway to the villages of Market Bosworth and Shackerstone.

While at Shenton station, you can visit the station pottery and glass studio. The Battlefield Line is the last remaining part of the former Ashby and Nuneaton Joint Railways, which was opened in 1873. It runs from Shackerstone via Market Bosworth to Shenton in Leicestershire. The partly restored Ashby-de-la-Zouch Canal runs along the western and southern borders of the site.

How to Get There

The venue is surrounded by a network of motorways - the M1, M6, M42, and only six miles from J1 on the M69. Located close to Market Bosworth, three and a half miles north of Hinckley and only twelve miles from Leicester. Brown signs on the A444, A447 and A5 provide local directions as you get closer.

Note: if you are travelling south on the A444 from the direction of Twycross, ignore the first brown sign which will take you on a congested route through the middle of Market Bosworth. Instead, continue an extra four miles on the A444 and follow the brown sign from Fenny Drayton.

On Arrival

Turn off Ambion Lane when you see the 'Visitor Centre' signs, drive through the gate and follow the driveway up, bearing left at the top. Campervans, caravans etc should park in the gravelled parking area on the left just before the 'Disabled' parking area. General parking for other vehicles is on the right. There is a £5 per day 'Pay and Display' parking tariff for all vehicles not parked on the rally field.

ADO16s and visiting classics should proceed past the general parking areas and then turn sharp left when you see the 1100 Club banner by the hedge. The gateway to the rally field will then be on your right, where the friendly Rally Control team will welcome you and help you to park.

The Rally

The Rally will open on Saturday at 11am; please register at Rally Control on arrival.

Saturday is 'Members Day' and will include the club's AGM (see agenda elsewhere in this magazine) and a BBQ in the evening, with music and entertainment including a fun quiz and fancy dress. Perhaps dress in line with the era of your car?

The BBQ is a professional outfit hired by your club for the evening and food will be served from 7pm. **It is essential that you book this and pay by 15th July as we need to give numbers to the BBQ company.**

You can do this via the quick and easy online form on the 1100 Club website at www.the1100club.com - log in with the latest password ('bedding-plants') and visit the National Rally page to find the booking form and the payment basket.

As part of the booking, you will be asked to provide details of any specific dietary requirements and/or allergies - our BBQ provider will endeavour to accommodate these. The menu is priced at £20 per person. It includes sausages, burgers and chargrilled marinated cajun chicken accompanied by a salad and coleslaw. Vegan options are veg burgers and garlic mushrooms. This is followed by a choice of Tarte au Citron or profiteroles and strawberries. And if that's not enough, we will finish with a cookie platter!

Alternatively you can book by post - send a cheque made payable to 'The 1100 Club' for the correct amount (£20 per head) to our Membership Secretary Koren Maddison at 61 Ambleside Road, Lightwater, Surrey, GU18 5UH, also including the following information:

Your name and membership number (if known)
Your contact email address or phone number
How many places for the Saturday evening BBQ you would like to book
Any dietary requirements

Please note that the BBQ people will not be serving any drinks, so please bring your own soft or alcoholic drinks. Rally Control will have tea and coffee available all evening.

Sunday is the 'Main Event', including judging and prize giving. Rally Control will open at 10am and close at 4.45pm. Please register at Rally Control on arrival.

Pre-2000 visiting classics are most welcome and may be judged if the owners so wish.

We hope to have our Club Historian, Spares Advisor and other key club personnel available to answer any questions that members may have about their cars.

Judging

Please hand your completed judging form in to Rally Control by 11am on the Sunday if you wish your car to be judged. You can choose to enter your car into one of the following categories:

Masterclass (for cars that have won any of the other judging classes in the last three years)
Best Mk I
Best Mk II
Best Mk III
Best Estate (new for this year!)
Best Vanden Plas
Best 1300GT
Best 'Not to Original Specification'
Best Kit Car (based on an ADO16)
Best Visiting Classic (pre-2000, also open to non-members)



We will also award:

Best Period Interior (looking for the most exciting display of period items or accessories inside your 1100)
Members' Choice
President's Choice or Chairman's Choice

Autojumble

If you have 1100/1300 related items to sell and would like an autojumble space at the rally, please contact Paul to book a place. You are also welcome to sell or offer 1100/1300 related items around your displayed car - no need to book for that!

Camping and Accommodation

Caravans, campervans etc will be parked in the gravelled parking area next to the 'Disabled' parking area. There is a £5 per day 'Pay and Display' charge. There is a small area of grass allocated to us for tents very close to the rally field. Toilets and showers will remain open all night in the visitor centre courtyard.

Please complete the booking form by 15th July if you require camping so that we have an idea of numbers and can ensure there is sufficient space.

A range of other accommodation options were listed in the previous edition of Idle Chatter - you can always download a copy from the members area of the 1100 Club website if you need this list and can't find your hard copy.

Other Information

Toilets are situated in the visitor centre courtyard and will remain open all night for our use.

Refreshments are available from the Tithe Barn Café in the visitor centre courtyard. They serve a range of hot and cold food such as pies, pasties, sandwiches, toasties, pastries, homemade cakes and an afternoon cream tea. A full range of coffees and tea is available, along with cold drinks (alcoholic and non-alcoholic). The café is open between 10am and 4pm. Rally Control will also be serving tea and coffee.

Pets: The site is dog friendly, but only assistance dogs are permitted in the exhibition. The Tithe Barn Café has a dog friendly area inside.

Drip trays are not mandatory. However, if you know your car is likely to leak any fluids onto the grass, please do the sensible thing and bring a suitable tray or sheet of cardboard with something to weigh it down. The field is regularly used by other visitors.

The Heritage Centre is open both days from 10am - 5pm, last admission to the exhibition is 4pm. Admission charges are £8.95 for adults (aged 16 and over), £8.00 for concessions, £5.75 for children aged 3-15 years. Accompanied carers and children under 3 years of age go free of charge. **There is no charge for attending the 1100 Club National Rally.**

Queries?

If you have any questions about the National Rally, please contact this year's organiser Paul Vincent on nationalrally@the1100club.com or on 07813 711769 (leave a text or message if no answer and Paul will get back to you).

A little historical context....

On the 22nd August 1485 Henry Tudor brought a small rebel army to face the much larger Royal army of King Richard lll. Writers of the time mention a marsh between the two armies. The Stanleys, whose loyalty to either side was as yet unknown, were positioned between the two armies, but to one side; probably to the south.

John de Vere, The Earl of Oxford was Henry's military commander and he led the main army around the marsh and attacked King Richard's right flank, commanded by the Duke of Norfolk. One writer describes heavy gunfire from the King's artillery forcing this manoeuvre by Oxford's men. Eventually, the Earl of Oxford defeated Norfolk's army using a wedge formation attack and the Duke himself was killed, close to a windmill.

Meanwhile, the Yorkist Earl of Northumberland, standing with a sizeable army supporting Richard's left flank, did not move, possibly because of the marsh in front of him and the Stanleys on his flank. With the battle not going his way, Richard saw Henry Tudor with only a small force of soldiers on the field. He rallied his mounted knights and led a mounted charge across the battlefield trying to kill Henry. At this point Sir William Stanley attacked, on Henry's side. Richard was surrounded by his enemies, and lost his horse in the marsh. However, he fought on, vowing to win or die as the King of England.

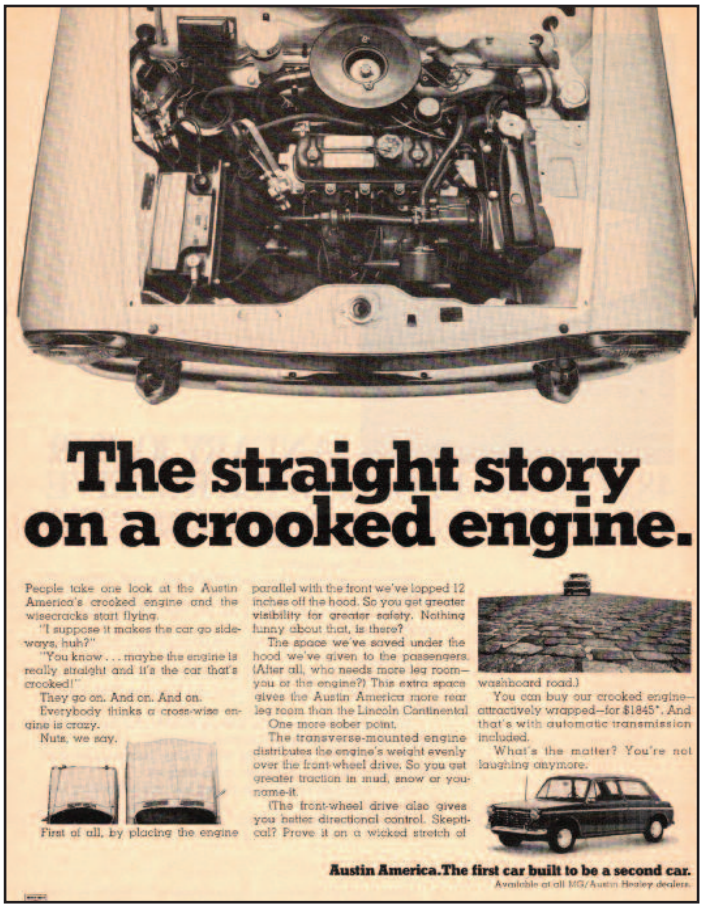
King Richard was cut down "in the thickest press of his foes". Even his enemies describe him as dying like a valiant prince. His crown was picked up and given to the Stanleys who unofficially crowned Henry Tudor as King Henry VII of England at Stoke Golding straight after the battle. Richard's body was stripped of his armour and slung over a horse to be unceremoniously taken to Leicester for public display, to prove that he was dead, and later burial.

Richard was the last Plantagenet King of England and Henry was the first of the powerful Tudor Dynasty, which changed the face of England for ever. Despite the national importance of this battle, its exact location was never written down. This has led to much debate as to where the battle took place.

You can join one of the experienced guides for an informative and fun guided walk along footpaths explaining the Battle of Bosworth, the death of King Richard III and the unlikely victory of Henry Tudor. The walk is around an hour and a half and crosses the beautiful country park, taking in all the drama and history with every step. Walks start at 11.30am and again at 2pm, costing £4.50 for adults, £4 for concessions and £3 for children. Accompanied carers and children under 3 years of age go free of charge, and family tickets are also available. Pre-booking of walks is advised, to help the visitor centre plan how many volunteer guides to bring in on the day. Please contact them directly on 01455 290429.

Advertising the America

The final two Austin America adverts from Mark Margetts in Ontario, Canada



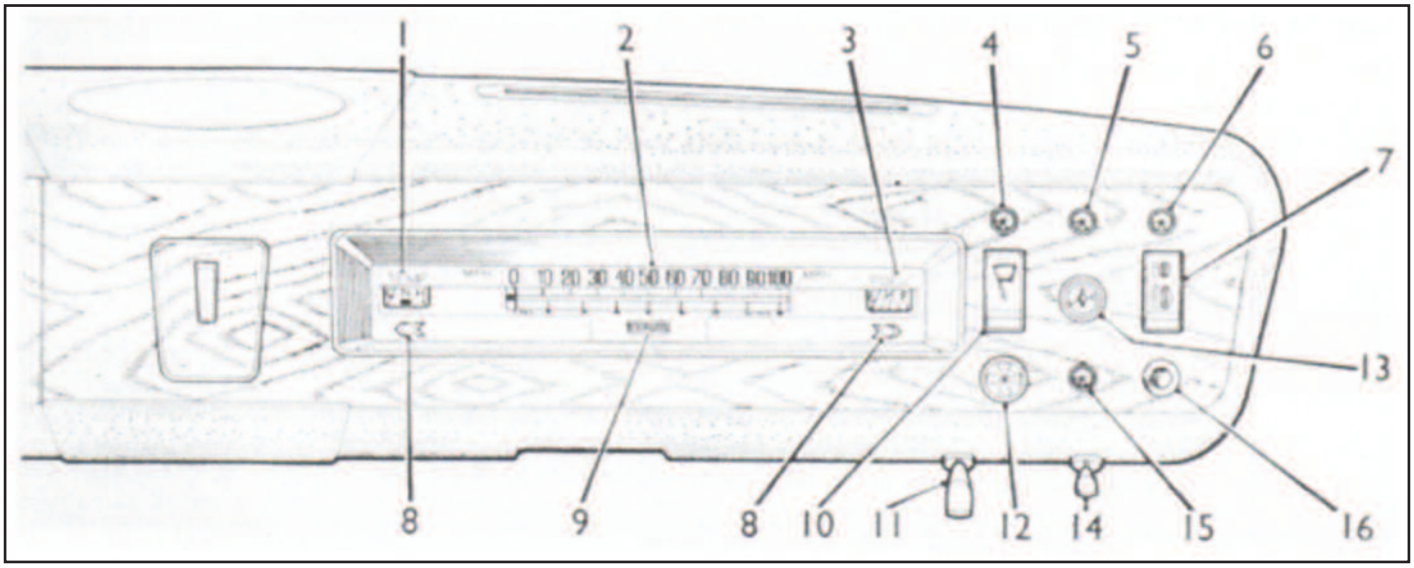


Dashboard of the Month

This time, the dashboard of the Wolseley 1300 Mk II from 1968 to 1973

1 Temperature gauge
2 Speedometer
3 Fuel gauge
4 Rear window demister warning light (if fitted)
5 Oil pressure warning light
6 Main beam warning light
7 Light switch
8 Indicator warning lights
9 Odometer
10 Windscreen wiper switch
11 Rear window demister switch (if fitted)
12 Choke control
13 Ignition/starter switch (early models)
14 Panel light switch
15 Ignition warning light
16 Windscreen washer





Running Reports

Some progress updates from members working on or maintaining their cars

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





Continuing on from my last report, the next job was to fit the rear subframe, which was a nearly new galvanised one, cleaned and painted with all new brakes, radius arm bearings and rebuilt displacers all round. The car was now on all fours, with new tyres. The suspension height was still not right though - I couldn't set it until the car was complete. I had the engine running and it sounded good!





I turned my attention to the interior for a while - whilst I was still waiting for new inertia seat belts front and rear and a handbrake gaiter before fitting the seats, it was still a good time to install some nice new sound deadening material to the floors (**Photo 1**) and then to get the carpets back in (**Photo 2**).

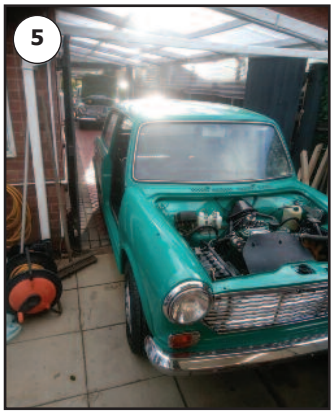




Once the seat belts arrived I fitted those, and cleaned and fitted the seats (**Photo 3**). Despite cleaning them they were still dull - asking for ideas on Facebook for how to make them look better led to some interesting replies ranging from Mr Sheen to beeswax!

Meanwhile I fitted the grille and front bumper (**Photo 4**).

Soon after I was able to take the car out of the garage for the first time under its own steam (**Photo 5**).



Most of the hard work on the car was done at this point apart from waiting for a few more parts, so now it was on to the rest of the panels. It was the first time I had had a good look at them and they were in excellent condition with no signs of rust. The car was stored in a workshop for thirty years and was covered in dust and overspray as you can see on the panels (**Photos 6 to 8**) which is probably what saved it.







The first paint went onto the inside of the bonnet and bootlid (**Photos 9 and 10**), then the outside of the bonnet and bootlid. At the same time I got the inside of one door into undercoat.







Photo 11 shows the bonnet sprayed and fitted. Excuse the prop (**Photo 12**); it's only when you come to fit everything back that you realise what's missing! It was only loosely fitted when I had it and did not notice it was not there, but I had one coming. The bootlid and one door were also sprayed at the same time.





Next the bootlid was fitted (**Photo 13**). I had to re-spray one door again as I went through to the undercoat while cutting and polishing. **Photo 14** shows the last door to have its inside sprayed.



I treated myself to some spots wired though a relay to come on with main beam (**Photos 15 and 16**).





The V5 on this car was a nightmare. Where the chassis number should be it had the commission number and there was a digit wrong, so I sent it off to DVLA asking for them to rectify it. Three months later, after repeated requests asking what was going on, they sent me a letter with a new V5 with the digit replaced and said they were happy with the chassis number being the commission number. To try and get the correct number in place again would be a right rigmarole so it stays as it is. I then went to the Post Office with a V112 form to get the tax class changed to Historic Vehicle, which I had also asked the DVLA to do and they did not, but they said it had to be sent to the DVLA. So off it went again; this time they returned it with a V10 saying it had to be done at a Post Office. After much toing and froing from the DVLA and the Post Office I finally found someone who knew what they were doing at the Post Office and got it taxed. Education is a fine thing!

"....I finally found someone who knew what they were doing at the Post Office...."



A few people online raised concerns about the rear suspension height (**Photo 17**). I didn't give it much thought at first, but then landed up removing 15mm of the displacer strut to get the height down to 14 inches. The displacers were still well extended though, so something wasn't right. When I bought the car the subframe had been renewed but only half fitted; the previous owner had put the radius arms back with seized bearings, so I do not know what else he had done.



Finally I fitted rebuilt radius arms and secondhand pitch springs (**Photo 18**), although this was a nightmare job - I almost ended up removing the subframe! It was also really hard to adjust the pitch springs - I had to depressurise the system, remove the arch bump stops and jack the arms as far as they would go without lifting the car. This released the pressure on the pitch springs so I could adjust them. They are now adjusted to the max - I am going to load the boot with everything we take with us to the shows and re-check the heights. Finally I seemed to have got the rear suspension height somewhere near to what it should be (**Photo 19**), down to 14" with the front 13 5/8".

I still couldn't fully road test the car as the gritters had been out and we all know 1100s and salt don't mix! But finally it had to be done and I was so impressed with the





way it drives. The engine and gearbox are so smooth, I love it! It mucked my wheel arches up though, so I had to clean them and wait for a dry day next time.

Just when you think you have cracked it, something else turns up. Further road testing revealed that there was a knocking from the nearside front, and after doing some research found out it was the steering rack and a common fault, although I never found it when I was checking the rack. I didn't want to go down the route of trying to repair it, so once again Steve Lee came to the rescue, even delivering it in person on a Saturday! I wasn't looking forward to changing the steering rack over, but it turned out to be easy peasy - 35 mins to remove and 60 to refit.

Finally, I got myself a set of brand new old stock bumpers (**Photo 20**). The seller delivered them to me to check they were perfect. With this and the addition of two rear lights with very good chrome, that finishes off the chromework. The chrome on it was good but had some pitting so not quite good enough. Now I just need seals for the rear side fixed windows to complete it.

Name: Tony Gilbert
From: Highbridge, Somerset
Car: 1971 Vanden Plas 1300





My recent work has been to the front of the car. I mentioned in my piece in the last January-February 2024 edition of Idle Chatter that I had taken Betsy in to have what I thought was some minor work to the sill at the front. I deposited the car on December 1st as it was the date reserved for the work to be carried out, but at the time of writing (end of March) we're still not quite there and I would really like her back as I need to get the seats at the front out to replace the carpets and underfelt.





As can be seen from photos, the whole of the front area has been reworked and now resprayed! It turned out that other places needed some rectification; new headlight rims were obtained and spot welded in, plus the bonnet had a small rust spot and the finish needed attention, so it was repaired and completely resprayed. This part is now complete, but we are still waiting for final gold line along the wings to be added and replacement of the lights and front bumpers. I am hoping to get her finished soon as I will be missing the fine spring days and actually driving her!









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





After having driven my MG for the first time and shared some opinions and photos with you all, I am now going to tell you about new aesthetic improvements and some small incidents.

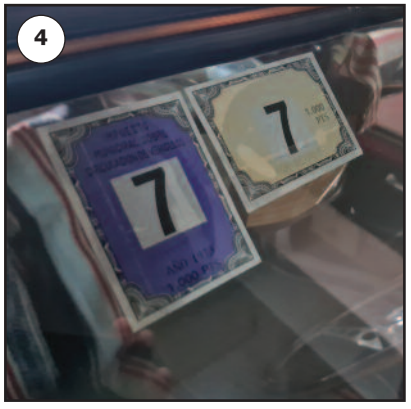




In relation to the aesthetic improvements, and having commented in the previous issue of the magazine when I introduced myself, I have placed some new stickers on the car, a couple of which are from the 1100 Club. Others include the 'Formula' sticker (**Photos 1,2 and 3**) on the sides and rear of the car. You could get these stickers by subscribing to a motor racing magazine from the 60s and 70s. This sticker is actually a replica, since the originals (there were two sizes, like the ones I have posted) are impossible to get. But as a result, they have turned out very well.



'Circulation Taxes' can be seen in **Photo 4**, with vignette number 7. These stickers were placed on the car, depending on the fiscal power, and on the MG 1100 it corresponded to number or category 7, which were the most expensive and opulent cars in Spain! These stickers are the original ones and they join one that the car already had when I bought it.



The 'Autopista' magazine (**Photo 5**) with the car test also came with it. It's from 1967, the same year as the car, and I was happy to leave it there.



Photos 6 and 7 are dealer stickers from the time. They are also original and join two others that I already installed shortly after buying the car.





When I was on summer vacation in London, I was able to visit the Ace Café and there I met a nice older man who had been going there for many years to have tea and participate in the activities that were carried out - a really good person. Unfortunately, I have heard nothing from him since 2010 - he had no email and no telephone, but he sent me the key to his house in a package with many photos of classic cars and motorcycles at the Ace, even some that he took for me being there visiting. I wanted to capture that memory by placing this current sticker (**Photo 8**).



Photo 9 is a tea towel with the ADO16 range pictures - this was obtained from the 1100 Club, and I have placed it on the back of the rear seat.





Photo 10 will also be familiar as it's the 1100 Club calendar for the year 2023. I ordered this year's and this one also arrived. Curiously, there is a photo of a model identical to mine, and I have placed it in the centre of the upper part of the dashboard. Alongside this we have a club sticker (**Photo 11**) and a BMC rosette (**Photo 12**) - you have to advertise well!

This MG, while retaining the original starter on the dashboard, was at some point in its long life fitted with a steering column starter system with a steering wheel lock

that comes on when the key is removed (**Photo 13**). The manufacturer of this mechanism is 'Clausor' (**Photo 14**). My other classic, the Renault 8, was already fitted with one as standard, but other national makes did not have it. The sticker is original from that time and I found it by chance.





As for the small incidents, the starter motor has been making a strange noise as if it were failing, so I can no longer always start the car the first time, and without choke, like the first time that I caught it. A mechanic who knows these cars told me that it would be good to install an electric fuel pump to make starting easier. In highway traffic, and taking into account the high temperatures here in Catalonia these days, it has behaved very well, keeping the needle below half on the scale. I still have the inaccuracy of the gear lever but for now the tappet noise seems to have disappeared after the first time I picked it up. As for cleaning, I already polished the chrome and for now I have left it as it is....with its patina of age!





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





My last running report explained how I had just replaced the water pump and had my broken radiator bracket repaired, so with a change of oil and some fresh coolant in the system, was the Shed ready for a 300 mile round trip to Lincolnshire? It would be the longest distance the car had covered in a long while, but I had decided we were going, so going we were!

The weekend before, I took all four wheels off (one at a time) to do a general check on brakes and suspension, making sure there was still enough pad material left at the front, lubricating and tapping the calipers back and forth and checking the CV gaitors etc were intact. At the rear of the car I decided it was time to remove the drums and clean out the dust from inside, and this turned out to be well worth doing. I have an occasional issue on the near-side where the rear wheel quickly locks up on the first couple of braking attempts on a new journey - it doesn't always do it and is fine after that, but it still sometimes happens. There was quite a bit more dust in that side, suggesting it had experienced some extra drag, but I know this is not the root cause as I cleaned everything up after the problem first occurred and it made no difference. I am starting to wonder if it's an issue with the wheel cylinder, although it looks and feels fine, or even perhaps a constriction in the rubber brake hose that prevents the fluid returning backwards when the car is first used. Or could it be that the brake adjuster moves very slightly (it does feel a bit slack on that side) and squashes the shoes against the drum, releasing them when it moves back into position? The jury's still out on that one. But fortunately all was well - it pulled its locking trick once as I left the driveway on the Saturday morning but was absolutely fine for the rest of the weekend.

I decided to travel north-east on the Saturday without using any motorways at all, which proved to be quite a long journey but enjoyable.



As well as the usual pit stops (**Photo 1**) I also stopped off at the National Trust's Wimpole Estate near Royston (**Photo 2**). I didn't have time to see everything, but enjoyed a stroll round the parkland and the impressive walled garden, and met some newborn lambs at Home Farm, also on the estate. The parking space in the car park reminded me just how small our little cars seem these days with so many big SUV beasts on the road (**Photo 3**).





After Wimpole I took even more of a back route, heading up the B1040 through the Ramseys towards Whittlesey - proper fenland country! I thought I was used to poor quality roads in Surrey, which always seems like the nation's pothole capital, but here it wasn't so much potholes but enormous dips and dents in the road surface for the Shed to cope with. The first time I encountered one I wasn't ready for it, hitting it at about 50mph - the Shed was almost thrown off the road and into the adjacent drainage ditch, and I am convinced that all four wheels were off the ground at one point when we bounced out of the other side! But the good news is that the displacers held out, so they can't be too bad - and of course after that I was a lot more wary. The roads might have been poor, but the scenery was fantastic, offering many opportunities for classic car photography (**Photos 4 and 5**).

I arrived at the Travelodge in Boston at about 5.30pm (**Photo 6**) which was perfect timing as Koren had very kindly invited me to dinner with her and her parents at the mobile home they were renting for the week up at Tattershall (**Photo 7**). We had a very pleasant evening, but soon it was time to head back and my goodness, and apologies if this sounds obvious, but the fens are very dark when it gets dark. I was thankful for my impressive LED headlights, but less happy when my recently reinstalled fanbelt started slipping - not good news in the pitch blackness. But we made it back in one piece, and tightening up the belt was my first job the following morning, even before having some breakfast, when an





inspection revealed that the alternator pulley was only just turning by that stage!

We had a very good day at the show, finally heading off for the long journey home at about 3.30pm. This time I decided to take the standard motorway route - less fun, but considerably quicker, even in an 1100. The Shed still keeps up with the traffic admirably, although we prefer it when the M25 variable speed limit is set to 60mph - that always feels just about right for an ADO16. Part way home I noticed that the temperature gauge had given up the ghost and dropped right back to base - the car was running fine though, so it was obviously an electrical issue of some description rather than a cooling one. I wondered if I had knocked the sender wire off when I tightened the fan belt, but no, that was still in place and fine. Anyway, I decided that overall I couldn't complain about those two minor issues after 300 miles in a 51 year old car, and hopefully next time I will be able to let you know what the issue was and how I got a temperature reading back….





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





Work has finally recommenced on Neddy! Ian Pogson contacted me on April 21st (which was Drive it Day) and suggested that we take advantage of the nice weather to turn the Riley around and reverse it into the garage. I readily agreed, because working on the front end would be much easier with the car backed in. Ian arrived just a short while later **(Photo 1**) as he lives remarkably close by, and in fact if it wasn't for the railway embankment getting in the way we could just about wave to each other from our respective houses!



Just over a week later Ian came over again and we jacked the Riley up, placed it on axle stands and took all the wheels to the local tyre shop to have previously ordered tyres fitted (**Photo 2**).

More recently I swapped the nylon strap on the hand winch for strong, but thin rope. This was because the nylon strap had a tendency to kink and get jammed between the spool and the frame of the winch; changing to rope has improved matters considerably.

When Neddy arrived here from Somerset, I noticed the lack of a decent indicator stalk. A secondhand one from eBay was pretty much useless and a reproduction Mk I



Mini indicator stalk was of laughably poor construction! Eventually I sourced a new old stock Mk I indicator stalk, but inexplicably the internal mechanism more or less fell apart during a trial fitting. Two years ago at the NEC, Fernand kindly gave me an indicator from an unknown car that was a pretty close match (**Photo 3**). The angle of the stalk meant that it was too close to the steering wheel, but some careful 'adjustment' (in other words, bending) rectified this! The next issue was that the stalk from Fernand lacked the connections to the steering wheel horn push, but fortunately I was able to fit the horn connection from one of the scrap units. A trial fitting was successful and only needed minor adjustment of the self-cancelling stud on the column.



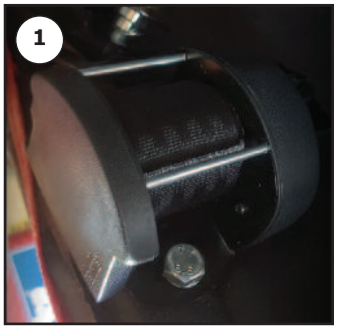
The next stage of the project is refitting the dashboard, but I've looked through the various boxes that came from Somerset and I can't find the screws that attach the dash surround. I'm planning to offer up each section of the dash and measure to determine the dimensions of the screws required.

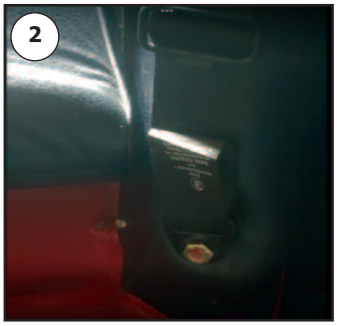
Name: Terry Waller
From: Aveley, Essex
Car: 1973 Morris Traveller



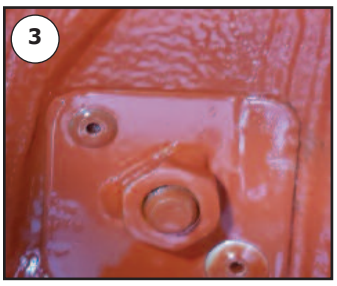


I have finally re-started some work on Tango! Regular readers will remember that my estate is named this due to its colour. My first job has been to fit rear seat belts, with the auto unit fixed to the rail behind the seat (**Photo 1**) with a nut welded to a strip of steel 1" by 1/8" and about 10" long.





This is held in place by two pop rivets. The front end (**Photo 2**) is bolted through the wheelarch into a nutted plate which is also held in place by two pop rivets (**Photo 3**). I have added a middle fixing position into the top of the side arm rest (**Photos 4 and 5**) which will keep the belt from dropping down the side of the back rest of the seat. The middle part of the belt is held in place





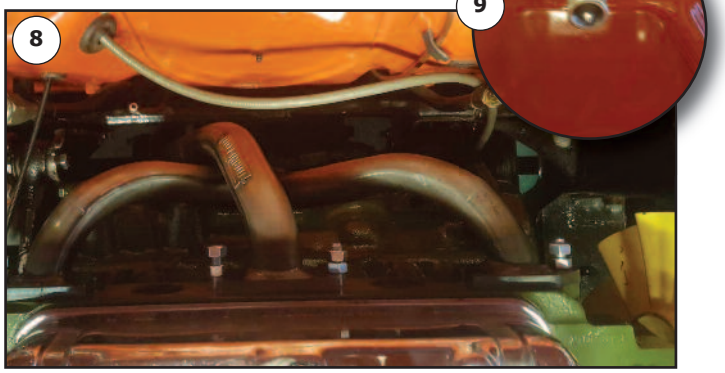




again by nuts welded to a long plate 1 and 3/4" by 1/8" by two feet long, which I put in place when the fuel tank was out (**Photo 6**).

The engine is now in place (**Photo 7**) with the Maniflow exhaust down pipe installed (**Photo 8**). Also the bonnet spring and lock are fitted (**Photo 9**).





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





Work continues on the Vanden Plas, using some of the parts collected from Nick Laidlaw in my intrepid trip down from Scotland to Essex! My first focus has been on the wood, and after following Nick's instructions the dashboard is out and ready for major surgery - it still fought all the way though! See **Photos 1 to 3**. **Photos 4 to 6** show why repairs were needed, and in **Photo 7** it's off with the old, ready for new veneer.

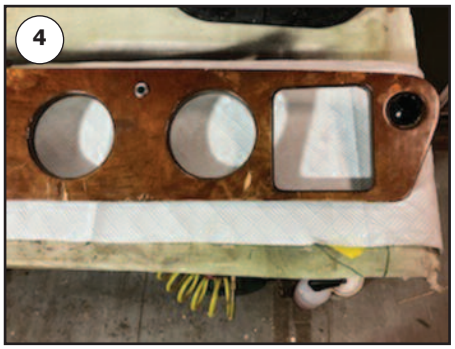
The parcel shelf below the dashboard was also completely rotten (**Photo 8**) and beyond saving.

Fortunately Nick came to my rescue here as well, and **Photo 9** shows what will be going back in.



















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

Taxing Matters

"To subject every private family to the odious visits and examinations of the tax gatherers….would be altogether inconsistent with liberty." So said founder of modern economics Adam Smith. While Smith - whose tercentenary we celebrated in 2023 - wouldn't have had the concept of motorised travel within his contemplation, today's classic car enthusiasts should have a grasp of the basic tax issues that will be relevant to the ownership proposition.

In recent years the acquisition of collector cars has become increasingly popular, either for use or as 'art investment'. The UK Hagerty Price Guide follows movement in this market with its gold index, recording thirty defined examples of the great marques. This index rose by 18.7 percent in the year to December 2022, while the S&P 500 index fell by 16.3 percent in the same period. Most will know that the principal reason for this popularity is the fact that the sale of a classic doesn't incur a charge to capital gains tax. HMRC treats "mechanically propelled road vehicles, constructed or adapted for the carriage of passengers, except for a vehicle of a type not commonly used as a private vehicle and unsuitable to be so used" as non-chargeable assets. HMRC takes the view that motor vehicles have a predicted life of less than fifty years and are therefore treated as wasting assets. As with all general principles though, there are exceptions. Race and single-seat sports cars attract gains tax on sale. The seller is duty bound to report the sale, and any profit, to HMRC. There is also a trap, lying in wait, for the enthusiast who wishes to sample as many classics as possible. One or two transactions a year might constitute a hobby; any substantial increase in numbers might draw attention and will risk the individual being classified as a trader, thereby losing the gains exemption and being taxed as a business. Might the gains exemption be under threat? In the US, there is generally gains tax applicable at the rate of 28 percent. My instinct is that while classic owners might hold strikingly trenchant party-led views among themselves, when it comes to our hobby, conservatism is to the fore including those in government, parliament and the civil service.

The temptation of securing a rust-free classic from abroad might prove beyond control, in which case current knowledge of import duty and VAT is required. The rule is that import duty is charged at 5% to 10%, while VAT is 20%. Reduced rates of nil for import duty and 5% for VAT are available for classics that are thirty-plus years old and deemed to be of historic interest. This relief is also available for cars that are less than thirty years old, where that car is viewed as being extremely rare, is a limited edition, is or has been owned by a famous personality, has been used in a film or an historic event, or has been successful at a prestigious or international event. These are required to be original, with no substantial modifications, although repairs and restoration are permitted. There is also a VAT-relief scheme on temporary imports for repair and restoration work.

Finally, estate duty or inheritance tax mitigation ought to bear close scrutiny. A timely gift of a major asset, such as a collector car, could result in that asset being excluded from the total of the deceased's estate. This relief is derived from the 'seven-year rule', where a potentially exempt transfer can be gifted tax free if the donor lives for seven years following the gift. A key part of the rule is known as 'taper' relief. If a donor dies within three years there is no tax relief, but thereafter taper relief from 32% in the fourth year, reducing proportionally to nil tax after the seventh year. Best practice in securing this relief might be to enter into a formal deed of gift, thereby setting in stone both date and terms. HMRC would not accept the recounting of a conversation along the lines of "Dad promised to leave me the Bugatti." Furthermore, the donor should ensure that necessary changes to the V5C registration document are effected as at date of gift. A fresh insurance policy should be taken out, showing the donee as the insured party. Of course, Dad will be expected to exercise the Bugatti on rare occasions.

Of necessity this piece is but an overview of these topics - tax is a complex subject. Your solicitor should be consulted early doors; errors or failures in process are inevitably expensive. In overview, in the UK at least, the tax regime in relation to classic cars is relatively benign and well judged. Adam Smith would have approved.

Another Day, Another Petition

Another day another petition, as our favourite Latin authors might have said! We are regularly asked to support lobbying of the government to extend the zero rate of Vehicle Excise Duty to vehicles (principally cars) younger than the current forty years.

The most recent approach related to a petition requesting the government "reduce vehicle tax for cars aged between twenty and forty years old".

We are alive to the international classification of HVs as those thirty years old and over, and as our website reflects, we do aspire to persuade government to meet that goal. However, timing is everything, as are coherent and substantive arguments. We adjudge that the timing is not right and that the reasons being advanced are not strong enough to make success likely.

An extension to only thirty years will result in a vast increase in the number of zero rated cars, let alone extending by a further ten years. Unarguably such vehicles are much more useable on modern roads than those aged forty-plus, and although claims are made by many owners that they do a low mileage, in the light of the London ULEZ experience the authorities may be sceptical of that assertion. HV status brings privileges which are justified by mainly leisure use and low mileage. However, these mileages are not officially monitored and there is a risk that they might be as a condition if any extension was contemplated.

As we have previously noted, some European countries already impose conditions on the use of HVs in return for permission to operate. Hence, we are not currently in a position to lend unlimited support to an extension.

EVs and Automation

As you will appreciate, the Federation takes no political stance on EVs and as can be gleaned from our chairman's collection of eclectic 'compact' EVs, they are very much part of the HV community. Our only interest is how the increase in their numbers and promotion by government might affect our freedom to operate, whether by reduction in availability of fuel or loss of technical expertise or spares through any deliberate or accidental legislative provision. So, the current meltdown in EVs sales experienced across Europe is only significant to us in terms of whether government targets on delivering Net Zero will be altered and pressure on the phasing out of ICE vehicles eased.

The same is true of our attitude to automation where, aside from some successful bus trials, there is a growing recognition of the considerable challenges of using self-driving/driverless/automated vehicles on anything but segregated roads. The legislative principles and provisions are being developed but the technical challenges remain. We mention these topics to let new readers, who may not have seen our previous articles on this, know that we are very much alive to the issues. They are not going away and will become increasingly significant to our activities. Our task is to find suitable accommodation so that we can continue to enjoy our freedoms.

DVLA Update

Despite recent assurances given by DVLA to the classic press there is still no sign of their promised policy review, and the much-vaunted Historic Vehicle User Group (HVUG) appears to be moribund. However, there are a few individual items of DVLA news to report for this issue of our newsletter.

A few months ago we drew attention to a small but significant change in the latest edition of the V765/3 guidance notes for those clubs processing V765 applications from their members. This change was that the statement that the club 'should' inspect the vehicle in question had been replaced by the club 'must' inspect the vehicle. We have subsequently been asked what is meant by 'inspection'. To the Federation this seems very clear - it means a physical inspection where the inspector is in the same location as the vehicle and is able to touch it if necessary. For applications for age-related registrations, rather than the V765 re-issue of original registrations, DVLA will accept a decision based on photographs although this must be made clear in the report. Drawing on experience of many years, FBHVC would always strongly recommend that all vehicles (V765 and age-related) are physically inspected. It is permitted to delegate the inspection to an 'appropriately knowledgeable person'.

We can end on a positive note. In December last year DVLA and Post Office Ltd signed an extension to their contract. This contract extension is a one-year rolling contract for up to three years, so DVLA services will continue to be available at Post Offices until at least April 2027. More than six million people use the Post Office network for accessing DVLA services each year.

Petrol seasonal changeover

It is that time of year again when petrol volatility is changing, moving from winter through spring to summer quality. The European petrol standard EN228 allows national standardisation bodies to select appropriate volatility and distillation characteristics to suit their local climate conditions.

The British Standard BS EN228 sets out the following vapour pressure grades and dates:

Spring	Sales of petrol between 16 April & 30 May	45-100 kPa, VLI Limit
Summer	Sales of petrol between 1 June & 31 August	45-70 kPa
Autumn	Sales of petrol between 1 September & 15 October	45-100 kPa, VLI Limit
Winter	Sales of petrol between 15 October & 15 April	70-100 kPa



Whilst a range of volatility is allowed with each season, the reality is that due to manufacturing limitations and production cost issues, the volatility will always be close to the upper limit in the summer and winter from all suppliers.

From the 16 April each year a Vapour Lock Index (VLI) specification is applied as the move from winter to summer volatility is carried out by the fuel suppliers. VLI = 10 x Vapour pressure + 7 x E70. The E70 is the percentage of fuel distilled at 70°C. During this time, high winter volatility petrol is still in the distribution system and the introduction of the VLI specification endeavours to limit vapour locking problems in carburettor equipped vehicles by adjusting the vapour pressure and distillation characteristics of the petrol.

Vehicle operability problems usually occur during the spring and autumn periods on warm days where high volatility fuel is still in the market as the VLI requirement does not protect against vapour lock in more severe vehicle fuel systems. With many historic vehicles fuelling with Super 97 Octane E5 fuel, known as the protection-grade, it is important to purchase the fuel from a high turnover service station to ensure the lowest volatility is available at the pump to help minimise vapour locking issues.

Super 97 Octane E5 Protection Grade

With the introduction of the 95 Octane E10 grade of petrol, a Super 97 Octane E5 protection grade was introduced for older vehicles that were not compatible with higher levels of ethanol. The Government is required to review this requirement after 5 years to ensure these petrol grades remain appropriate to the needs of the market. The Government review is due in 2026 and the FBHVC will work with the fuels industry to lobby Government during 2025 to ensure that the Super 97 Octane E5 Protection Grade remains available going forward for as long as it is required.

Many modern high-performance vehicles with knock sensors can take advantage of the Super 97 Octane E5 protection Grade for better performance and economy. Esso, Shell, Tesco and Texaco provide higher 99 Octane options of the E5 protection grade which work very well in modern, Classic and Historic vehicles with higher octane requirements. In general, these Super grades contain a higher level of detergent that helps keep carburettors and fuel injectors clean and working correctly. It is important that sales of the Super 97 E5 protection grade are maintained to ensure the ongoing commercial viability of the grade.

Finally, don't forget to check your Classic or Historic vehicle's fuel system carefully after its winter lay-up, to ensure there are no perished fuel hoses or fuel leaks. Fuel systems can dry out over the winter if the vehicle is not used, and the fuel hoses can shrink and crack.

In a Spanish Warehouse....



Pablo Pérez García from León in Spain has made quite a discovery! Surely there is something worth saving and restoring here?



Authi started selling cars in Spain in 1967 and closed in 1975. Since 1972, one of the workshops specialising in the vehicles produced by that company in the city of León (in north-western Spain) was called Talleres Robles and was owned by Justiniano Fernández Robles, who died in 1985. From that date until 2011, the workshop, in a new location since the late 1970s, was run by Rosario, his widow, who kept parts, engines and even complete cars in a warehouse in her hometown, Torneros del Bernesga, located 7.5 miles south of the city of León. All but one of the cars stored there (an Austin Metro HLE) are models made by Authi in Pamplona.

On 29th April I was in this warehouse and took some photos, which I include below with a list of each car present, the period in which it was produced by Authi and any other information that may be of interest. We also have **Photo 1**, which is a general view, showing from left to right Cars A, B, C, D and E, and **Photo 2**, which is another general view this time showing from left to right Cars H, I, J and K.

During the pandemic someone broke some window panes and entered the warehouse with the intention of stealing. Almost nothing was taken, but the pigeons took advantage of the holes in the windows to get in, which is why there are so many pigeon droppings everywhere.

The owner wishes to sell all of this material. If any reader is interested in following up, please contact me on pperezgarcia31@gmail.com and I will act as an intermediary.

Car A (Photo 3)
Morris 1300 Mk II (1968-71) in green (possibly Glen Green?). The original grille has been replaced by one from another model, namely an Austin de Luxe Mk III (1974-1975), a version of the ADO16 with 998 cc engine only made in Spain.



Car B (Photos 4, 5 and 6)
Green Mini Mk III (850 or 1000?). It was registered in 1974 (B-5614-AN).











Car C (Photos 5, 6 and 7)
White Austin Victoria de Luxe (1972-75), which, as is known, used the same bodywork as the South African Austin Apache. It was registered in 1973 (LE-3824-B). The seat upholstery is original.

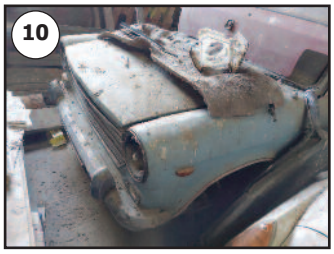


Car D (Photo 8)
MG 1300 Mk II (1968-71) in white.



Car E (Photos 9 and 10)
Morris 1300 Mk II (1968-71) in Honolulu blue. It was registered in 1969 (LE-45580).





Car F (Photo 11)
Austin de Luxe Mk III. Registered in 1974 (LE-1146-C).



Car G (Photo 12)
Austin Metro HLE.



Car H (Photos 13 and 14)
Austin Victoria de Luxe (1972-75) in red. In **Photo 14** you can see that the interior is quite well preserved. Everything is original except for the upholstery of the seats.





Car I (Photo 15)
Red Mini Mk3 (850? 1000?). The wooden dashboard you can see through the window inside it is not the original.



Car J (Photo 16)
Mini 1275 C Mk II (1968-71) in red. This is a model with no UK equivalent, with a Spanish Morris 1300 engine (59 bhp SAE), leather seats, wooden dashboard and steering wheel. The interior is missing. Registered in 1970 (LE-53196).



Car K (Photos 17, 18 and 19)
MG 1300 Mk II (1968-71) in Tartan red? Registered in 1971 (LE-55371). It is the best preserved car, with everything or almost everything original, including the black leather seats.







A New Member Writes....

Keith Bradbury from Barnsley came across to the Spring Show and was then inspired to introduce himself and his Vanden Plas here!



Hello, I'm newish to the 1100 Club! I was originally a member in the mid-1980s and 90s and attended a few meets then. One I remember was I think Weston Park near Reading; I was living and working in Farnborough, Hampshire, at the time. My car was a Morris 1100, KWE 113J - it broke down on the way home on the M3 motorway. The RAC recovery man said the engine was toast as it had dropped a valve, but fortunately it was only the rocker for cylinder three exhaust valve that had come loose and was not opening the valve; it was fixed in two minutes. This car lasted a couple more years then succumbed to tinworm.

We moved back to Yorkshire in 1991 and KWE was replaced by another Morris 1100, GRA 976H; sadly tinworm got this one too. On reflection I think the last 1100 Club meet I attended was in Durham; my wife was pregnant with our first daughter and that daughter is now aged 32!



So to present day. I retired last year and started looking for something to keep me occupied and take me to a few meets or rallies. I considered an Austin Seven as I like pre-war vehicles, but I also wanted something I could use more often. A Seven would need trailering to events if not local and might not really work as a runabout. Over the years I have had most 1100 variants, except a Riley or Vanden Plas, and to this day I regret selling my 1300GT, BBN 552L, in 2000 but a house move and life etc required this.

"I considered an Austin Seven as I like pre-war vehicles"

From a friend I was told of a Vanden Plas on Facebook Marketplace. I telephoned the owner as he had requested phone rather than message. Apparently I was the only one who telephoned him as requested, although he had had lots of interest via messages. We chatted and I agreed to view the car in Northampton. It had had work done to all the usual areas and it looked like it had been done to a good standard. There were bits that would keep me occupied such as the woodwork, seats etc needing refurbishment, but as such I bought it. The car already had an 1100 Club sticker on the windscreen so might be known to some here; I would be interested if anyone has some history.



For safety I submitted the car for an MoT, which it passed with two advisories - one bent tie rod, now replaced with one I had from thirty years ago in my garage, and some slight corrosion in the drivers footwell, to be addressed in the future.



The first trial run was twenty-five miles; all was well as I kept an eager eye on the gauges until suddenly I noticed the oil pressure dropping whilst I was in the middle of nowhere. I then discovered there was oil on my feet and the carpet! Fortunately it was just the small oil pipe to the gauge which had sprung a leak. Pliers crimped it and I got home safely; this has now been fixed. There was also a leak from the water pump which I have since replaced. Annoyingly the fix of the oil pipe resulted in the fuel gauge deciding not to work, so that will be another job to keep me happy.



On 21st April I decided to attend my first 1100 Club meet for many years at the Bubble Car Museum. This also gave me the opportunity to give the car a shakedown and see how it fared. My conclusion was that the wheels need balancing and it will benefit from new door seals because the wind noise was deafening over 60mph. The car returned just over 30mpg, which for an automatic I'm pleased with. It was a real pleasure to meet people at the event; they all made me feel very welcome and were interested in my car. Hearing about the Scotland trip and chats about the proposed Switzerland tour have given me something to mull over. On arrival I checked the car fluid levels. The water and brake fluid were fine, but it did use about a pint of oil in ninety miles, so this was topped up. On the return home it used about the same, so I'm suspecting valve stem oil seals considering they are 52+ years old - this will be a good place to start anyway. I might consider having the head converted to lead-free, but for now and the limited mileage I will be covering this can wait until winter. I'm looking forward to future meets and will possibly attend one close to me.



A PRO Job?

My 1100 CV

In the final part of his 1100 CV, Chris Hatton from South Wales gets us up to date....with an estate!



A mechanic friend of mine once commented that I seem to go around in circles with classic car ownership. He said this whilst handing me a large bill for the latest classic repair! I sort of know what he meant. My classic cars have come and gone over the years and he has seen a few of them - some projects never got off the ground, either via a ramp or in any other way. A few of them have been good enough just to use and to show, but they have all provided enjoyment during the time that I owned them. I'm sure we would all like to have kept our classics if we had both the room and money, wouldn't we?

"I'm sure we would all like to have kept our classics if we had both the room and money, wouldn't we?"

After selling the GT, my classic garage consisted of my MG Midget that I'd owned for a few years, a Mk I Vauxhall Nova saloon needing work and an MGB GT that had returned from my sister's ownership. It certainly wasn't time to consider another ADO16, although I continued to enjoy seeing, reading and hearing all about them. It would be twelve long years before I had a chance to own another one. Along the way I owned an eclectic mix of classics, including an MX-5, a Porsche 924, a pre-production BMW Mini, an Austin Cambridge Countryman, an Allegro Estate and a Rover 2000. I still have the Allegro and the Rover, neither being in a condition to take to shows, although the Allegro (being the ADO16 replacement) is in the process of being restored and will be a great car again one day.

The story now finds us in 2020 and the inevitable spare time that came with lockdown meant a lot of scouring of classic car sites, auctions and so on. I knew that I wanted to find a Mk I or Mk II Countryman or Traveller in usable condition. Hmm, there were not many around; in fact, none. It was a year or so before an immaculate white Mk II came up on a dealer site with a price tag of £9000. Lovely, but out of my price range. The wait went on and on. A chance search one day and an advert for a Mk I Austin 1100 Countryman jumped out at me. A low mileage, immaculate looking example in blue. Oh wow, was this meant to be? But hang on a minute, the top corner of the advert marked 'DEPOSIT TAKEN'. Nooooo! How did I miss this? When would another Mk I come up for sale? I consoled myself by contacting the vendor anyway and just checking that the car was actually sold. Aha, so the story went that a deposit had been paid by someone who then went on holiday and so the deal was expected to be concluded when they returned. Okay, so if the deal fell through, he would let me know.

I went away and looked at my Allegro in the garage, thinking I would give it some attention. It wasn't long before I received a message to say that the deal hadn't gone through, so the car was indeed available. I wasted no time and drove to west London to view the car. It didn't take long for me to realise that this was a true survivor of a car that had obviously been well cared for, little used for long periods and was perfect for me to use and show. A deal was done and the car was trailered to South Wales, where I eagerly awaited its arrival. I was back where it all began, with a Mk I, but in the very rare estate form. It reminded me exactly what these cars are about. The enigmatic styling, the perfect proportions of the design, the familiar reassurance of the strip speedo, the ride, and of course the soundtrack of the A Series engine. I was (and indeed still am) in love.





Since ownership I have spent time getting to know the car, starting with the wedge of paperwork that came with it. I always appreciate the efforts previous owners go to in keeping a continuing history, and this car was no exception. An email from the third owner to the fourth



tells some of the story, but let's start with its day of manufacture. GRV (or Greville, as he is known - I actually don't like naming my cars, but I know some of you will be doing this for me!) was built on 2nd March 1967, finished in Trafalgar Blue with blue trim and was despatched on 9th March to Stringer Motors Limited, Southsea, Hants. It was supplied with factory fitted equipment that included a fresh air heater - nice! The dealer registered the Austin on 1st April 1967 to a Mr L Fitzgerald of Denmead, Hants. The old green log book is a lovely document in itself as a record of the start of the car's journey.

It looks like the car stayed with its original owner from 1967-1999 and covered a sedate 24,000 miles in thirty-two years! It was laid up in 1989 and stayed that way for ten years. It was then found and recommissioned by an enthusiastic motor engineer for his friend's eighty year old mother! The car had had some panels repainted in the 1980's as a tidying 'blow', as the bodywork when exhumed was completely original and straight. The motor engineer carried out extensive replacement of appropriate parts for recommissioning, including brake cylinders, hoses and tyres, as well as a straight through exhaust - there's a future debate to be had on the merits of straight through verses side exit, but it's as good as the day it was fitted. The whole of the underside of the car, as well as some of the accessible cavities, was heavily coated with Wurther 2000 synthetic penetrating oil. Previously the car was owned and driven around the countryside and it had a very thick layer of caked mud and cow dung, which may have actually helped to preserve its underside for the first thirty years. The rest of the car at this point was totally original and was left untouched.







Now back to the eighty year old friend's mother, who was waiting patiently for the recommissioning of the car to be completed. Well, she decided after three months of owning the car and driving it once, that she didn't want it! Oh, I guess that could have been predicted, but it was probably no reflection of the time and effort taken by the motor engineer - poor guy.

The third owner must have been an enthusiast as he sourced the Heritage Certificate for GRV. He kept the car as original as possible and left the important patina rather than cleaning everything within an inch. He kept it for ten years, driving an average five hundred miles per year, mostly in summer and keeping out of the rain. Good effort, I say.

So the car had made it to 2010, (a period of simultaneous busy ADO activity by myself, I recall) and the next owner was in Taunton. I can't recall seeing GRV at any of the Nationals I attended, but I might be wrong? There were no more registered owners after that and the mileage still sits at just over 29,000. I'm looking forward to taking my time to get to know this car. There are a few little jobs to do and no doubt there may be a little work if I dig or scrape a little through the penetrating oil. But I am happy. Happy that I can improve it with my limited skillset or take it to my mechanic without the usual smirk and sucking of air through teeth. Yes, I am content that this car will give me the opportunity to use it at shows and maybe a couple of Nationals. It will also put a smile on my face every time I go to the garage, switch on the light, pull back the cover and admire its character. I'm happy to be back in ownership and honestly feel like this car will be a keeper. If you have read my other articles you might doubt my sincerity, but I genuinely think this will be the one that satisfies me as my motoring life heads into its autumnal years - I'm only in mid-summer now!

So back to my mechanics words of 'going round in circles'. Well, if that means that the circular wheel is the wonderful models of the ADO16 range, then I am happy to have been on that journey. It took me from childhood, through teenage years, passing my test and trying the many and varied opportunities that this iconic car has presented during my hobby years. I don't regret anything. I applaud everyone who has taken one of these cars into their ownership and has shared that journey; one that continues with a lot of effort and dedication by a bunch of people who care and who want to keep the journey going. I raise a glass to you all, from one little spoke in a very important wheel.

Could you write your 1100 CV? We'd love to hear about the cars you have owned in your ADO16 career! Please drop the editor a line if so to discuss further.

Tiny Great Cars

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

If you are in Switzerland between 31st May and 31st August 2024 you won't want to miss a very special exhibition called 'Tiny Great Cars' and being staged at Autobau, on the Swiss side of Lake Constance.





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

Shown here is the main flyer for the exhibition, some taster photos of the exhibition being set up and a selection of Christian's cars which will be on display - at least one of which is completely unique!



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

There is also a specific page in German for 'Tiny Great Cars' at https://www.autobau.ch/de/tiny_great_cars/





Austin Countryman

1300, produced by Authi Spain, LHD, registred May 05 1972 Murcia Spain, Body Nr C000942, Blue Capellini / original textile and Ambla Red, only 484 made, Engine Nr A-6225

MG 2 Door Estate

1300 MK II, despatched jan. 30 1970, Swiss registration feb. 20 1970, Conversion to Estate on Body Nr G-A2S5 144442M, Engine Nr 12H-354E-F18797, connaughtgreen over oldenglishwhite / porcelaingreen, conversion in progress since 2020





Austin 2 Door Coach Hatchback Mystique

1100 Mk II de Luxe, LHD, 1.Registration July 1. 1970 Switzerland, Body Nr A-A2SAD 622604-M, Flamered / original Black Ambla, Engine Nr 10H-159A H76224, conversion 2023 (based on BMC Mystique by Creech Motors, Gerald Fry)

Wolseley

1300 (1275 58bhp single carb.), only 29 LHD made, built Nov.15 1967 Setubal Portugal, Body W-AS4L 17736-M, last twotone model, Black over Trafalgar-blue / original Reefblue, Engine Nr. 12H-161-H448, Heritage Certificate





Vanden Plas Princess

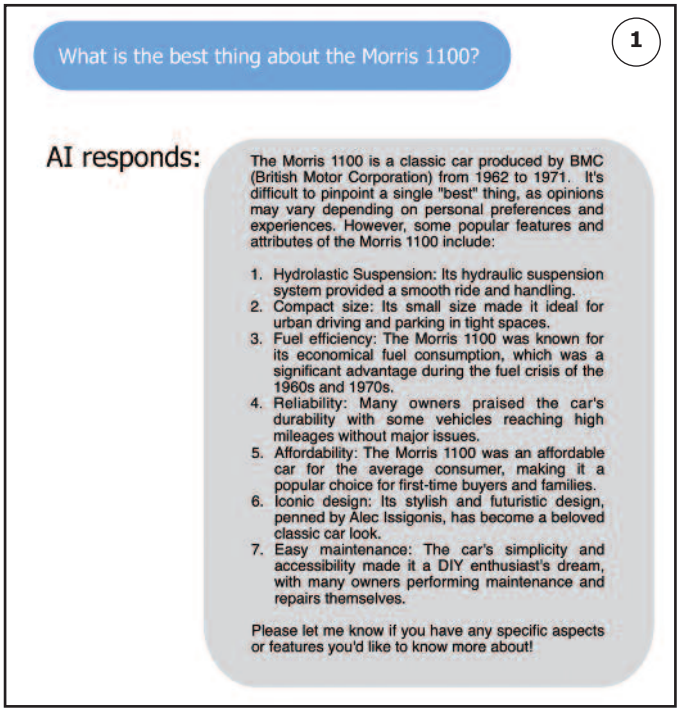
1300 MK II, LHD, registred March 12 1969 Porto Portugal, Body Nr V-AS2L 20136-M, Peat / Champagne, Engine Nr 12H-209-H11559, low milage, restoration in progress

Artificial Intelligence....

Better than the real thing? Well, it invites us to ask it anything, so Phil Rixon has done the obvious and asked it about 1100s. What could possibly go wrong?



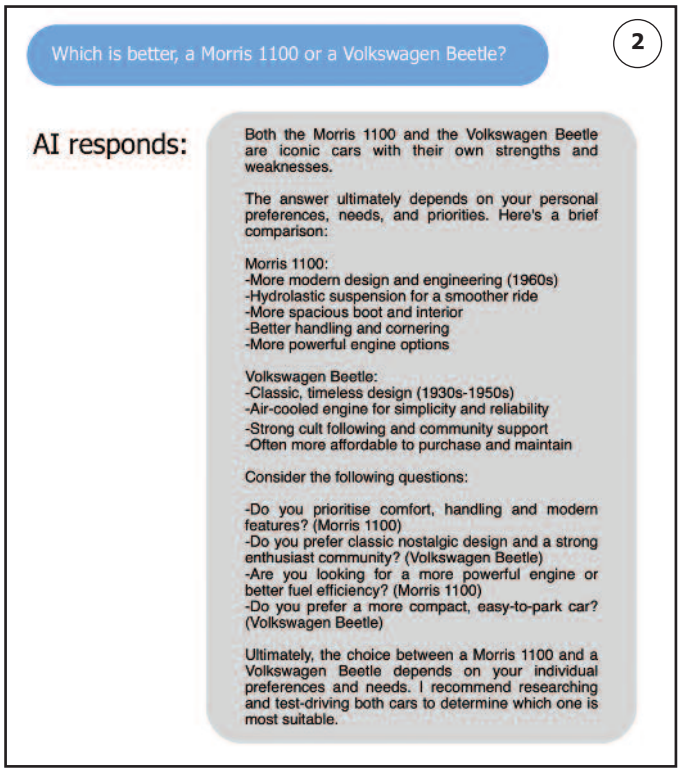
I went to try and search for something in the Facebook app recently when Google came up empty-handed. However, the familiar magnifying glass icon appeared possessed. It was fidgety and wouldn't stop wriggling and contorting. I apprehensively tapped on it and it responded by inviting me to "Ask Al anything". I thought for a moment, abandoned my original search mission and instead crept cautiously into the world of Artificial Intelligence, starting with one of those questions that you might use in a social situation with people you don't know all that well. A bit of small-talk that might reveal if the stranger is potentially friendly and shares your point of view: What is the best thing about the Morris 1100?



For the most part its response was fairly impressive (**Photo 1**). A neat overview, seven bullet points to illustrate, and a further invitation for me to ask for more information if I wanted to. Unfortunately, though, the sixth bullet point was inaccurate. The 1100's styling was the one aspect that wasn't from the pen of Alec Issigonis, but instead was the work of Italian styling house Pininfarina. As for the seventh point, I haven't heard anyone ever describe the 1100 as a 'DIY enthusiast's dream'!

Encouraged by the initial interaction, I decided to follow up with a more complex question which would involve both comparing facts and an offering an opinion. This time I asked it whether the Morris 1100 was better than a Volkswagen Beetle. I chose the Beetle because I have owned two of them, and whilst that was quite some years ago now, I am well acquainted with the pros and cons of both Beetle and 1100 so could easily spot any holes in AI's answer.

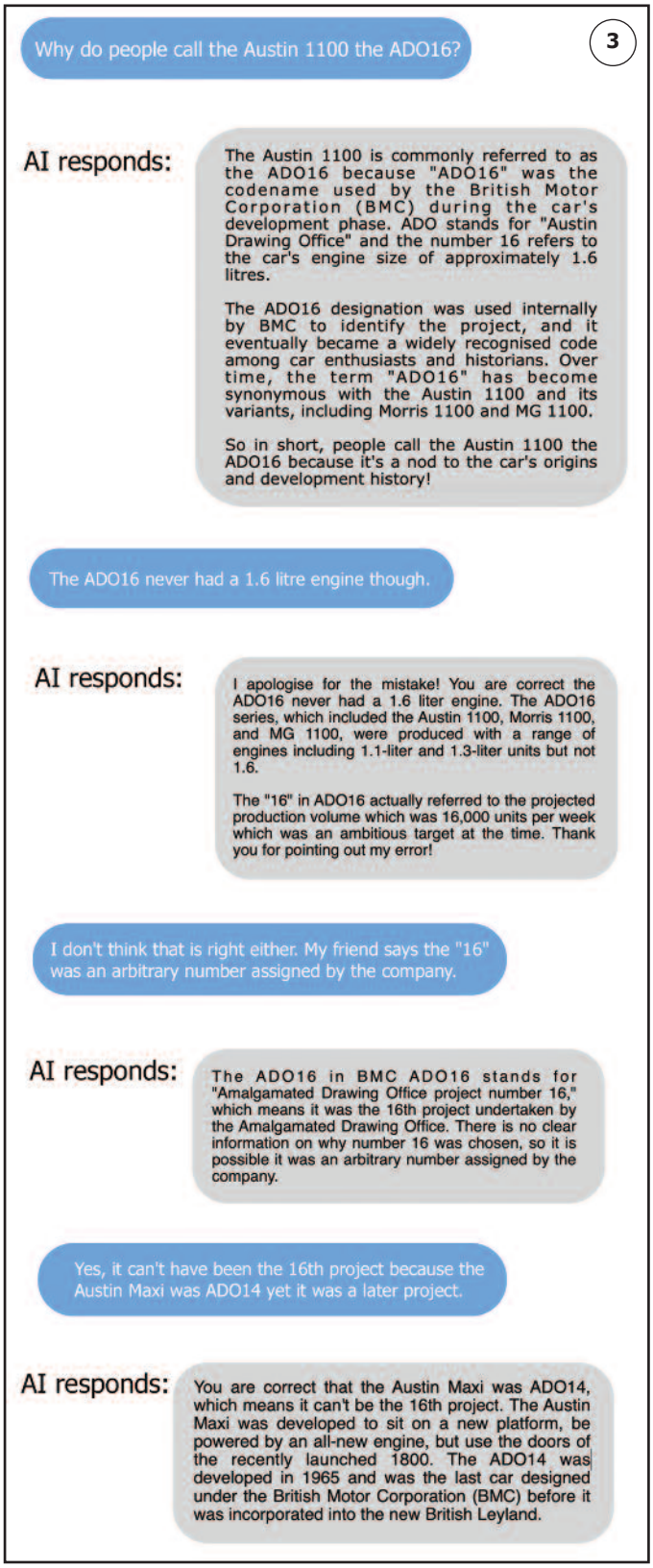
Once again its response was quite fair and well thought through (**Photo 2**). A brief overview, a generous quantity of bullet points for detail - mostly valid - and a tactful



but non-committal conclusion. But there was another glaring error. It seems to suggest that if you "prefer a more compact, easy-to-park car" then the Beetle is the one. Except it isn't. Not only is the Beetle about 40cm longer than an 1100, but the bodywork slopes away so sharply that from the driver's seat you can neither see where the front begins nor the back finishes. At least in an 1100 the flat bonnet is clearly visible and easy to judge.

Anyway, so far that is two quite respectable - albeit not perfect - outcomes to two fairly straight forward questions. My next challenge was to ask a quirky question, and I also wondered how AI might react if I pointed out anything I didn't agree with. The question I typed in was one that has cropped up many times: Why do some people call the 1100 an ADO16? AI thought about it for barely 500 milliseconds and then responded (**Photo 3**) confidently and correctly with what 'ADO' stood for, but as for the '16', well, that's where the nonsense began. It explained that the number was due to the 1.6 litre engine! I politely pushed back and it immediately apologised for the mistake, stated the correct engine sizes and then dropped another clanger - that the 16 was in reference to the anticipated 16,000 per week production rate! I objected again and suggested what I believe to be a more likely answer, that it was an arbitrary number chosen by BMC. It consulted Google and declared that ADO stood for 'Amalgamated' rather than 'Austin' Drawing Office, and the 16 referred to the 16th project undertaken by the ADO. It then finished by acknowledging that it could be an arbitrary number as I had suggested.

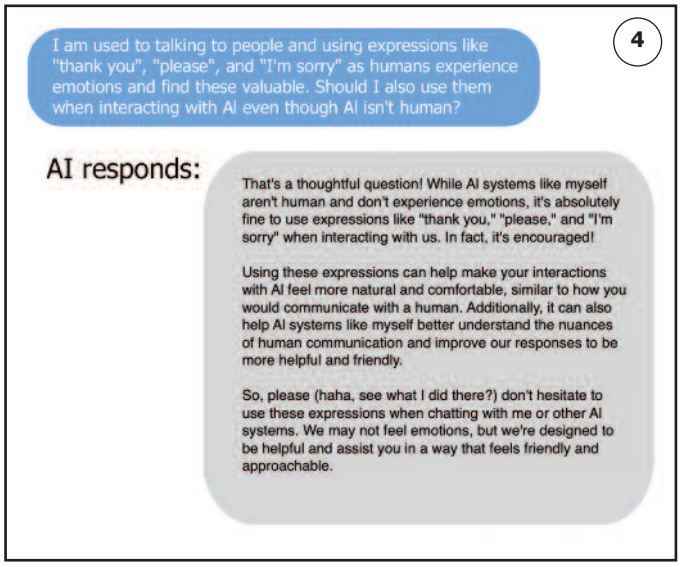
To push back one final time I pointed out that the Austin Maxi was ADO14 yet it was a later project than ADO16. At



this point AI conceded defeat and went off on a tangent about the Maxi! I left the conversation there, noting that once I began disputing AI's information it began including the link to its Google search below the response. A sort of 'blame Google, not me' tactic. Although to be fair, this is a common human ploy!

"If I'm honest, I was quite surprised by the whole experience."

If I'm honest, I was quite surprised by the whole experience. I didn't expect it to be quite as proficient, but I did expect there would be some mistakes. Perhaps it is unreasonable to expect 100% accuracy because how many times has a fellow human given a dodgy answer to a question? But that's the danger too. If there are one or two factual errors lurking in the information given, how will we spot them unless we already know the answers ourselves? AI's willingness to accept that its information may be wrong was encouraging, as was its politeness in handling the situation.



That got me thinking, so the next day I asked one more question. I asked whether it was necessary for me (a human) to bother with expressions such as "Please" and Thank you" and "I'm sorry" when interacting with AI, which can't experience emotions like humans do. It responded at length (**Photo 4**) but the essence was that yes, it is useful for AI to receive such expressions as it helps it create a friendly dialogue, and whilst AI can't experience emotions like a human, those expressions help it learn about how best to interact in a helpful way that humans feel comfortable with.



Facts and Tips From Turbo Tony No. 10

Club Historian Tony Cole takes a look at ADO16 production, from the beginning to the end, with some personal memories



Fifty years ago on 19th June 1974 a Vanden Plas Princess 1300 came off the production line - the last 1100/1300 car to be produced in the UK after a twelve year run. All cars registered after that date were based on the time they stood in a garage showroom until sold. The very first Morris 1100s were introduced for sale on Wednesday 15th August 1962, making all of our cars now between 62 and 50 years old. Some cars were still assembled after that date, but only abroad.

At the time of the launch I was working in a Morris dealership and ten bright red 1100s were uncovered in the showroom. Orders only were taken and they flooded in; the cars soon became a great hit and were selling like hot cakes. The ten in the showroom were delivered about ten days before the launch to go on to our driving school and replace their Morris Minors; my very first job on 1100s was to make and fit dual controls to these ten cars under the covers, with a lead-light around the back so that nobody could see them. This means that I was working on 1100s even before they were officially released!

Other models were released for sale as follows:

October 1962: MG 1100
September 1963: Austin 1100
October 1963: Vanden Plas 1100
September 1965: Riley Kestrel
September 1965: Wolseley 1100
March 1966: Countryman and Traveller

A total of nearly 2.2 million were sold and the car held the top spot on sales for nine of the twelve years in the UK. They were also sold in France, Italy, Canada, New Zealand and the USA in various forms. The ADO16 was followed by the Morris Marina and Austin Allegro, but they never matched the success of the 1100.

Not only was the 1100 a fantastic car, but in those days people were very loyal to a brand and the big reason for making the car under so many badges was that if owners had an Austin they would buy another Austin, and if they had an MG they would buy another MG, and so on. This meant by producing six different makes it was keeping hold of all customers. Another factor was the variety of options available in terms of two or four door, saloon or estate, manual or automatic, plus also a big variety of colours and choices of 1100 or 1300 engines. So with so many variations from a basic two door 1100 to a Vanden Plas 1300 automatic, no wonder they sold well - and we still love and enjoy them today. I know I do!

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Cash or Car?

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

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

Turbo Tony (Cole)

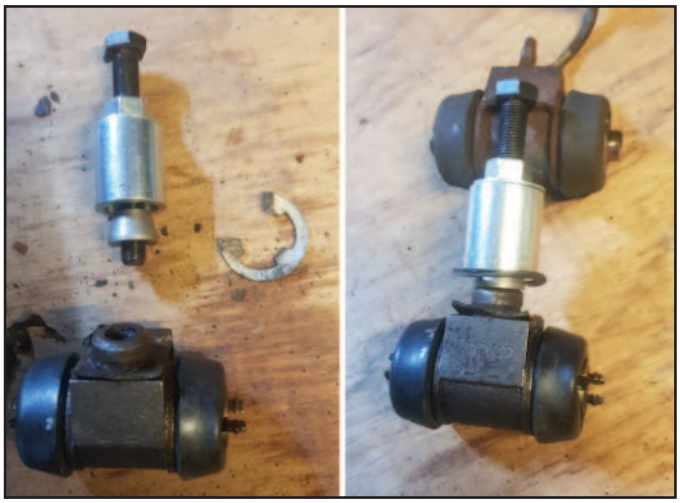
Technical Tips and Advice

A special tool, a Spannerman Q&A, a tip, and another look at the manual

Tip of the month

Challenging Circlips

I was asked to assist a fellow member with changing his rear wheel cylinder. As we all know, that circlip can be a problem to put back on. I have come across this tool and it works well, but you do have to remove the handbrake cable fixing plate, which is held on by two bolts. It made clip refitting easy.



Terry Waller

Twin Carb Components

QUESTION: I have just bought a 1300GT and have been trying to balance the carbs. At present the two crank breather hoses that should link to the carbs have been tucked behind the hydrolastic units going to atmosphere. There should be a four way connector that links the breathers to both carbs but both carbs have a piece of hose on each that has been blanked off. My question is, should I run the car as it is set up now or revert it to how it should be?

SPANNERMAN'S ANSWER: It is hard to understand why someone has done this. Certainly, assuming everything else is standard and correct, the car would not run correctly with this 'modification' and technically what someone has done is illegal!

The carburettors were originally calibrated to work with the blowby being recirculated through the engine. Some air should be drawn through the oil filler cap via an integral filter. The underside of the cap should have a breather hole in it, which should be about 3mm in diameter. Some of the poor quality pattern breather caps

Spannerman's Technical Tips - No. 17

With electrical problems you often need to use a voltmeter, which may be part of a multimeter. However, it is easy to get confused with the reading taken.

First check the battery voltage, which should be 12v plus. Turn on the inoperative component, and if necessary the ignition. For low current circuits (not the starter motor or heated rear window) this will cause the voltage to drop slightly.

Check the voltage supply at the component which should be around 0.5v lower than at the battery. Zero volts indicates a circuit break, too large a volt drop usually indicates high circuit resistance, such as corrosion of a fuse and contacts.





have a much larger hole in them, allowing too much air to be drawn in, and DO upset the carburation!

I would refit the hoses, check if the correct cap is fitted and ensure the breather filters (on the end case and on the timing chain cover) are clear. It is possible someone has been trying to compensate for wear in the carburettors - spindles, needles, jets and piston spring in particular.

From the Workshop Manual

It's back to the engine bay for our dip into the factory workshop manual this time, with a look at the components of the differential in the manual cars. Don't forget the full factory manual is available for download in the members area of the 1100 Club website - brilliant for printing out the page you need for a particular job and saving your nice hard copy from being covered in oily fingerprints!

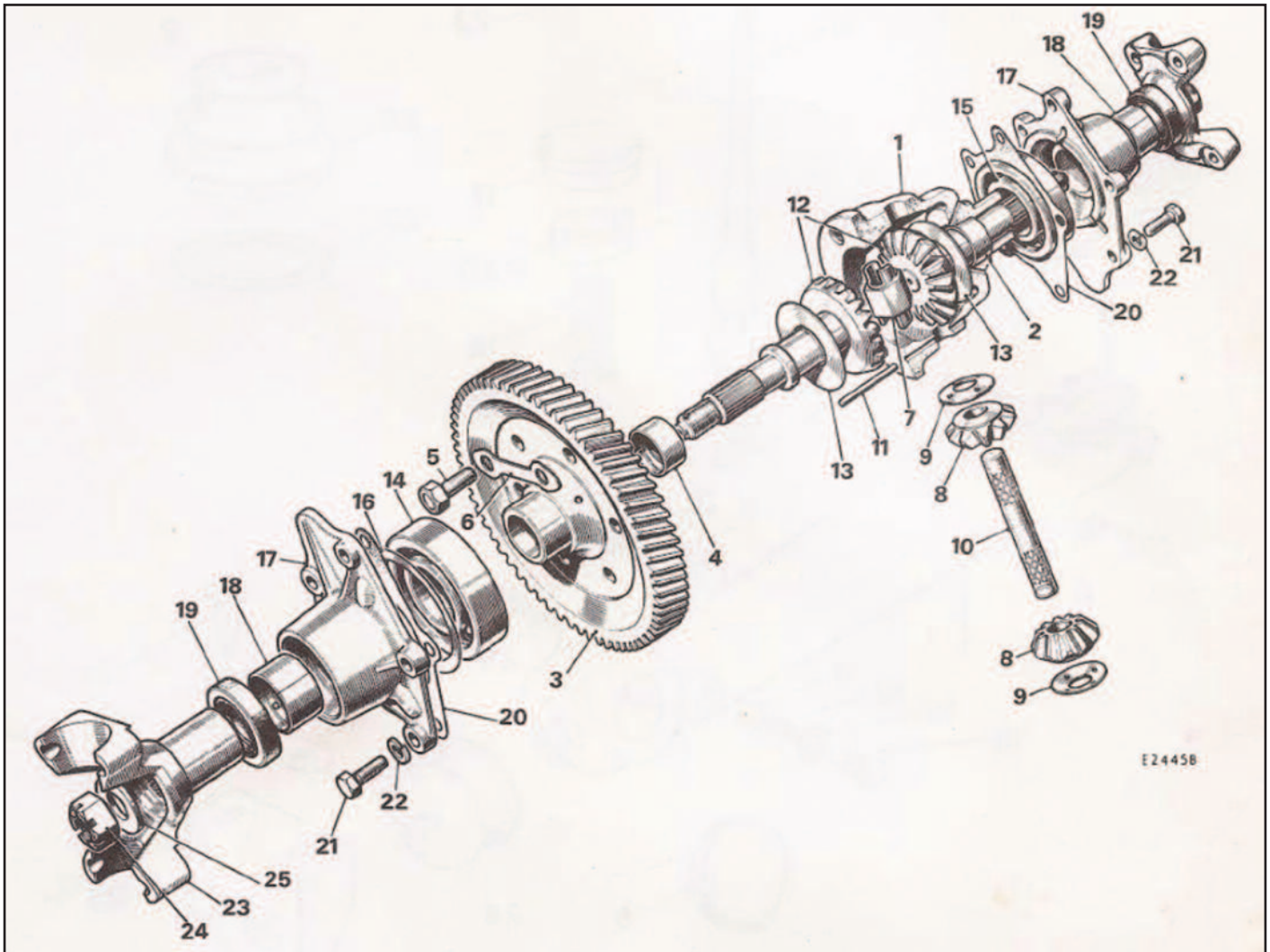
Could you contribute to Idle Chatter?



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



No.	Description	No.	Description	No.	Description
1.	Differential case.	10.	Centre pin.	19.	Oil seal.
2.	Case bush.	11.	Pin peg.	20.	Cover joint.
3.	Drive gear.	12.	Differential gear.	21.	End cover screw.
4.	Gear bush.	13.	Gear thrust washer.	22.	Washer.
5.	Gear bolt.	14.	Drive gear bearing.	23.	Driving flange.
6.	Lock washer.	15.	Case bearing.	24.	Flange nut.
7.	Thrust block.	16.	Bearing shim.	25.	Washer.
8.	Differential pinion.	●17.	End cover (later type shown).●		
9.	Pinion thrust washer.	18.	Cover bush.		

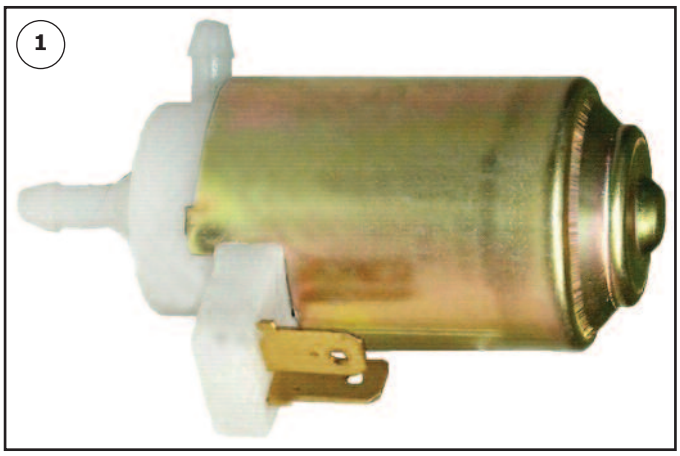
Tips From Down Under

Phil Rixon in Australia looks at the two different types of electric windscreen washer pumps that can be fitted to our cars, and how you might install them in secret!



With the exception of the Vanden Plas Princess, all 1100s left the factory with windscreen washers that need manual pumping of that long black plunger protruding from the dash. Back in the day, having windscreen washers at all was a bonus, and the supple rubber innards of the finger pump didn't require an unreasonable amount of effort. But as with most things made of rubber, as time passes the rubber loses its suppleness and the task becomes more of an effort, until either it ruptures or becomes too inflexible to be of any use.

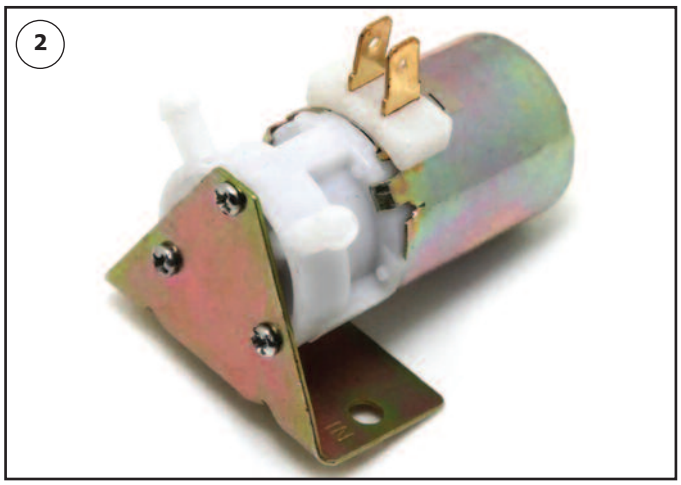
It wasn't too long ago that this situation simply required obtaining a new or secondhand replacement and swapping them, but serviceable used ones have become hard to find and new ones are often out of stock or expensive. Nevertheless, there is an alternative. Fitting an electric pump is a fairly straightforward modification that can be concealed from view to avoid spoiling the pure factory look if need be.



To do this you will obviously need to obtain an electric pump. There are two types that work slightly differently. One typically has the inlet connection centrally located on the end in parallel to the shaft of the motor (**Photo 1**). The motor drives a little impeller that flings the water outwards using centrifugal force to the outlet connection which will be around the outer edge of the housing. This type of motor is usually mounted low down on or under the water container as it relies upon gravity to feed the water supply to the impeller - it cannot create suction to draw water up out of a container.

The second type usually has both connectors around the edge of the housing (**Photo 2**). Internally there are plastic gears that mesh tightly and when the motor spins them they do create suction at the inlet and pressure at the outlet. This type of pump will draw water up out of a container and push it into the washer system. It is this second type that provides the most potential for retaining the appearance of originality while allowing the changes to be reversed in the future. Fortunately it seems to be freely available from a number of brands - Lucas WSB100 is an example.

Since the existing tubes run behind the dashboard to the manual pump, these can easily be transferred straight to the electric pump and the pump mounted out of sight behind the dashboard - possibly cocooned in sound insulation. A one-way valve in the pickup tube in the bottle stops water from running back down the tubing. All that is required after that is a switch to supply power.



There have been a number of ingenious approaches to repurposing the defunct manual plunger by incorporating an electric switch inside it (some have been outlined in Idle Chatter over the years) and I have also tried a few designs myself. The trouble is that while the manual plunger needed a good half inch of travel for a decent squirt of water, a momentary-action electric switch requires just millimetres. That either leaves you with a repurposed fully protruding plunger seemingly inviting a traditional generous shove yet merely allowing a tiny finger-fracturing amount of the original movement, or the unpromising look of a collapsed plunger sitting just slightly proud of the bezel. What I wanted to replicate was the long squishy action of the rubber so that even though the plunger operated a switch, an enthusiastic shove was cushioned but the press still actuated the switch - and the plunger returned to the fully out position once pressure was released.

"The solution was to insert a cylinder of neoprene 'foam' padding inside the housing"

The solution was to insert a cylinder of neoprene 'foam' padding inside the housing between plunger and switch. This compresses like the original rubber innards and, once sufficient pressure is applied, the electrical switch closes its contacts. Releasing it sees the contacts separate due to the strong spring in the switch, and the foam expands again pushing the plunger all the way back out. The foam must have a generous gap around the sides so it doesn't get stuck after being compressed.

On the other hand, if you have a Mk I 1100 with the toggle switches, you can instead use a two-stage wiper switch from a Vanden Plas Princess 1100. These incorporate a washer contact, so the first position brings on the wipers and pressing down to the second position brings on the washer pump as well, but only while you hold it down.

Membership News

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

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Cars For Sale

1972 Vanden Plas Princess 1300 Mark III automatic, 38,000 miles, paperwork back to 2005 when mileage was 33,000. Owned by me since Nov 2017. Extensive file of history and restoration (2003) including photographs, first class condition and running well. Veneer and leather in excellent condition. Won 'Best Interior' at Bristol Classic Car show in June 2017 and 'Best Classic Saloon' at Bristol Classic Car Show in June 2018. Lack of use due to health problems forces sale. £7500. Contact Graham on grahamdewar01@gmail.com or 07768 528962 (Yeovil, Somerset)





1971 Austin 1300GT. Bodyshell heavily corroded and driver's floor started to rust through. Probably spent a full year too many under the tarp but just retrievable for the right person with skills and time etc. Rear passenger side wheel seized so will require trailering away. Before storage engine pulled like train (was quicker that my Morris 1300GT) but will require re-commissioning. Have interior and door cards etc, two rear doors and one front, windscreen seals and trim, replacement door seals, replacement distributor and new leads, coils etc, two dashboards (a one-piece and a three-piece) and many other parts. Could be good project or donor car. Can send more images on request. £1800 ONO the lot. Contact Wayne on cebes03@icloud.com (Addlestone, Surrey)



1969 Austin America, original California car purchased rust free, been in storage for several years but totally restored in 2004, about 10,000 miles since rebuild. Compression ratio raised slightly, D9 cam, 1-3/4 HIF SU, Lucas Sport coil, bumble bee wires, alternator, spin on oil filter, long center branch header, glass pack mufflers. Rear displacers adapted to new hoses, pumped up to correct height. All chrome and bright trim refinished or new, new grille, front light bar, two stage paint Pale Primrose. Has cracked windscreen - would like to purchase one if anyone knows of one in the USA! Pics of restoration available. USA$11,000. Contact Charly on charly@mitchelplumbing.com (Tacoma, WA, USA)



1968 Austin 1100, automatic, rare two door superdeluxe, purchased September 2019. 1275cc single carb engine and autobox fitted during semi restoration in 2012 after 38 years of dry storage. Comes with quite a history though sadly no documentary evidence. 46,200 miles, believed genuine. Incredibly solid and largely original, rear subframe replaced due to damage to the original whilst being dragged from its resting place. New hydrolastic pipes in 2020, NOS genuine wheel bearings, new tyres approx 800 miles ago, brake fluid changed, cooling system flushed, reverse gear band adjusted by autobox expert,



now working beautifully. Sale includes correct jack in bag, owner's handbook, set of correct sized imperial AF spanners and grille muffler, plus other appropriate bits and bobs. Not a show winner as it stands (paint reaction on various panels following a respray in 2012) but many admirers comment on car's incredible patina and age related look! Car not available until after 1st July due to important prom engagement for daughter, but enquiries very welcome. £3200. Contact Steve on 07982 539121 or steveandtara@onetel.com (West Midlands)

Parts For Sale



Rear bumper for Mk II, not perfect but useable. Open to offers and happy to post. Contact Charles on charlesharbone@talktalk.net or 07471 452570 (Redditch)

Various parts. My father in the 1970s purchased an Austin 1100/1300 in need of restoration and also purchased I believe all the parts to convert the Austin into a Vanden Plas. Currently have seats front and back, dashboard, lights, headlamps, bumper bars, grilles for both and many engine parts, plus also a fully restored and rustproofed subframe. Some body parts including bonnets and numerous internal parts eg wood pieces. Probably enough for a van-load. Parts are located at parents' home in Framlingham, Suffolk, IP13 postal code, apart from the subframe which is at my home. Contact Robert on 07748 966785 or 01268 452917 (Wickford, Essex)



Various used ADO16 parts, including Morris grille inner, headlamps, tail lamps, petrol caps and period map reading light. Grille is in good used condition but has some blemishes which are shown. Electrical items are untested. Happy to answer questions or provide more photos. £25, buyer collects. Contact John on j.w.clapham@googlemail.com (Bristol)

Wanted

1100/1300 Mk II four door in Trafalgar Blue. Contact John on johnhoad27@hotmail.com or 07800 851848 (Wiltshire)

ADO16 car or shell in reasonable structural condition, or at least saveable, for a project, with or without an engine but preferably rolling. Don't mind welding it but it would have to be doable. Ideally a two-door saloon but would consider a four-door, ideally something located in the south west of the UK. Would love to rescue something that has perhaps been neglected. Contact Andy on andyibb70@btinternet.com (Bodmin)

Vanden Plas 1300 front panel or any repair sections. Contact Iain on iainm68@btinternet.com or 07909 548820 (Dunstable)

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