In this issue:

Monty Goes Mountaineering: French tour
A Welsh Murder Mystery
My Other Car: 1974 Wolseley Six Limo

NEC SHOW 2023 Discount Inside

CLASSIC MOTOR SHOW 2023

CLASSIC & SPORTS CAR CLUB AWARDS 2018 — WINNER! Club Magazine of the Year — Idle Chatter, The 1100 Club



Idle Chatter

July-August 2023

The magazine for members of the 1100 Club

www.the1100club.com

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Copy Deadline for Sept-Oct Issue
18th September 2023

Change of Details?

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

Ed Lines



Welcome to the July-August Idle Chatter! The first thing to say is that this magazine went to press a week or so before the National Rally, so you won't find reports or prizewinners etc inside its pages - instead you have that to look forward to in September-October! The National will have happened by now though, so hopefully it went very well with a huge turnout of 1100s and perfect weather....

I'm not big on anniversaries, but for my own amusement I do need to point out that this magazine is a bit of a personal milestone. It is the 60th edition I have produced as Editor. Nope, I can't quite believe it either, but it really is - September-October 2013 was my first attempt, having stepped down from being General Secretary and immediately found myself doing something else. I still can't quite believe how well supported with great content Idle Chatter continues to be by so many of you after so long, but it really is, and I have said many times before in these pages how Editors from other car clubs comment with some disbelief on how varied, useful and interesting our magazines are, time and time again. So thank you, and long may that continue. Will I continue? Well, I estimate that each edition takes me around fifty hours to produce so I might not be able to sustain it for ever, but I do still enjoy the challenge and if you're all happy with the outcome each time, then I think I probably have a few more editions in me!

Users of the 1100 Club Facebook page may have noticed that you can no longer create a post on the page. You can still comment on posts of course, but you can't start a new one. We have a pinned post on the page explaining this, but just to reiterate here, this was not a decision taken by the 1100 Club - it has been imposed by Facebook after we were forcibly rolled over to the 'New Pages Experience' a few weeks ago, and what a frustrating experience that has turned out to be! I think for some reason they want us to create a Group for that purpose, but we're not hugely keen on the idea - Groups require much greater moderation, which I simply don't have time to do, plus there are already several ADO16 Groups on Facebook and another isn't really needed. We're hopeful that at some point Facebook might see sense, but in the meantime if you wish to post to the page, please send us a Facebook message instead and we will pop the post on there for you.

Dave Wilkins
magazine-editor@the1100club.com

FRONT COVER

MARIO KOFHMEL'S MK I, FROM A POST ON OUR FACEBOOK PAGE TITLED 'SUMMERTIME IN SWITZERLAND'

REAR COVER

1300GT OWNED BY JOHN AND KATHLEEN FRIEL IN IRELAND, ALONGSIDE SOME INTERESTING FARMING EQUIPMENT!

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Sue Johns

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Technical and Spares Support for Members

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

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

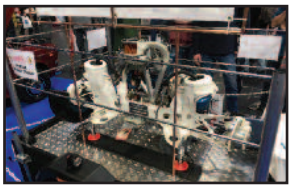
Original spec 1100 Club exhaust systems and discounted car covers are available via Robbie Claydon on chairman@the1100club.com, as is radiator recoring

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

1100 Club Heritage Preservation

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

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All advertisement enquiries to: advertising@the1100club.com

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

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

'The 1100 Club' @The1100Club THE1100CLUB

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

Area and Overseas Contacts

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East Midlands	David Shadbolt	07775 824705 east-midlands@the1100club.com	
Essex	Tony Cole	020 8500 7059 or 07979 998627 essex@the1100club.com	Last Wednesday, *The King and Tinker*, Enfield (EN2 9HJ)
Hampshire	John Norris	07896 639640 (text preferred) hampshire@the1100club.com	Second Thursday, 7-9pm, *Strawberry Field Tavern*, Locksheath (SO31 6DX)
Hertfordshire	Harvey Foster	01763 261250 hertfordshire@the1100club.com	First Wednesday, 8pm, by arrangement
Manchester	Paul Tubby	07905 905486 manchester@the1100club.com	Contact for more details
Midlands	Chris Johns Steve King	07899 923149 or 07980 454239 midlands@the1100club.com	
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Switzerland	Christian Rutishauser	St Gallen	+41 79 420 9881 switzerland@the1100club.com
USA	Dr Tom Gaylord	Atlanta, Georgia	(404) 261-5083 usa-representative@the1100club.com

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

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

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

Help Your Club!

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

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

Chair Chat



Hello everyone, I hope you're all well. The show season is now in full swing and it was great to see many of you at the Enfield Pageant of Motoring back at the end of May. I understand many of you also made it to the BL Day at Gaydon a few weeks back; my thanks to Chris Johns for organising the 1100 Club stand again this year at that one.

On the subject of shows and club stands, please do remember that to be covered under the club's public liability insurance, you need to liaise with the official club organiser if the 1100 Club is at a show. Most classic car insurance policies don't cover you at shows and rallies, so that's just another reason to be an 1100 Club member and to be on the official club stand.

By the time you're reading this, our National Rally will have come and gone. No doubt there will be a bumper edition of Idle Chatter covering that next time, but in the meantime I'd like to thank Koren for organising it this year and all of the committee members for their ongoing hard work and support.

That's it from me this time. Stay safe everyone.

Robbie Claydon
chairman@the1100club.com

Looking Back

Memory Man has rediscovered his passport and crossed the globe for this one!

A view from the other side of the world this time. It features Queen Street, Auckland, and is dated as 1974. The picture appeared on Facebook a few years ago credited to G Reithmaier, so we will credit it the same way and apologise if any copyright has been infringed by reproducing it here. Auckland is New Zealand's largest city (nearly 1.5 million people) and was its capital until 1865 when it was replaced by Wellington.

This is a wonderful display of British cars, with at least three ADO16s visible, more of which later. A couple of Japanese vehicles can also be seen, as can two or three from Germany. Starting at the left-hand side, a Mini (Mk II or III) with roof bars is parked (and no, the roof bar does not extend across the carriageway, that is a shadow of the street lamp above!), in front of which is a car I cannot identify. Then a Toyota Landcruiser (probably a 40 Series) is pulling out of a parking space, as is an ADO16 ahead of it, looking like a Mk II or III. Driving away from the camera in the left-hand lane is a Minivan with rear side windows fitted (rather than a Countryman, confirmed by its use as a work vehicle with roof bars and a step ladder and a reference to real estate on the back doors) and in front of it is an Austin Cambridge (A40 or A50).



Following behind, not sure which lane to join, is an ADO16 (Austin or Morris) Mk II registered in 1972. In the right-hand lane is a Triumph Mk 2, fitted with a towbar, signifying that it was probably a 2500. In front of that is a Ford Escort van (Mk I). Coming the other way, in the outside lane can be seen the rear half of a BMW 02 Series - 1602 or 2002, followed by a Ford Thames van (400E) - probably better known in New Zealand as a Thames 800 - then a first-generation Toyota Hiace sporting a large Luton van body. Behind that is probably the oldest car in the picture, a 1950s Daimler Conquest, then a large estate wagon, possibly an Australian built Ford Fairmont. Then follows a Morris Oxford Farina (Series VI) and another ADO16. Further identification beyond that is not easy.

The inside lane is somewhat indistinct, but I would guess a Wartburg Estate, a Ford Granada and a Vauxhall Victor 101. Parked on the far-side is an Austin Cambridge Farina (A55 Mk 2), a VW Beetle, and nothing further that I can identify - but there are to be no U-turns!

A view of Queen Street today would show vehicles sourced from quite a different part of the world, but so would most views of the UK! As ever, comments addressed to the Editor are welcome, as are any ADO16 related pictures from the past.

1100 CLUB REGALIA for 2023



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

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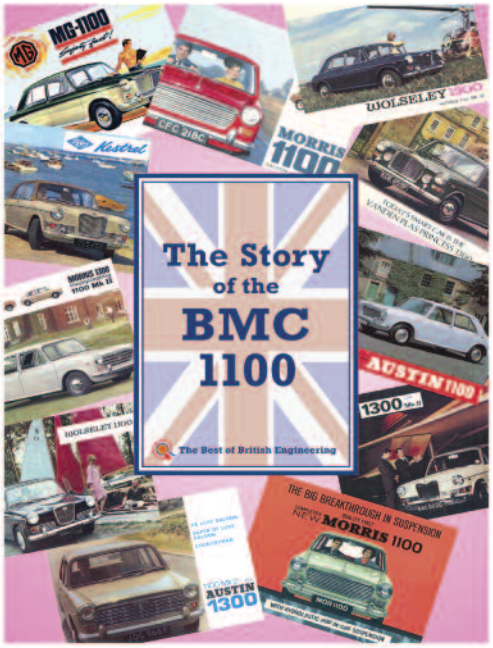
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Fernand Pinckney – *Regalia Secretary* **Tel: 020 8805 2239**
33 Nightingale Road, Edmonton, London N9 8AJ

Cheques payable to **"The 1100 Club"**
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Regalia is also available on our Website – www.the1100club.com – Paypal accepted

1100 CLUB REGALIA for 2023



A must have for the 1100 enthusiast

The Story of the BMC 1100

ISBN 978-1-84549-539-8

(Reprinted in February 2022 for its 8th print run)

Produced and published by The 1100 Club in celebration of the 50th Anniversary of the Morris 1100 in 2012, it continues to receive excellent reviews from both Classic Car magazines, members and the general public.

Since its launch in April 2012, in excess of **1,150** copies have now been sold in **25 countries** worldwide.

Not sure whether to buy one – visit the website and read the Oxford Mail article. There is also feedback from members and Reviews by the Classic Press.

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(address see previous page)



In Brief



News, views and stories from the world of ADO16s

Gorgeous Innocenti



This is my 1964 Innocenti IM3 with 46,000 km on the clock - it is not restored, only the paint has been polished!

Evelino Fozza

Evelino sent this picture to our webmaster Phil Rixon to be uploaded to the 'Members' Cars' gallery on the 1100 Club website for others to enjoy - it's worth a look if you haven't been there recently! And if your car is not featured and you would like it to be, drop Phil a line with a picture on webmaster@the1100club.com. Ed.

Skeleton on Display

Fantastic news - the 1100 Club's unique Skeleton car is now on prominent display at the Great British Car Journey Museum in Belper, Derbyshire. The text below comes from a press release posted on their website on 7th June, shortly after car was unveiled. Ed



A unique piece of BMC history - a restored 'skeleton' example of the Austin 1100 Countryman - is now on display at the Great British Car Journey after being generously lent to us by the 1100 Club. The skeleton body of the unique vehicle is designed to show the electric motors which control the movement of front and rear seats, demonstrating its carrying capacity to the full.

The arrival at the Great British Car Journey follows the end of an eight year search by the club for a new home for the car following the closure of its former home, Stondon Motor Museum, in 2015. Since the museum's closure, the car has been in storage, only being brought out by the club for shows and exhibitions. During this time, members of the Essex branch of the 1100 Club restored the rare model to its former glory.









"Absolutely over the moon" to finally bring the car out of storage, Gordon Diffey, the 1100 Club committee member who is responsible for looking after the car explained, "After learning about the Great British Car Journey at the classic car show last year where I had my car on display and then visiting the museum myself, I was very impressed and realised it would be an absolutely perfect place to display the car. Now that it is on display again at the museum, members of the 1100 Club and all other classic car enthusiasts have the opportunity to see it whenever they want."

Originally produced by Austin to demonstrate the still unique BMC engine and transmission layout at the 1966 Geneva Motor Show, the car also appeared the following

year at the 1967 Earls Court Motor Show on a turntable alongside a fully bodied version. At the end of the show the Austin 1100 Skeleton was put into storage at the British Motor Museum at Gaydon before being purchased by the 1100 Club in 1998 and subsequently displayed at Stondon Motor Museum in Bedfordshire.

Delighted to have the Austin 1100 skeleton on display in the exhibition, Richard Usher, CEO and founder of Great British Car Journey said: "This is a truly unique car and an important piece of BMC's history which we are delighted to now have on display. It's a real talking point, like so many of the wonderful cars designed and produced by British manufacturers over the last 100 years. I am grateful to Gordon and the 1100 Club for giving us the opportunity to share this car with so many people."

Just to add for accuracy, the Skeleton was also displayed at Bentley Motor Museum in Sussex for a while after it left Stondon - we visited it there one year for a Spring Show and had a very good day - but sadly in time that museum also closed and the car had to go back into storage again. It's brilliant that it now has a new home, and in a completely different part of the UK as well. Ed.

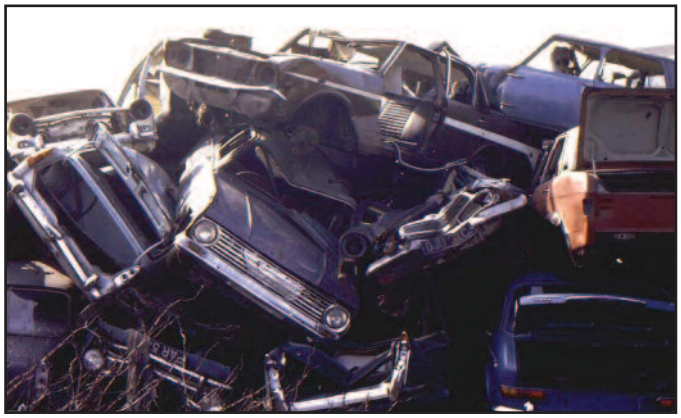
On The Scrapyard





Alex Lee spotted this post and these pictures from Roger Wood on the 'Scrapyards from the Good Old Days' Facebook group and sent them in our direction, obtaining Roger's kind permission for their reproduction.

Roger writes: "These were taken at New Cross, south east London, in the late 1970s. When I started work in London it involved a daily train commute and I'd usually try and get a seat on the right hand side to see what was new at a large scrapyard next to the line between New Cross and London Bridge. Within a couple of years I switched from the trains to a motorbike, which created the opportunity to actually go there and get a closer look. I seem to remember being told it was 'council' so nothing was available and everything was crushed."



It's a Mystery

Watching the new Sister Boniface features on Drama (well, when you get to my age you watch anything!) I looked up the 1100 used in various scenes. An Austin 1100 two door, the police car has the registration 572 UXR.



Checking on the DVLA website, this belongs to a currently taxed 1953 green 1172cc (so possibly an Anglia) Ford. Checking online it appears that the number has been used on other cars in various programmes. Seems very odd to me; a false plate I can understand but to use one that belongs to another vehicle? Does anyone know why?

Peter Cope

Thanks to Gordy Higgins for sending us this screenshot of it via Facebook. Ed

A Crushing Experience



Dean Johnson has brought this rather sad 1100 to our attention in a scrapyard in Hinckley, Leicestershire. Contact information is on the signboard if anyone local would like to get in touch with the yard to find out more.



Who Loves Ya, Baby?



Andy Ibbotson spotted this in an episode of 1970s American cop series, Kojak.

Hampshire Memories



I have had a bit of a clearout recently and come across this picture of an early 1100 meeting - I thought the members might like to see it.

Alistair Carter (Founder Member)

It's a display put on by the Hampshire area by the look of it. John Norris and the current Hampshire team? Ed.

RRS Wasp: A One Off?



This car was made by a company called RRS, who no longer exist but it appears they were from somewhere Manchester way. No-one really knows a whole lot about the company; I believe the S was for 'Stockfist', but don't quote me on that. I've got a letter stating that it was the only one they built; I also have some build photos and old pictures of it somewhere.









The car is built on a beautifully constructed steel tube chassis. It rides on hydrolastic suspension too, and obviously the 1100 engine is exactly what it says it is on the tin. It starts, runs and drives as you'd expect it to really - it's a really fun drive, everyone smiles and laughs at you and it's a great little car, with plenty of character about it to say the least. Things like headlight surrounds are made from saucepan lids and the exhaust has BSA end cans!



if you'd like any more information or pictures feel free to contact me, or indeed if you know anything else about it!

Lewis Iwasiw

You can contact Lewis on l.iwasiw0@gmail.com. Ed





1100 Club Membership Subscriptions

At last year's AGM, your committee proposed a rise in overseas full membership subscriptions to take account of significantly increased postage prices, to the point where by sending Idle Chatter out we were actually making a loss on full memberships in some parts of the world! It wasn't an easy decision to make, because we want to do everything we can to encourage ADO16 owners in other parts of the world to be members of the 1100 Club, and we are always conscious of the fact that our overseas members don't get quite as much out of their membership as UK based members do - it's much harder for those of you abroad to attend the National Rally, for example, and our public liability insurance doesn't cover shows and events overseas either.

This proposal was approved by the members present at the National Rally, and was carried by a vote. We didn't agree exactly when the increase was going to date from, however, and in the end the club's overall finances compared with the exchange rates in various parts of the world meant that, whilst we had approval for the increase, we were able to hang fire for a little longer. We also stopped sending out hard copy membership cards to our members overseas, as we decided they weren't really needed now that a decent PDF membership card is always sent out by email anyway, so that saved some extra postage and further helped postpone the rise. Overseas postage costs have risen again, unfortunately, so now we have no choice but to implement the increase agreed at the last AGM. From 1st September 2023 full European membership will therefore increase to £39 and full Rest of World membership to £45. The web-only rate of £17 will not change, as this is not affected by postage rates.

By the time you read this, the 2023 AGM will have taken place and the committee will have proposed a small increase in the UK membership fee for the first time since 2013. Again, we thought long and hard about this, but UK postage costs have also increased over time and whilst the club's finances are still in a decent state thanks to careful management, we are very keen to ensure that our Future Projects Fund remains intact and, even better, be in a position to add further to it if we can. The reason we were able to invest £15,000 in the purchase and operation of the original BMC factory tooling for front wing production was because we had built up this fund, and we also regularly spend up to £3000 having batches of exhausts produced - we want to be able to confidently carry on doing this kind of thing, as well as being in a position to jump on other parts opportunities that come our way like the front wing tooling suddenly did. So if the AGM approved the proposal (and again, to be clear, this has been written before it has taken place) UK subscriptions will rise by £1.50 to £31, also from 1st September. Hopefully you will agree that a small increase at this time is justified and sensible, especially given that we have been able to hold the current rates for ten years.

Latest Mug

Fernand Pinckney has been back at the design desk to produce another great commemorative mug for 2023. The new mug is available via the regalia shop on the 1100 Club website while stocks last, and also from shows that Fernand attends.



1100 Club Crossword No.19

Congratulations to Bob Nutton - author of the first fully correct solution to Crossword No.19 to have been extracted from the upturned hubcap this time! Bob, your 1100 Club keyring will be in the post to you shortly.

Here are the answers to Crossword No.19, for those of you that gave it a go at home, and as always, a big thank you to Chris Hayward for putting together our latest brain teaser!



Area Updates



Essex

Hello again from the Essex mob. Yes, the car shows are coming fast now and the weather is being great too. Just a few lines on each to keep you posted - hopefully it gets your juices flowing and makes you want to get out there.

The Chiltern Hills Rally went well, except for about five of us having to drop out for various reasons including work, not feeling too good or being on holiday, but six of us met up in a McDonalds car park, travelled up in convoy and had a fantastic day on our club stand. There were three GTs on one side of the tea station being very patriotic in red, white and blue (one of each, not a three tone) and three on the other side (**Photos 1 and 2**). This is a very big show and field with about 800 classic cars on show and a very large number of visitors. The weather was great but the grass was quite long.





Then it was the Enfield Pageant. This, as you probably know, is a two day show with a very large autojumble, club stands and an arena with events going on all day - this year they had motorbikes jumping very high and doing acrobatics in the air. We had a double club stand right opposite the arena, so had a great view. The tea station was set up under two gazebos, now with triple burners, and tea was flowing all two days. Fernand 'The Professor' had his regalia stall which kept him busy most of the time. We had fifteen and a half 1100s on the Saturday and thirteen and a half on the Sunday; this included the Hampshire branch, who turned up to join us on the Sunday in their cars and with their gazebo. It was great to have more than one branch and to see different 1100s, so thanks for coming John and team.



On the Sunday the arena is used for all the different car clubs to take their cars in and to do a few laps, then all line up in a row for photos (**Photos 3 and 4**). Then we had the use of the mic to talk about our cars over the tannoy system; we were given a thirty minute slot, which we took full advantage of. I also had the opportunity to spout on about our cars and the 1100 Club to a very large number of enthusiasts there - I never miss an opportunity to promote our club. The weather was hot and sunny for the two days and a great time was had by all.



The Luton Festival of Transport took place as always at Stockwood Park; a great show right under the flight path of Luton airport, so you can plane spot as well. Again we had an 1100 Club stand, so we were all set up and raring to go with six cars, two gazebos and a regalia stall (**Photos 5 and 6**). There were still some members ill or not able to come for different reasons, so it was a lower number than usual, but on the plus side it was a very hot and sunny day, with lots of space, loads to look at and a fair sized autojumble as well. I think we all have the parts we were looking for now.





The highlight of the day was in the afternoon when we were all sitting around tea drinking and chatting until we heard a crack. We all looked at each other and then carried on chatting, but two minutes later Mark 'Panic' Button suddenly dropped through the frame of his chair to the floor. I think you could hear the laughter on the other side of the show!

The final show of this block was at Hatfield Heath, located as always right opposite a fish and chip shop so there was no need for a packed lunch. The icing on the cake was that we won Best Club Stand again. **Photo 7** shows Fernand 'The Professor' and 'Farside' Jack proudly showing it off.

There have been a lot of cars changing owners here recently, starting with 'Farside' Jack who, as mentioned before, sold his Blaze Wolseley but has now got his old Riley back which Riley Ryan has had in the Norfolk branch for the last few years. Ryan is now rebuilding a Magenta



instead, as well as an 1100 estate. I have seen the work in progress as it's in the same barn in which the Skeleton car was stored, when a few of us went up to work on it. Terry 'Bus' is selling his estate, Smurf, which was his, then sold, then bought back again; it is now going to 'Police' (Terry Wells), another Essex member. 'Panic' (Mark) is looking for an estate to add to his ever-growing collection, which I think at the moment stands at four.

Have fun in your cars and stay safe.

'Turbo' Tony Cole
essex@the1100club.com

Hampshire

Just a quick update in this issue from the Hampshire team. Looking back over the past couple of months, the Enfield Pageant seems a lifetime ago! It was another great display of cars in which three Hampshire members joined Tony and the rest of the Essex crew (**Photo 1**). Thanks for inviting us Tony; same again next year!



Having more than one classic car to show throughout the season makes choosing which event to attend very difficult at this time of year, so June saw a change of vehicle and my classic Mini was used throughout the month, attending the Mini and Metro show at Gaydon and also Mini Cooper Day at Beaulieu.



July saw the 1100/1300s back out in action, starting with the Classic Car Sundays meet at the Departure Lounge cafe near Alton, with three cars attending (**Photo 2**).

Then it was the BMC and Leyland Show, once again at Gaydon (**Photos 3 and 4**). This was another brilliant day, with so many BMC and Leyland cars on display.





Events planned for August and September include:
Hampshire Classic Motor Show, Breamore House, Fordingbridge, 15th August
Isle of Wight Classic Car Extravaganza, Ryde, 9th and 10th September
BL Autumn Rally, Milton Keynes, 24th September

Reports of these will appear in future issues of Idle Chatter. Enjoy your cars in the meantime everyone, and see you all soon.

John Norris
hampshire@the1100club.com

Surrey

Hello from all at the Surrey group.

Our April meeting due to be held at the Marquis was cancelled as only two members were available. On Drive it Day I didn't fancy the drive to Wiltshire in grim weather so looked for a local event. There was one in Windsor organised under the umbrella (very appropriate word there) of the FBHVC so I went down there. It was held at a 'retirement village' just off the A308 on the edge of the town. A massive downpour on the way meant quite a few participants had left by the time I got there, but there was an interesting mix of cars, including a Minor Traveller, an MGB, a Triumph TR6 and some Ferraris and Maseratis. My Countryman attracted a lot of attention. The most unusual vehicle was a well restored Citroen 2CV van. A very friendly crowd, and the flats for the 'old people' provided drinks, biscuits and cakes for a donation to NSPCC. I think I was older than some of the residents though….

June's meeting went ahead as usual. We decided to try the Fairmile pub at Cobham as the Marquis has been short of staff of late and service is not brilliant - no fault of the staff who are there though, they do their best. A good number of the usual local members attended, including Mark and Catherine. A local branch of the Triumph Sports Six Club was there too - it is their regular meeting place. We enjoyed decent food and service at the pub, and there are some nice tables to sit outside if the weather is good. As it is on the A307 just south of Esher it's fairly easy to get to, if you don't miss the turn off, that is….Mike?

We had our July meeting at the Fairmile too, although only two of us were there due to work and holidays etc.

Mike brought his Mk I Vanden Plas and it was warm enough for him to open his Webasto sunroof. I brought my Mk III Countryman. The TSSC were in attendance again and outnumbered us massively. A very kind chap with an early Triumph Vitesse helped me tighten my wing mirror mount which had worked loose on the drive there.

We will probably make the Fairmile our regular haunt for now; the TSSC being there as well makes it a good classic car meet, and they are a friendly and knowledgeable crowd. We may also have a joint event with the Hampshire group in August, probably in the Alton area, which is convenient for us both.

Dave Laing
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Scotland

Or should this piece perhaps be titled: "Good things come to those who wait?"

For the second year running, on Sunday 9th July I travelled in Esther in convoy with my colleagues from the Perth and District Classic Wheels Group (PDCWG) to the 47th Strathmore Vintage Vehicle Club Ltd Transport Extravaganza within the beautiful grounds of the historic Glamis Castle in Angus (**Photo 1**).



The PDCWG are a smashing bunch of guys and girls who attend a number of classic events across Scotland from the Perth area. As the name suggests, if it's a classic and it's on wheels, you are in. No brand snobbery here. It's a social group who enjoy their classics in all forms. So far this year, with the Group I've taken Esther to shows in Bridge of Allan and the Highland Folk Museum at Newtonmore as well as Glamis.



At this year's Extravaganza, I had the pleasure of the company of my youngest grandson, Xander, who at eleven has reached that age where he is fully appreciating all things transport and starting to notice the details on cars. For a lad who spends the majority of his waking hours on a computer or other device (like all his friends and contemporaries) he enjoyed everything on offer, never looked bored and seemed not to miss his 'virtual digital world'. (**Photos 2 and 3**). Esther is of course the total opposite to the current high tech offerings from all car manufacturers, and indeed I refer to her as my analogue car with neither computer or digital assistance, and she is the better for it. That said, I must admit to her having electronic ignition, but that's hardly a completely newfangled thing!



Fellow 1100 Club and PDCWG member Scott Lamond was also in attendance on the PDCWG stand with his recently finished Wolseley, which was looking in fab order (**Photo 4**). Sadly on his way home to Blairgowrie, the car quite literally let him down. The rear suspension gave way and they limped home the last few miles. I'm sure Scott and the Wolseley will rise again soon. Otherwise ADO16s were scarce again this year.



Now to the matter of my alternative headline title. When I was at the Extravaganza in 2022, at one of the many stalls, I came across an original copy of the Autocar, 1962 London Motor Show review, which featured the new Morris 1100 on the front cover. I thought I'd found gold and was determined to buy it. However, there were two problems. The first was that I had no cash, not even the £5 asking price, and the second was that there was no phone signal for the stall's card reader to operate. I tried to charm the stallholder into taking my details and posting it to me after paying online later for the item and postage, but to no avail. It was along the lines of not being worth his while for £5. It had been on my mind for the last twelve months since and had clearly been bugging me.





Fast forward twelve months to this year's show, and on the unlikely off-chance that (a) this same stallholder was

there again, and (b) he hadn't managed to sell it in the meantime, Xander and I scoured the stalls, and would you credit it, I found him again! This time I was armed with a wodge of cash and went straight to the basket with the magazines. Lo and behold, three from the top was this very same Autocar 1962 London Motor Show report I'd missed out on the year before. My patience and tenacity had paid off. As I handed over my cash, the stallholder started to recognise me and reiterated his rationale for his stance the year before. Not to worry, I now possess a fantastic piece of automotive history that features our beloved ADO16. If any of you have one of these you'll understand my pleasure in now owning it.


7

Morris 1

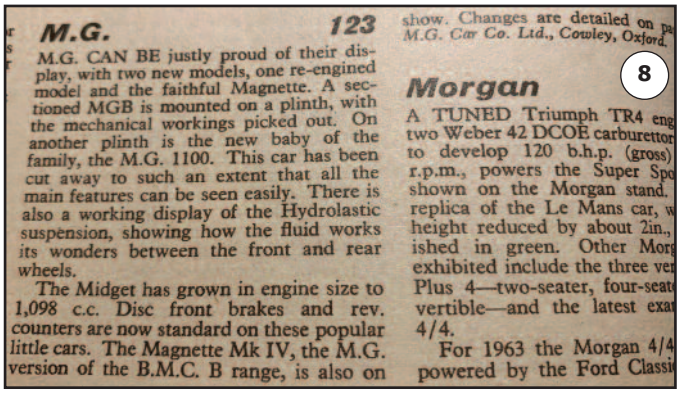
ON A TURNTABLE is a sectioned 1100, showing the transverse engine, Hydrolastic suspension, and seating and luggage accommodation. Two other 1100s, in red and green, are on the stand floor for closer examination. That old faithful, the Morris 1000, appears in both four-door de luxe form and as the Traveller. Its 1963 improvements include the larger, 1,098 c.c. engine and baulk-ring synchromesh on the upper three ratios.

The babies of the Morris range, the Minis, appear in four forms. The standard Mini is finished in grey, while the Cooper version has green and white two-tone coachwork. For the man with all the luggage, there is the Traveller, in surf blue.

The largest member of the Morris family is the Oxford IV, with the 1,622 c.c. engine. This car is painted blue.

Changes to Morris models are described on page 708.

Morris Motors Ltd., Cowley, Oxford.


M.G. 123

M.G. CAN BE justly proud of their display, with two new models, one re-engined model and the faithful Magnette. A sectioned MGB is mounted on a plinth, with the mechanical workings picked out. On another plinth is the new baby of the family, the M.G. 1100. This car has been cut away to such an extent that all the main features can be seen easily. There is also a working display of the Hydrolastic suspension, showing how the fluid works its wonders between the front and rear wheels.

The Midget has grown in engine size to 1,098 c.c. Disc front brakes and rev. counters are now standard on these popular little cars. The Magnette Mk IV, the M.G. version of the B.M.C. B range, is also on show. Changes are detailed on pa

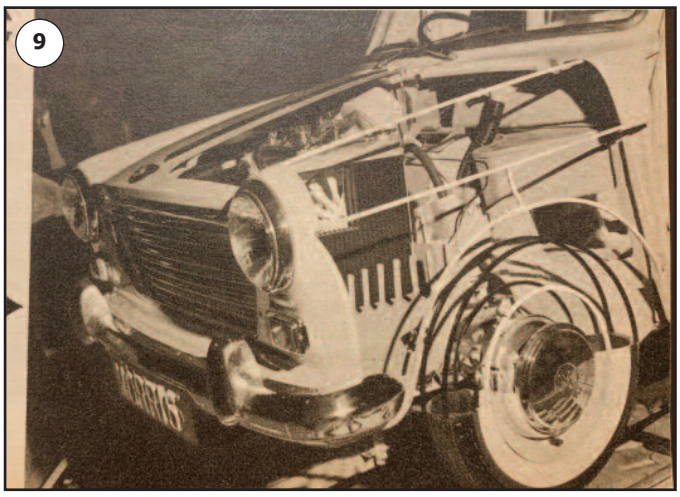
M.G. Car Co. Ltd., Cowley, Oxford.

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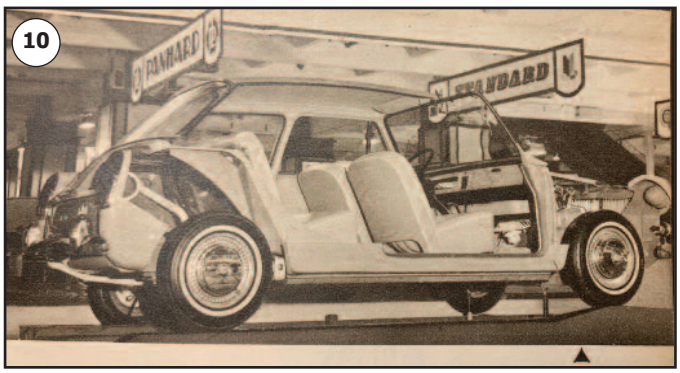
Morgan

A TUNED Triumph TR4 eng two Weber 42 DCOE carburettor to develop 120 b.h.p. (gross) r.p.m., powers the Super Spo shown on the Morgan stand. replica of the Le Mans car, w height reduced by about 2in., ished in green. Other Morg exhibited include the three ver Plus 4—two-seater, four-seat vertible—and the latest exa 4/4.

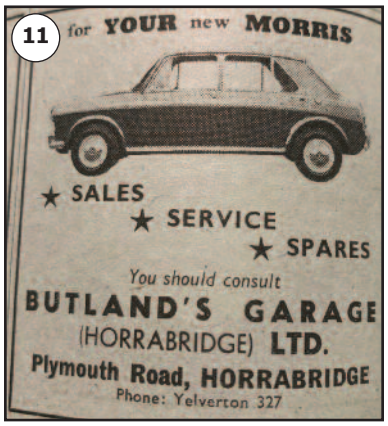
For 1963 the Morgan 4/4 powered by the Ford Classi


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The report is a fascinating look back at the show launch of the Morris and MG 1100s, but also it is a great snap shot of the automotive industry at the time, with articles, features, glossy whole page adverts and a glossary of


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dealers, as well as numerous smaller classified ads. I've had the pleasure of going through it cover to cover, identifying all relevant ADO16 entries. So please share in my joy and I hope you enjoy some images from it.


11

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The images I have shared are as follows:

Photo 5: Show report front cover featuring the 'new' Morris 1100.

Photo 6: Picture of Morris 1100.

Photo 7: Text relative to the Morris Stand 118.

Photo 8: Text relative to the MG Stand 123.

Photo 9: Image of the cutaway Morris 1100 on the Morris stand.

Photo 10: Image of the sectioned MG 1100 on the MG stand.

Photo 11: Image of advert for the new Morris 1100 from a dealer in Horrabridge.

Photo 12: Image of advert for the new Morris 1100 from a dealer in Croydon.

Bob Gray
scotland@the1100club.com

East Midlands

Following the 'Idle Chatter' magazine article and subsequent emailshot, I now have six people on the list of East Midlands group members, including myself. These are spread over a wide area - from Milton Keynes in the south to South Witham in the north, so I have tried to identify a central point that will be about the same distance for everyone. It is a remarkable coincidence that my own village is around 35 miles and 50 minutes away from everyone. Road links are decent. Our village pub, The Dukes Arms, is extremely accommodating, has a reasonable car park plus parking outside on the village green, an excellent and very reasonably priced menu and a good range of beers. I therefore propose a weekday evening during week commencing 11th September - please do contact me if you haven't yet done so but would like to get involved, and I will let you know which day is planned.

David Shadbolt
eastmidlands@the1100club.com

Midlands and West Mercia

After some considerable thought, I have decided to suspend the Bromsgrove meeting for the foreseeable future. As some of you may know, both my wife and myself have been diagnosed with cancer. Unfortunately my wife's health is deteriorating and she needs assistance with everyday activities, and I am currently awaiting the results of my latest scan.

Steve King
midlands@the1100club.com

Chris Johns is looking at options for continuing a monthly gathering, so watch this space. And of course we all wish both Steve and his wife Cathy all the best at a very difficult time. Ed

From the Events Diary

News from some events that have taken place and others coming up!

1100 Club National Rally

This will have taken place by the time this magazine is published, so reports, pictures and prizewinners will be found in the next edition.

La Belle French Tour











Over a four day weekend at the end of May, we had the pleasure of gathering a bunch of fourteen ADO16s (and 22 people) coming from all over France and Belgium. One couple came all the way from Tarbes (1000 kms) with no problems to report. The weather was with us all the time and the atmosphere was exceptional. The tour included Boulogne Sur Mer, Wimereux, Cap Gris Nez, Cap Blanc Nez, Vallée de la Course, Montreuil Sur Mer, Le Touquet and Équihen-Plage. It was a lot of fun, and a great experience for all of us - and best of all, only one car had to be recovered home!

Eric Gravier





BMC and Leyland Show



Chris Johns coordinated the 1100 Club stand at the BMC and Leyland Show at the British Motor Museum, Gaydon on 9th July. There was an excellent range of ADO16s on the display at the show across various stands and areas, and it was great to have a Mini and a Moke on the 1100 Club stand too, as their owners were 1100 Club members! Many thanks to Chris and also David Shadbolt, who submitted the photos shown here.

















It was also pleasing to see that the event organisers had recognised our Hon. President Sue Johns for the very important person she is! See above right....







Other Event Reports

"These three images were taken on 29th May at the Ripley Castle Car Show near Harrogate," write **Alan and Sandra Sayles**. "Along with our car, there were two more 1100 Club members with their VPs."







Colin Richardson has sent in some pictures of ADO16s seen recently at different shows. The photo of the MG was taken at a car meet near Durham and the white one taken at South Shields. The blue one was seen at a show in Seaburn, Sunderland, and also at Stanhope in Weardale a couple of weeks back.







Paul Shawcross photographed these three lovely machines at Leighton Hall Classic Car Show near Carnforth. Paul writes: "Conditions were spot on. The Riley and the Austin were both previously owned by a friend of mine who sold them on; he took the Riley down to Spain with him on the back of his motorhome."







John Roots has sent us this picture of his visit to a craft market and show in Melton Mowbray. John writes: "It's a shame more town business groups don't do the same. There were a good range of vehicles on show, lots of shoppers and browsers about. Shops open and doing trade when they would normally be closed and people who wouldn't normally go to car shows engaging in conversation with the owners. Wife happy going around the shops, dog happy saying hello to whoever he could and all for free. What more could you want?"



Mike Owen had a great day out with the Automobile Club of North Wales. Mike reports that there were approximately fifty cars who met in Betws-Y-Coed and then drove to Llandudno to display on the promenade, with himself, his wife Janet and son Steven sat behind in the sunshine - see picture above right.



David Shadbolt writes: "All the storms we didn't get at Gaydon arrived in force at Parson Drove when we were there for the Classic Custom Car Show. The first day was horrific, with prolonged tent-wrecking gusts and heavy, horizontal rain. Very few people turned up so Ryan Caulfield and I adjourned to the pub for the evening with Monty. The Sunday was a bit better - still some heavy squalls - but lots more sunshine, lots more cars and lots more people. We managed three cars on the 1100 Club Fenland plot - Monty, Ryan's Magenta and Gordon Diffey's estate, and there was another ADO16 representing the Wisbech Car Club (pictured right). A good event, but overall attendance definitely held back by the weather."







Mark Jones had a great day out with his mum and dad in the Cotswolds.

Mark writes: "We intended to attend a classic car show but gave up trying to find it. Turns out it had been cancelled! Bugger. We decided to head off to find a coffee and ended up at a National Trust Roman villa. After a bite to eat and the aforementioned drinks, we headed off again as Dad wanted to go to the car museum at Bourton on the Water. A very pleasant and picturesque drive was had, if a little moist at times, and brought us to the Cotswold Motor Museum. After a cheeky request, we were allowed to park right outside the museum. We had more caffeinated beverages before heading home. About half way

home we took a detour to find somewhere to have a picnic. Eventually we gave up and ended up with just us four parked up in a very empty carpark at a nature reserve that was closed, where we had our picnic and brewed up a cuppa too. Rain eventually stopped play and we all headed off home. It wasn't the day we had planned, but it was a wonderful time nonetheless."









Other Upcoming Events

Leicestershire Motor Pageant - 12th and 13th August 2023 at the Leicestershire Showground, Market Harborough.

The **Scottish Tour** will be running from 26th August to 3rd September. Arrangements are all now in place, and you can contact the organiser Ryan Caulfield on r.caulfield@hotmail.com if you would like to find out where the tour will pass through and when. You can also follow updates from the tour on the 1100 Club's Facebook page as it progresses.

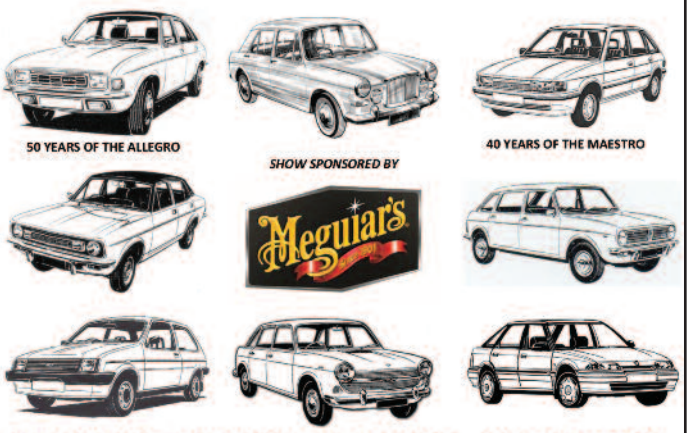
The Lancaster Insurance Classic Motor Show - 10th to 12th November at the NEC, Birmingham. The 1100 Club will be on Stand 480 in Hall 3, and discounted tickets for 1100 Club members are now available - you can find the discount code in the advert on p29.

BL Autumn Rally

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Running Reports

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





So FLO was finally home in late 2019. First it was time for a good look over everything to assess her overall condition. At some point after being recovered to the yard I'm guessing that windows had been left open to air the car, as when I lifted the carpets they were saturated back and front on both sides! With the carpets removed, excess water soaked up and then a small heater used to warm and dry the inside, I have to say that the floor was in excellent order, with only surface rust in places, much to my surprise (**Photos 1-3**).





The rest of the day was spent cleaning the outside of the car, with pleasing results, but what was noticeable was



the spider leg rust spots covering the bodywork - every panel had them, and after sanding one or two back it was evident that the car was still on its original (very, very thin) paintwork. It was also evident that way back in time someone had painted red oxide on many parts of the car (**Photo 4**) presumably to stop rust; also they had removed the bumpers and covered the rest of the chrome with grease to protect it. Somewhere down the line the front bumper was lost, along with one hubcap; the rear bumper was found inside the car along with four overriders and fittings.

The next day a new battery was purchased and fitted, and the engine turned over but didn't start. All lights and wipers etc were tested and all were found to be working except for two blown headlights on low beam. Even the heater blower worked when switched on. A couple of days later I removed the rocker cover and discovered a stuck valve. As it was now getting cold and the dark nights were here, it seemed a good time to put the winter covers on!



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





I mentioned at the end of my last running report that I was considering painting the Shed's headlining, on the basis that it was pretty much intact but very, very drab - glue marks, general grey where there should be a whiter colour, and a miscellaneous mix of other random marks from fifty years of use. The major plus side of the Shed is that when one undertakes a project of this nature, one can be comforted by the fact that the end result is unlikely to be worse! Having done some research online, I eventually purchased a pot of cleaning fluid and a couple of cans of vinyl paint from www.vinyldye.co.uk (**Photo 1**) and was immediately impressed to receive an automated email from them with all the instructions I needed to carry out the job. They recommended not using the paint when weather conditions were too hot or too cold, so I waited for a reasonably mild day when I had plenty of time and gave it a go.



First I took all the seats out to give me space to move (**Photo 2**), then removed a few other things that were going to get in the way - the heated rear window earth, interior light, rear view mirror and sunvisors - before cleaning the headlining with the fluid provided. It didn't look a lot different after cleaning, but I assume this stage is more about ensuring the paint sticks.



Then it was time for some masking - all around the window rubbers and in other key edge areas (**Photo 3**, also showing the state of the headlining before the work) - and some dustsheets to cover the carpet and hang over the doors. Hindsight allows me to advise that you really don't skimp on this element of the process - painting above one's head means that it really does get everywhere!



As always with this kind of job, I got better at the painting as I went along. I was a bit gung-ho to start with and ended up with an early run, which was annoying, but after that I took a much lighter touch approach with much better results. In a few places there was a little reaction when the paint went on, probably indicating that I wasn't quite as careful with my cleaning as I should have been, but a second coat improved things where this occurred.

Of course I ran out of paint, which necessitated a re-order and the continuation of the job on another day, so there's another tip - get more paint than you think you will need. But the end result overall is really quite impressive (**Photos 4 and 5**) and a huge improvement on where we were before - **Photo 3** and **Photo 6** also provide a good 'before and after' of the same area. If your headlining is intact but scruffy, I wouldn't hesitate to recommend this approach.





I took the opportunity of the seats being out to replace the seat covers, since the old ones have now been in place for the best part of fifteen years. I have black plastic Mini seats in the front of the car and rather tired original Limeflower seats in the rear, so covers are essential to ensure a front to rear match.

The new ones are….well….shall we say bright? They are also a little bit Limeflower (**Photo 6**)! I think you will either love them or hate them, and whilst I'm not quite sure which camp I'm going to end up in, they will do for now.



In other news, when I was getting ready for the Bromley Pageant with the engine running to allow me to shift the car over and get the flagpoles into the other side, I smelt petrol. A quick investigation revealed a pretty obvious cause - there was a steady drip coming from one of the fuel hoses at the float chamber end. I think a loose clip and some very slight cracking at the end of the hose was



the cause, because the rest of the hose wasn't too perished, but I decided it was a good reminder to replace all of them anyway (**Photo 7**). Modern hoses just don't seem to last very long these days, despite being supposedly resistant to ethanol, so I think replacing them every couple of years is a pretty cheap and worthwhile safety measure - or at least very regularly checking their condition.

Whenever I come up to a garage door or another surface that reflects well at the front or rear, I take the opportunity to check my lights are all working as they should be. Does anyone else do that? This time, it transpired my headlights were being weird, with one going very dim if they were switched to main beam. My main suspect was the bullet connector on the offside, as it had recently been disconnected for the front end bodywork, and replacing it with a decent spare one immediately sorted the problem (**Photo 8**). But bother me if my right indicator didn't stop working a few days later as well - this turned out to have the same cause and the same remedy was put in place.



Name: Andy Ibbotson
From: Bodmin, Cornwall
Car: 1973 Austin 1300





This is still more of a non-running report than a running one! Unlike all of the lovely 1100s and 1300s I read about in Idle Chatter, mine (1973 1300 Mk III two door) is still rustily festering under a tarpaulin while I complete the restoration of my Dad's old Morris Minor Traveller.



With the new wood (structural) in place and the car starting to look like a car again (**Photo 1**) it is racing towards completion and has now reached the expensive bit, i.e. where I pay lots of money for things I need but it doesn't seem like I'm getting very much! The Newton Commercial bill was this month's big expenditure for a pair of door cards and some material, (£300!) and I have five new tyres, a radiator, and probably more Newton Commercial seat covers still to buy, as well as other things like the battery. Apart from that (and waiting for payday) there is little stopping me, so hopefully it will see the road by the end of this summer (**Photo 2**) after nearly two years of work.



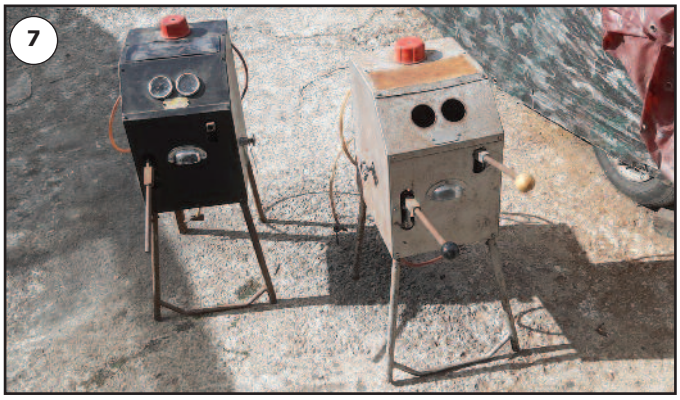
Anyway, back to 1100s. Dave Wilkins kindly popped a request in IC for some panels for me and I'm pleased to say that Ian from South Devon contacted me with an offer of some bits off one he was scrapping, so I now have a scuttle (**Photo 3**) and complete guttering (**Photos 4 and 5**) along with some other bits (**Photo 6**) that I managed to cram into my Mini One and get home. Many thanks indeed Ian! What a gent - all free of charge, and he even sliced the bits up while I waited.



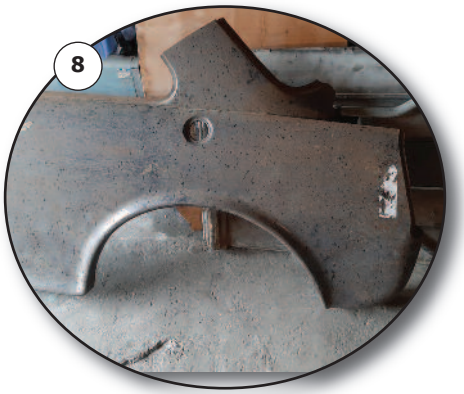








Also, whilst at the Mini Cooper Day at Beaulieu, I saw a hydrolastic pump for sale for £125. It was of the variety that looks like a robot from an episode of 1960s Doctor Who! People call them Daleks for good reason! I thought I would make a cheeky offer perhaps, but then a bit later in the autojumble section I saw a pair of them for sale (**Photo 7**). The seller Bob was just wanting rid, so I was able to buy the pair for £40. One was missing an arm, so I swapped the arm over from number two pump - this one is missing an arm, a hose and both gauges, but I have made one complete one from them both, and it works! Bob even transported them to Plymouth for me and I collected them there last week. Another gent! I'd be very interested to know if anyone can help with the missing bits for pump two so it too can be restored to working order. Apparently they are ex MOD and been stored for years. Please give me a shout on the email address below if you can help. Still bargain of the month, either way.



STOP PRESS: I have a small amendment to my running report. I was lucky in acquiring a left hand rear wing for RGT yesterday for a good price (**Photo 8**), although it did require a six hour round trip! However it is a Mk I, so the rear light is wrong - I can alter it, unless of course another 1100 Club member needs a Mk I panel and happens to have a MkII/III one they'd like to swap for it? Long shot, but you never know!

You can contact Andy on andyibb70@btinternet.com. Ed

Name: Phil Rixon
From: Central Coast, NSW
Car: 1965 Vanden Plas





My focus recently has been on re-restoring certain aspects on my Princess that didn't quite work out as well - or last as long - as I'd expected first time around, whether that was down to naivety or lack of skill on my part, inferior quality of parts and materials, or perhaps simply an inevitability due to the passage of time. One such aspect has literally been staring me in the face every time I drive - the failed clear coat on the walnut dashboard. Many times people have commented on my choice of preserving the patina of the woodwork rather than restoring it. I don't usually explain that it was restored, the original completely unsalvageable, new veneer and everything, and the 'patina' developed within months. Anyhow, having briefly enjoyed a flawless mirror finish, I longed for it again but on a more permanent basis this time.



The first step towards that involved removing the wooden section of the dashboard again. This would be the third time, so lessons learnt during past attempts made it a quick operation. First thing to come out was the steering column. The workshop manual procedure suggests just detaching the two mounting bolts below the dash to provide enough clearance, but the steering column was such a pain just dangling there last time that this time I unplugged the indicator stalk wiring, took out the pinch bolt at the base of the column and lifted the whole lot out of the way. A few minutes extra work for a huge increase in convenience.

With it out of the way I could sit comfortably in the driver's seat to remove the ashtray assembly. That gives access to the two wing nuts on the back of the panel beside the ashtray and the clock, and if you have slim fingers and forearms you can also reach in to unscrew the speedo cable. On the other side of the gauges, removing the switches and the choke from the switch panel improves access to the oil gauge pipe. Once the final two wing nuts have been removed - one under each air vent - and the glovebox mountings unscrewed, the panel can be eased out along the lower edge. From there I managed to rest it face down on my knees while I photographed the wiring for later reference, before disconnecting everything.

With the remnants of the old clear coat carefully removed, six coats of two-pack acrylic was sprayed on allowing ten to twenty minutes between each. A week later the cured finish was flatted with 1200 grit wet and dry sandpaper to remove any imperfections, then compounded and buffed to a mirror finish. While it was accessible I took the opportunity to completely cover the outside of the glovebox in soundproofing felt as numerous wires, cables, pipes etc have been known to rattle against its hard shell. This should cure the tendency for it to resonate as well. Finally, without any interference from the steering column, I was back in the driver's seat again with the newly glossy panel resting on my knees while I proceeded to reverse my removal sequence. The result is very satisfying.

Normally I'd finish up with a final photo to illustrate the happy outcome but if you've ever tried to photograph a highly reflective surface you'll know that all too easily the photographer, camera and surroundings can be distractingly reflected back - indeed my phone camera kept falsely detecting faces in the vaguely circular reflections and eventually tied itself in knots trying to identify them by scanning through all my stored photos!

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





Well, what a time I've had over the last few weeks. As soon as I fitted the oil cooler, Mia suddenly decided she didn't like producing 70psi oil pressure when cold and I was struggling to get 50psi, dropping to below 10psi when warm. Having checked the usual things like ensuring the oil pressure relief valve wasn't sticking, I drew the conclusion that the oil pump has given up the ghost. It appears it couldn't cope with the extra workload of increasing the oil capacity with fitting the oil cooler. Oil pump removal is an engine out job so by this point I was feeling pretty depressed, so consequently I spent the evening 'regrouping' with the aid of a few glasses of my favourite beer.

"I spent the evening 'regrouping' with the aid of a few glasses of my favourite beer"

I awoke early the following morning and had decided there was no option but to pull the engine out and at the same time undertake the modifications I had originally planned to do next year. The usual frantic phone call to my good friend Andrew Hallford the previous evening resulted in us standing in my lock up at 9am munching bacon sandwiches and pondering how straightforward this was going to be. I've done a few engine removals on ADO16s over the years, but I had a feeling that now aged 57 I was going to find it more strenuous than I did when I was in my 20s. To be fair it's like riding a bike - you don't really forget what to do.

The driveshaft coupling on the nearside proved troublesome as once I had removed the U bolts the shaft didn't want to slide back to remove the coupling, so it was out with the balljoint splitter, and I undid the upper swivel joint to allow me to ease the shaft away and remove the coupling. I then checked all of the usual things that usually catch you out, making sure the speedo cable was undone from the gearbox and the engine earth strap was undone from the clutch housing.

Previously I have just used a stout piece of rope slung around the engine and this has always worked okay, but this time around I invested in some proper lifting straps (**Photo 1**). We positioned the straps around the unit and after a number of checks, as I had absolutely no desire for an A Series to land on either of our pairs of feet, we attached the straps to the engine crane and prepared for the lift. The lower nut on the rear mounting was a bit of a fiddle, but with the usual grazed fingers and pre-requisite swearing it came undone. We took the load on the crane, and I prepared to undo the offside mounting ready to commence the lift, at which point the cause of the clutch judder and manifold catching the subframe became immediately apparent. I mentioned in my last update I had noticed the rubber was coming away from the metal, but as soon as we put the load on the crane it was obvious the rubber wasn't attached to the metal at all and the only thing holding it in place was the engine's own weight! Hmm I thought, I drove all of the way back from Pickering like this and momentarily broke out in a cold sweat. A few calming puffs of my favourite tobacco in my pipe and a cup of coffee returned me to some semblance of calmness and we commenced the lift.



Well, this was the most straightforward lift I've ever done. We pumped up the crane, eased the engine forward to clear the bulkhead and out she came - no issues, no dramatics. Andrew, who was quite nervous as he had never done an engine lift before, looked noticeably relieved and I stood there for a few moments feeling suitably smug before pondering the easiest way to get the lump onto my workbench - a poor decision as it turns out, but more on that shortly. The logistics of doing this became a bit more complicated, as in order to get the engine crane up to the bench, the arm had to be fully extended because of the length of the legs, and when we subsequently lifted the engine high enough to allow it to be positioned on the bench, the arm hit the garage roof joist. After much struggling, we had the engine where we wanted it (**Photo 2**) and I was a hot, sweaty, gibbering wreck. Somewhat annoyingly I now need to put the engine back onto the garage floor as I cannot get sufficient leverage on the bench to undo the flywheel bolt, which is typically, really tight. Oh well, lesson learnt!



I am planning a number of performance modifications. The engine will be overbored and new pistons fitted, and I'll have the crank reground. I will be fitting an MG Turbo oil pump from Minispares which I've already purchased, and I'm modifying the gearbox with a centre oil pick up pipe (also already purchased) to prevent oil starvation under hard cornering. An uprated camshaft will be installed, and I am looking to buy that from Swiftune who produce particularly good performance cams. An uprated clutch will be installed as well, taking account of the fact that a 'cammier' engine will put more strain on the clutch as it can be necessary to slip it more to get a clean take off without the engine 'bogging down'. The cylinder head will be skimmed and have hardened valve seats fitted to

enable me to run unleaded without the need to keep pouring expensive lead substitute into the tank.

As I want the engine to look reasonably 'stock' I will be retaining the twin HS2 carbs, which as you will know from my earlier updates have been fitted with K&N filters and associated stub stacks to improve the airflow, but I will be making some internal modifications as shown in Dave Vizard's 'Tuning BL's A-Series Engine' book, which I highly recommend to anyone going down the tuning route. He is a legend in A Series circles, with an unrivalled knowledge. I'll cover these modifications in a future report, when I will also cover a sympathetic tidy up of the engine bay (**Photo 3**).



Restoration Snippets

Some photographic updates from members' ongoing restoration projects....

Graham Moorby in Winnipeg, Canada, writes: "My car is inching forward to completion as we work on it in fits and starts. There were restorations of a Mk III Mini and a 1961 Midget along the way that put the 1100 aside for a bit. The car drove under its own power for the first time since I owned it last fall. We had completed all the rust repairs from the firewall backwards and wanted to test the motor/transmission and hydrolastic system. You can get a one week temporary permit here without passing a safety inspection, so I did that and drove the car every day for a week. We now have the motor and front subframe out of the car to refurbish the brakes, suspension and refresh the motor."







We have been following Scottish member **Allan Leighton's** Authi MG progress in Running Reports with great interest, and the very good news is that the project is now pretty much complete (below left). Allan writes: "Well, it's finished - she runs under her own steam and goes like the clappers, but has a mystery misfire on idle. That's all I have to say after 27 months and as for £££, don't ask! I'm taking her off for a private MoT just in case I have missed something like a loose nut or bolt, but I'm confident that everything works as it should apart from an optimistic speedo reading that I will verify with a speedometer app."

Stephen Sutton in Cambridgeshire completed his own MG restoration a little while ago, having been another regular feature in this slot, but being something of a perfectionist has decided that he wasn't quite happy with the quality of the paint finish. So being Steve, he has decided that the only answer is to strip it back and paint it all again!





Facebook, Twitter and Instagram

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

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Monty Goes Mountaineering

David Shadbolt from Northamptonshire took Monty, his 1967 MG 1100, on a 1700 mile trip through France, and doesn't regret a moment! Here is Part I of the story...

When the Editor found out I was embarking on something of an epic adventure in Monty, my 1967 MG 1100, he suggested that I might like to write an article to share with you, the Idle Chatter readers, on my return. Other people's holiday snaps can be tedious at the best of times but, hopefully, my 1700 mile romp down France and back in a fifty-six year old car will, if nothing else, inspire some of you to try something similar. As said many times by Patricia Hodge, it was "such fun"!

It all began when friends in the Amicale Morris Minor France (AMMF - the French equivalent of the Morris Minor Owners Club) invited me to join them in the Volcans in June. I've never had a Morris Minor, but my 1100 was also invited, as were a number of other non-Minors. Always up for a challenge and definitely in the market for a holiday in France, I accepted.



In the weeks prior to departure, frequent checks of weather forecast apps on my phone were all consistent in their predictions - relentless rain and storms. Clinging desperately to the adage that there is no such thing as 'bad weather', only 'the wrong clothing', I persevered, and put together a full set of bulbs and a collection of spares that would hopefully see me there and back by covering every eventuality. I sorted Eurotunnel tickets, roadside breakdown cover, travel insurance and invested in self-adhesive headlamp deflectors from Halfords (**Photo 1**) and a magnetic UK sticker. As Monty has no satnav, I planned out southbound and northbound routes in my trusty road atlas and produced daily route guidance sheets in large print. Other than the stretch between Calais and Abbeville, I planned to avoid motorways once in France and to break up the journey with a couple of overnight stops.



Monty's spaciousness never ceases to amaze me, and packing him ready for the holiday was yet another such occasion. The boot just continued to swallow everything I had - spares, oil, coolant, huge suitcase etc - with just a small overnight bag and bedding for the chalet at the campsite in the back (**Photo 2**).

Departure day, an absolute scorcher, finally arrived and a brisk run from Northamptonshire down to Folkestone via the M11, M25 and M20 was completed without issue. I stayed overnight in the Grand Burstin Hotel in Folkestone Harbour. The hotel may have been 'burstin", but it was far from 'grand', with major construction works rendering much of the parking space out of bounds and a tarpaulin covering where the front had fallen off. Nevertheless it put me in the right place for the next morning, and while I was booked on the 08.20 train, 07.10 found me already loaded and ready for the off. Top-deck travel on the Shuttle whisked us to France in just thirty-five minutes (**Photo 3**).



Once off the péage at Abbeville, I headed south through Blangy-sur-Bresle and Aumale to a lunch stop at 'Le Prada' in Gournay-en-Bray. There's nothing quite like eating on a shaded terrace in a rural French market square to set the holiday mood (**Photo 4**), and with plenty of time at my disposal, an afternoon stop for a wander round Mantes-la-Jolie just added to it.



"There's nothing quite like eating on a shaded terrace in a rural French market square to set the holiday mood"

Not technically a cathedral, Notre Dame Collegiate Church in Mantes-la-Jolie (**Photo 5**) was built in the 11th and 12th centuries on a very grand scale. Continuing through Nogent-le-Roi, Chartres and Châteaudun, an overnight stop in the Hotel Au Bon Coin at Cloyes-sur-le-Loir (**Photo 6**) worked perfectly, with a great room and great restaurant.





Every day the phone app's prediction for the weather improved, and in fact this proved to be the case for pretty much the whole of the rest of the holiday. After dipping oil and removing wildlife from the windscreen it was time to hit the road again, and more delightful roads - all in superb, unholed condition - took me through Blois, Selles-sur-Cher (try saying that out loud after a couple of bottles of Orangina!) and Châteauroux to a cracking lunch stop beside the main road at Ardentes (**Photo 7**). The 'plât du jour' menu in such places never failed to impress with some delicious 'everyday' meals at very reasonable prices. Then it was onwards to Le Châtre and, launching into hillier terrain, across country via Boussac and Evaux-les-Bains to Auzances.



If you pick up on any of my recommendations, this next overnight stop was perhaps the best I've ever had anywhere. Called 'Le Noyer', in the tiny hamlet of Le Soup, it is equidistant from Auzances and Rougnat. This rambling old farmhouse and buildings has been converted by its Belgian owners, Gregory and Sabine Billiau, to the most beautiful property imaginable (**Photo 8**).



Amongst the outdoor facilities was a pool, which provided a very welcome chance to cool off after a long, hot day in the car. Exquisitely comfortable ensuite guest rooms, with independent access and fabulous views, were a perfect fit with the very warmest and most generous of welcomes from the hosts, including complimentary nibbles, an almost limitless choice of Belgian beers from the bar and joining all present for an evening meal of locally made, cooked-at-home, rustic pizzas. Gregory's previous working life had been all about the Mini, both in Belgium and the UK, and pride of place on the wall of the bar went to the familiar BMC 'rosette' sign (**Photo 9**). Breakfast was magnificent too, served to all present at the vast kitchen table in the farmhouse kitchen.



I was genuinely sad to leave, but this next day was the short and final leg to the campsite base for the main holiday. The location of the Le Pré Bas campsite was Chambon-sur-Lac, on the western shore of Lac Chambon, about an hour and a quarter's drive south west of Clermont-Ferrand. High in the Massif Centrale, this is the Auvergne region, in the heart of a landscape made up of volcanic cones, crater lakes, granite plateaus and glacier-sculpted valleys. The campsite was excellent, with spotlessly clean and comfortable chalets, a pool/health suite complex, bar, shop and restaurant. Mary and Chris of the AMMF emigrated to France years ago and, assisted by UK-based Helen and Pete, organised a fantastic programme of activities for our stay, full details of which were given at nightly drinks meets.

The name 'Michelin' will be familiar to all of you and it was brothers Édouard and André Michelin who, in 1889, founded a company making farm implements in Clermont-Ferrand. But it was their development of removable pneumatic tyres and even the earliest 'run flat' tyres that really put them on the map, and we were lucky enough to visit 'Michelin Aventure', a fascinating museum telling the story of their enormous part in motoring history. **Photo**

10 shows a horde of Morris Minor - and assorted other - owners arriving at the Michelin museum and in **Photo 11** Bibendum, the iconic Michelin mascot, spits at visitors!







Our organisers had a big surprise for us the following day with a drive out to the Circuit de Charade, to the west of Clermont-Ferrand. Originally the home of the French Grand Prix, both for cars and motorcycles, the circuit was just over 8km long, with continuous bends and changes of gradient. It was probably one of the most challenging tracks in the world and its restricted, mountainous terrain led to safety concerns which meant the Grand Prix eventually went elsewhere.

"Today the circuit is a touch short of 4km, but it is nonetheless exciting and challenging"

Today the circuit is a touch short of 4km, but it is nonetheless exciting and challenging. The highlight of the day was for our party to enjoy three parade laps - it was quite a sight to see a procession of Morris Minor saloons, convertibles, vans and Travellers, a Morgan, an Austin Maxi and my MG 1100 hurtling round the track in pursuit of the pace car! **Photo 12** shows the eclectic group lining up on the grid.



The afternoon was spent exploring the nearby Puy-de-Dôme, the highest of the extinct volcanoes. **Photo 13** shows the point at which you have to leave your car; a state of the art train takes you the rest of the way to the summit, where there are restaurants, a museum and the most beautiful views imaginable. Back at base that evening we were visited by a tasting truck from the Chambon brewery, just up the road in the village.



Next time....the tour continues in Part II, with a lot more sightseeing, the long return journey and some key stats! Ed.

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A New Member Writes....



Introductions from two new members of the 1100 Club this time - the first is from Roy Swaby in Bedfordshire, with a little project

Well, firstly, how on earth did I become the owner of an Austin 1100 Mk II, having had in the past owned two Triumph GT6s, a Triumph Herald 13/60, a Triumph Spitfire Mk III and a Triumph Dolomite Sprint? It's pretty obvious I had a thing about Triumphs! But I never had a personal input into the restoration of any of the cars, and had a dream of maybe getting a car that needed work so that I could try my own hand. Anyone in the classic car scene knows pretty well though that even basket case Triumphs sell at a relatively high premium, so with my limited budget it was destined to be just a dream. Enter stage right, a red Austin 1100 Mk II, TWN 493H.

My near neighbour, fifty yards down the road, asked one day if I could help him with moving some heavy bits around in his garage, which I agreed to, and when he opened the garage doors, there it was, caked in dust, bonnet standing alongside and lots of parts removed from the engine. I never had any idea he was harbouring this little car in his garage! It transpired that we were actually moving things around so that the car could be pulled out as he was giving it away! *It's a small world with 1100s - the owner in question was Tony Oldroyd, a former 1100 Club member who had actually placed an advert for the car with us a few weeks before. Ed*



Well, that was never going to happen! He could see my delight in the car and asked if I would like it, so I agreed a sum of money with him (it would have been wrong to just take it) and then I had to go home to my wife and conjure up a plausible reason to part with good money for what she described as a 'wreck'. We are now speaking to each other again.



When the initial euphoria started to wane, a feeling of "OMG, what have I done" came over me. This could be an absolute basket case, more akin to a colander than a car! The car had been garaged for the previous ten years because of an oil pump failure. Yes, I've been reliably informed that oil pumps very seldom fail on these engines, but that's what I was told.

"....a feeling of "OMG, what have I done?" came over me"

Anyway, I eventually accosted some eager friends, with the lure of beer, to help me retrieve the car. The tyres took air and remained inflated, but would it roll? Fortunately the handbrake had been left off and it moved remarkably easily; even the brakes were working! So we towed it the fifty yards to my home and housed it in my garage, which I had to clear as this was also home to my Mercedes SL, which I couldn't leave outdoors.





So, the moment of truth, was this scrap, or was it salvageable? Well, what a surprise! The subframes, floorpans and all the other important parts are in remarkably good condition, so I definitely intend to try and salvage the car. As for the oil pump, well, on inspection under the bonnet the front end of the engine (and radiator) were found to be liberally coated in thick oil, so much so that I think it has worked as a preservation treatment. I didn't even realise the fan was yellow as

it was coated in a 1/8th thickness of congealed oil! When I checked the oil level, it was a quarter below minimum, hence I guess the racket that the tappets were making prior to the oil pump diagnosis, so it seems to me a possibility that I have an oil leak issue rather than an oil pump one. I forgot to explain that the engine had started to make a terrible clattering, though it was still running, and that's why it was taken off the road. Anyway, the engine must come out, but first I intend to put the oil level to normal and see if it clears the noise, and hopefully we will also see where the leak is coming from, establish if the engine turns freely and has good compression.

This will never be a show car - I want a reasonably reliable and safe car, leaving as much original paint as possible, so that I can just drive and enjoy it!

Let's see what happens!



The second is from John Crowe in Shropshire, who has recently decided to add a Vanden Plas Princess to his classic car fleet

I have just become a member of the 1100 Club, having added a 1972 Vanden Plas Princess automatic to my collection. Not knowing anything about the cars, I sought advice from the 1100 Club, admittedly with a slow start as my membership package got lost in the post! But thanks to the 1100 Club's efficient membership secretary Koren, things were soon sorted and I had some contacts. Robbie Claydon and Dave Wilkins also gave me excellent advice and help.



A major problem I had was that the bonnet would not close as it was hitting the top of the radiator. So thinking the engine blocks were shot, I replaced all the engine mountings, but this still did not solve the problem. So on checking the mounts that connect the body to the subframe, and on advice from Dave and Robbie, this turned out to be the problem. So I purchased new subframe mounts, fitted all six, and this solved the problem - the bonnet now fits as it should. The only other problem was a leaking water pump, which I changed for a new one.





So thanks to help from the club we are up and running and on the road, running alongside my other car, an Austin 1932 16/6 Burnham saloon. *And this lovely machine will be our 'Other Car' in the next edition of Idle Chatter, so you can look forward to reading more about it then! Ed.*

1100 Club Parts, Offers and Discounts

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

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

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

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

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

Guildford Radiators: 10% off a radiator recore. Make contact with Robbie Claydon before you book your radiator in. The company can be found at Littlemead Industrial Estate in Cranleigh and can be contacted on 01483 277713.



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: member to member special offer.
Contact Tony Cole for full details on essex@the1100club.com or on 07979 998627.

A Welsh Murder Mystery

Award winning photographer and 1100 Club member Jack Boskett tells the story of some rather chilly but very exciting ADO16 related filming for the BBC



After a request was put out through the 1100 Club emails to be part of a TV documentary in November 2022, I emailed Greg Lewis, a producer at ITV who was in charge of the television documentary 'Steeltown Murders Hunting a Serial Killer'. This was aired during the BBC drama series 'Steeltown Murders', a true story based in South Wales near Port Talbot. Greg was after a white 1970-1973 Austin 1100 four door car, but my Austin 1300 (nicknamed OWL, as the registration number is OWL 734H) was the closest we could get. I'm a professional photographer and film maker by trade and I enjoy looking for those creative storytelling moments, so this was right up my street!



OWL was built in 1970 and my father, Ian, used to go to school in this very car in the 70s with his school friend and his father who owned the vehicle at the time. When his friend's father passed away, the family gave it to my dad to look after. He then handed it to me, as he didn't have room for OWL in his garage as his Morris 1000 took up the space. OWL has been well looked after and is in completely original condition. The way I like it! It shows age and wear, but no rust underneath! And because it was in original condition, this appealed to the producer and director.

Greg had asked whether I could drive the car throughout the reconstruction, to which I agreed. There was one condition though - I had to wear a big thick 1970s wig!

"There was one condition though - I had to wear a big thick 1970s wig!"

A filming date was set in mid-January during a cold snap, so I prepared the car for its filming debut. With an extra battery, petrol can, and spare oil and water in the boot, my father Ian and I drove it from our home town of Tewkesbury, Gloucestershire, to Port Talbot. With an average speed of 55mph, we did the journey in around two hours and fifteen minutes, with a brief stop for fuelling and an under-bonnet check at Newport. Upon arrival at around 11am, we began filming straight away. The videographer and director were experts in their field and had worked for over ten years on the Crimewatch reconstructions, so they were familiar with crime storytelling. Their professionalism came across immediately as they outlined the plan of action for the day and evening. It was going to be a long one!

There are various laws you have to abide by whilst filming a moving car on the UK roads, so we ventured down a private track near Port Talbot, with the farmer's permission to film. This was a safe area to mount the camera to the car and be within the law. After several manoeuvres and some to-ing and fro-ing, the car was working as sweetly as a nut. The plan was to film a small segment of detailed shots outside in the daylight, but the bulk of the work was to be produced in darkness. The light was beginning to disappear at around 5pm and we began filming driving sequences up and down the same lane as before, but of course at night the whole scene changes and looks completely different. The drone



footage we took was to open the documentary and, as you'll notice when you watch it, the Lucas lamps on the front of the car do their job nicely! It looked superb! The car was rigged with cameras filming every angle possible to catch the movement of light as we passed certain areas and also to catch the silhouette of me, the driver!



We filmed and drove way into the night, and before we realised it was 9pm, with only a few more segments to film. By this time, it was getting rather chilly with snow on the ground - around minus 3 degrees outside. The car was beginning to fight against the weather and OWL conked out a few times - the battery was beginning to struggle and we quickly changed over to the spare. Thankfully, Ian is a mechanic of forty-six years, so he was my fitter should anything go wrong. He got us out of jail as we headed off to film a segment at the back of a housing estate amongst a line of garages, with Port Talbot Steelworks providing the stunning backdrop. This image was to be used for the cover on BBC iPlayer and also the publicity to go with the programme, as well as feature in the opening sequence of the documentary. It was very dark and the crew stood at the top of the row of garages; we communicated using mobile phones on loudspeaker as I drove the car into the shot at a certain low speed. Even I knew this was the money shot!







After a couple of takes, it was off to the final location, a lay-by where one of the victims was murdered by the killer we were portraying in 1973. It was very eerie; we were in the middle of nowhere, it was very dark and cold and coming up to midnight. My warm hotel room beckoned! It was at this point we were washing up with the final details to accompany the piece. So, turning headlights on and off several times, I had to hold a cigarette and tap it out of the window so they could catch a macro shot of the ash falling off the tip - it looked ace!

We wrapped up around 00:20 and it was then a short trip to our hotel for a few hours of sleep before the drive back to the shire the following morning. We left Swansea at around 09:00, travelled through a snowstorm, hail and rain, crossed the Severn Bridge and up the M5 to Tewkesbury. This took the same amount as time as the outward trip, with another brief stop at Newport to check the car again before proceeding.



OWL performed beautifully. I was very happy with the performance on the day and we only had a couple of minor issues. My father had a good time helping the crew as well, plus also feeding back to me about the filming shots they were getting every time we moved on to a new location. I later received an email from Greg letting me know that the BBC drama and documentary was going to be aired in early May. After watching the programmes, I was chuffed to bits with the outcome. The documentary was very informative and interesting, and the car looked the part. I'm not sure about the driver with the wig, mind you, but overall it was a day to remember and an enjoyable experience. If you would like to see the documentary, head to BBC iPlayer and search for 'Steeltown Murders Hunting a Serial Killer'.

Check out Jack's social media @jackboskett for more of his stunning photography, especially if you are railway fan alongside your love of classic cars! Ed.

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

Clean Air Zones

On the FBHVC website we have had for some time a comprehensive guide to the growing number of Clean Air and Low Emissions Zones (CAZ and LEZ) in England. London in particular, which has been subject to ever developing and expanding LEZ and ULEZ over the years, has been covered in detail together with its congestion zone, but the gathering pace of the inception of new zones has made it challenging to be current. However, the page has just been updated to encompass information and links to those CAZ currently in operation. Some will note a reduction in the amount of information, for example on pricing, as some of this information was not strictly relevant to historic vehicles which invariably enjoy exemptions. Scotland is covered for the first time albeit we flag up that the checking process is not yet clear (see more on this below). We will try to keep it up to date but the UK government website is much improved in this area: https://www.gov.uk/clean-air-zones. For Scotland, generic guidance can be obtained by visiting https://www.lowemissionzones.scot/



As controversy gathers over plans to expand **London's ULEZ** on 29th August 2023, we have previously spent much time explaining the Federation's rationale for not actively campaigning for an extension of exemptions to younger classics, i.e. those thirty years old or more. We won't rehearse those arguments again but would note that the coalition of five outer London councils who oppose the expansion have been successful in the first stage of their judicial challenge. Claims or applications for Judicial Review of a public authority decision require permission to proceed to a full hearing and these councils have at least passed that stage. They claim that the mayor has failed to follow his laid down statutory procedures and did not properly consider the impact of the expansion on motorists in the counties immediately bordering Greater London on issues such as subsidies for replacement vehicles. Although HVs are obviously our main focus, we will keep an eye on developments in relation to this initiative.

As we have mentioned previously, we have been seeking clarification on how the ANPR enforcement systems used by **Scottish cities** will detect vehicles deemed historic under the Scottish definition i.e. manufactured or registered under the Vehicle Excise and Registration Act 1994, for the first time at least thirty years ago, no longer in production and historically preserved or maintained in its original state and not undergone substantial changes in the technical characteristics of its main components. We had noted that the 'Vehicle Checker' linked to Glasgow City Council website is an updated version of that originally available on the Transport Scotland (TS) webpage. Whereas it previously only checked emissions data on vehicles on the DVLA database, we observed that this updated version recognised HVs….but only those in the HV tax class, i.e. forty years old or more! A trial check on, say, a 1986 car will state the obvious that it does not meet the emissions criteria. That said, the website provides the following caveat: *"Please note that the vehicle checker will not provide an exemption status. You will need to check whether you or your vehicle meet any of the exemption criteria before travel."*

We thought that caveat does not appear strictly accurate; by acknowledging that vehicles in the HV tax class are exempt, the checker is providing status information of a sort. However, secondly, it is providing no comfort in relation to vehicles deemed historic under Scots law. The website goes on to offer the following assurance: *"If your vehicle meets the above criteria [thirty years old, etc], you do not need to register for an exemption. This will be automatically detected by the local authority enforcement systems."*

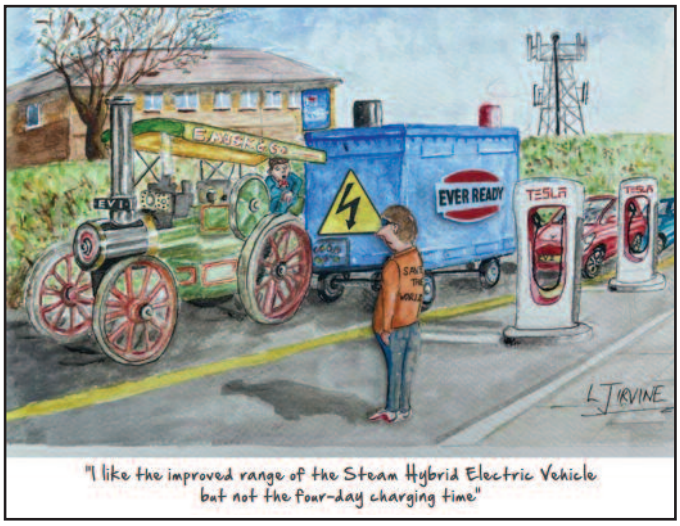
We recently sought and obtained a response from TS on our concerns about the checker and they indicated we would need to pursue the finer detail with the Glasgow authorities. This we did, and I can now advise that we have received a response, albeit a fairly short one: *"The vehicle checker is operated by Transport Scotland and uses DVLA data to classify historic vehicles. As you are aware, the DVLA uses forty years as the age for this classification and therefore this is reflected in the vehicle checker results. However, as noted, the enforcement system will use thirty years as the age for historic vehicle exemption."*

As you will see, this simply confirms the assurance on their website set out above. It seems to verify that it will use age related information from the DVLA database rather than tax class. However, it does not provide an explanation as to why the checker cannot provide the same result as their 'enforcement system'. By the time this newsletter is published we will be about to have indications if the system works as advertised. For our Glasgow readers, let us know your experience.

Welsh local authorities have the same powers as English ones to introduce CAZ in their areas if they deem it necessary and the appropriate emissions parameters are fulfilled. So far none have been introduced, albeit they remain under review. At the moment, the Welsh government cannot introduce CAZ or LEZs on motorways or trunk roads as it cannot charge for the use of those roads. However, the Environment (Air Quality and Soundscapes) (Wales) Bill recently introduced into the Senedd aimed at further improving air quality, will give the Welsh government the power to charge to travel on stretches of motorway and main roads as a method of reducing emissions. Currently parts of the M4 and A470 are subject to 50mph limits in an attempt to reduce emissions and any charging scheme is likely to start with them. Obviously we will be seeking to ensure that the normal HV exemptions are observed in any charging orders for these roads. The Clean Air Zone Framework for Wales published back in 2018 included HV exemptions for any proposed CAZ but I would ask our club members in Wales to keep their ears to the ground and exert such influence as they have as the legislation progresses.

ZEV Mandate

We are all aware of the government (and opposition parties') commitment to end the sale of all new petrol and diesel cars and vans by 2030, and for all new cars and vans to be zero emission (ZEV) in use by 2035. To further encourage EV uptake (and discourage us continuing to buy ICE vehicles up to the deadline) the government is phasing in measures to increase sales of EV and depress sales of ICE. From 1st January 2024, ZEV targets will require an increasing percentage of a manufacturer's annual new car and van sales in the UK to be zero emission until reaching 100% in 2035. This will be accompanied by a CO2-based regulatory framework for the new non-ZEV fleet, ensuring that emissions from these vehicles do not increase over time. The full details can be viewed at https://www.gov.uk/government/consultations/policy-design-features-for-the-car-and-van-zero-emission-vehicle-zev-mandate/outcome/government-response-and-outcome-to-technical-consultation-on-zero-emission-vehicle-mandate-policy-design. The authorities are aware that many may be tempted to hold off the purchase of a (last) ICE vehicle for as long as possible, being concerned at the current range of most EVs and charging point availability. The relevance to our community is of course the continued availability of fuel and servicing into the future and therefore we have an interest in monitoring how the situation develops including public attitudes to increasing pressure to change.



"I like the improved range of the Steam Hybrid Electric Vehicle but not the four-day charging time"

MoT Changes

The Federation duly responded to the government consultation about, inter alia, increasing the number of years before a light vehicle (the subject of the review) requires its first MoT from three to four years and possibly reducing their frequency thereafter from one year to two. This included the following question: In your view should the exemption for historic vehicles be reviewed in the future? We did not think this issue was prompted by any particular event or campaign but noted that a review was promised when the legislation was agreed in 2018 and thought it probable that it was 'tacked on' to this broader consultation. The Federation's Legislation Committee considered the issue and we took soundings from an industry partner. Our full response is on the FBHVC web page and some readers may have seen a summary in Classic Car Weekly already.

We took account of the fact that when the change was proposed in 2017, views across the HV community were split. However, in constructing our response we took the position that a change back to compulsory testing for HVs (which for pre 1960 vehicles had been in place since 2012) was not warranted. All the factors which underpinned the original exemption pertained. Light vehicles [of forty years old and over] are usually maintained in good condition, are used on few occasions, usually on short trips and requiring a full MoT was unreasonable. In addition, the modern MoT was no longer relevant to these vehicles over forty years old and an increasing number of garages could not test them adequately. We agreed with the government view that there were benefits in the harmonisation of MoT exemption date with the date for Vehicle Excise Duty. Our view was that unless there was cogent and robust data which suggested that the safety risk attached to the exemption has been too high in terms of accidents in which road worthiness has played a causative or contributory part, it would be unfair and unreasonable to reinstate MoTs for HVs while relaxing the requirement for the rest of the motoring community. That said, in taking this position, we stated that we recognised that the rolling exemption provisions mean that today's vehicles will in turn become historic and we considered that a future review of the MoT exemption for these technically more sophisticated vehicles may be needed again only if based on robust evidence. These later vehicles are clearly designed and approved to much more detailed standards and are compatible with modern MoT testing facilities.

To those who remain sceptical about the wisdom of MoT exemptions, we would like to stress that the Federation is in no way condoning carelessness or neglect by HV owners. We would like to remind everyone that the price for this regulatory burden being lifted is vigilance and effort on our part to look after our vehicles. We all remain liable in Road Traffic law for the roadworthiness of our vehicles and we risk our insurance policies being voided if we are in breach of the law.

MoT in Europe

Some keener readers may recall that some time ago we sought confirmation from the Department for Transport, that the MoT exempt status of HVs would be accepted on the continent if owners took them overseas (see 4/2021). To date we have not received a departmental response, even after hasteners. Our considered view then was that in law the visited country should accept the HV status of the vehicle and not demand evidence of testing. We cannot see any reason why that position would have changed and we have received no anecdotal evidence to suggest there is a problem. However, we also considered that a voluntary test would be a wise precaution for two principal reasons. The first is to provide a degree of reassurance that the vehicle is fit for the journey and has no obvious issues. The second is that in the event of an accident, there is some supporting evidence that the car had recently been found roadworthy by an independent source.

SMART Motorways

We first addressed this topic towards the end of 2020 and have touched upon it a couple of times since. Our essential thesis was that for many HVs, certainly those manufactured before motorways came into being and for quite a few built subsequently, SMART motorways and motorways in general are hostile environments. Leaving aside reliability or indeed mechanical ability to maintain motorway speeds for prolonged periods of time, we advised that in the event of a breakdown, many older

vehicles were small in profile, less visible and might lack hazard warning lights. Recent coverage in the media of rare but devastating fatal accidents on SMART motorways has emphasised to the government that if they are to continue there is work to be done in improving their safety whether through the provision of additional emergency stopping places or ensuring the detection cameras are actually working. A pause had been put in place earlier this year in relation to any additional SMART stretches pending the acquisition of additional safety data. However, in the middle of April the government announced a cessation of construction of any more sections bar those already started and additional safety measures implemented in relation to existing ones.

Petrol Seasonal Changeover

Petrol volatility changes during the year to reflect the seasonal climate as we move from winter to spring, summer to autumn and back to winter again. The European petrol standard EN228 allows national standardisation bodies to select appropriate volatility and distillation characteristics to suit their local climate conditions. The UK government has recently updated the Motor Fuel Regulations with respect to the seasonal changeover, requiring summer quality petrol to be supplied into the distribution system from blending facilities from the 16th May and this has been reflected in a revision of the BS EN228 petrol standard. This change should help ensure that the summer volatility specifications are met in a timely manner and all service stations have summer quality fuel from 1st June. It is a legal requirement that the summer volatility specification is met by fuel suppliers. The British Standard BS EN228 sets out the following vapour pressure grades and dates:

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

From 16th 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. The VLI specification was developed over many years of vehicle operability testing by the oil industry under controlled temperature conditions with different volatility fuels. Modern fuel injection vehicles with higher pressure fuel systems are less prone to vapour locking issues, although fuel volatility is still important to ensure good starting characteristics and low emissions levels.

Due to the effect of ethanol on the distillation characteristics of the petrol, the VLI specifications are different for E5 and E10 petrol during the seasonal changeover process due to different E70 and E100 requirements. The E100 is the percentage of fuel distilled at 100°C. The VLI for E5 is 1250 max and for E10 1264 max. The higher E10 VLI level will increase the vapour locking tendency of E10 fuel slightly when compared to E5.

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. The lowest volatility petrol is available in the UK summer between 1st June and 31st August. The transition to summer grade depends on the fuel supplier logistics and service station throughput volume. It typically takes three deliveries to a service station of low volatility summer grade petrol to meet the maximum summer volatility of 70 kPa. Low throughput service stations do not have to comply with the summer volatility specification if they have not received three deliveries by 1st June.

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 unleaded (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.

The UK (BSI) is a member of the European standards organisation CEN and follows the European fuel standards. CEN have announced that they will be reviewing the EN228 petrol standard in the coming year and the need to maintain a VLI limit to protect classic and historic vehicles fitted with low pressure carburettor fuel systems will be discussed. The FBHVC will request that the BSI PTI/2 fuels committee support the existing VLI requirements to help avoid vapour locking and vehicle operability problems in classic and historic vehicles.



Cash or Car?

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



The 1100 Club does not get involved in recommending any car or passing opinions on cars or prices, but is simply helping to pair up members who want cars with members selling cars so they can sort out a deal, or not, as the case may be! I am willing to take as much information as required from any member selling or looking, with the hope of pairing up and a good outcome for both. You can contact me on 020 8500 7059, 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)

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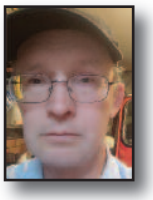
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ADO16 Memories

My 1100 CV

Chris White from Cheshire looks back on a lifetime with 1100s and sets out his '1100 CV'



Our late father John White owned three models of the BMC 1100/1300 range during the 1960s and 1970s. All were purchased secondhand and all had local Cheshire registrations. Dad wasn't really a 'car guy' but if he liked a particular model he was very loyal to the brand and would keep buying them. As a teacher (later headmaster) in Crewe, a reliable car was essential. There were also a lot of extracurricular activities, and Father was heavily involved with the school football team. It would be frowned upon these days, but he used to get all eleven players in one car! Dad also kept a very detailed diary from 1954 until his passing in 2020, from which I have gleaned this information.

His first 1100 was BTU 407B, a Smoke Grey Morris 1100 purchased on 7th August 1965 from Jack Singleton, 18 Holly Buildings, Crewe Road End, Nantwich. It cost £540. Insurance from the RAC was an additional £11-5-6. It was fitted with a radio which must have been quite unusual for the time. His previous car was a Standard Super 10 (VLG 744) which was sold for £75 via the local paper to a chap in Wybunbury. In **Photo 1**, BTU can be seen outside 76 Queens Drive, Nantwich, Cheshire, probably in the late 1960s.





BTU served Dad well until 1970. During his five years of ownership a lot happened - he got married, they bought their first home and I was born. **Photo 2** shows BTU in what looks like Edinburgh, given that one of the roadsigns is for the A7, and I think they are on their honeymoon.

On holiday in Wales BTU struggled to get up a steep road. Everyone had to get out. I think he had to go up in reverse! This was about when the decision was made to trade it in. But before I move on, **Photo 3** is of our mother and myself, with BTU in the background. Mother celebrated her 90th birthday last week.



GLG 190G was a Connaught Green Morris 1100 Mark II purchased from Slack and Mickle, Crewe (salesman Terry Edwards). It cost £655 and Dad got £220 trade-in for BTU. This was on September 23rd 1970. Dad loved this colour. He would still mention it years later. It was a dark green that looked almost black in some lights. The radio was removed from BTU and was later reused in a Harvest Gold Allegro, MLG 281P. In **Photo 4**, my brother Jonathan is in the car having his first driving lesson, and **Photo 5** shows myself posing with GLG around 1971 or 1972,





DTU 716K was a Teal Blue Austin 1300GT - the sportiest car dad ever owned. It was purchased from Oliver Rix Garages in Crewe for £685, with £265 part ex for GLG. This was on Thursday 11th April 1974, and this was the last of Father's ADO16s. I'm on the left in **Photo 6** and Jonathan is on the right, alongside DTU on holiday in, I think, either Newquay or Tenby.



After this came a trio of secondhand Allegros, and should have been followed by an Oporto Red Austin Maestro. Father had taught the junior salesman and (probably because of this) was offered a very good trade in on MLG 281P. However, the junior salesman was overruled by the senior salesman and a much lower trade-in was given. A furious row ensued and Dad vowed never to buy from them again. Thus ended twenty years of Austin/Morris car ownership. After that it was Peugeot cars for Dad.



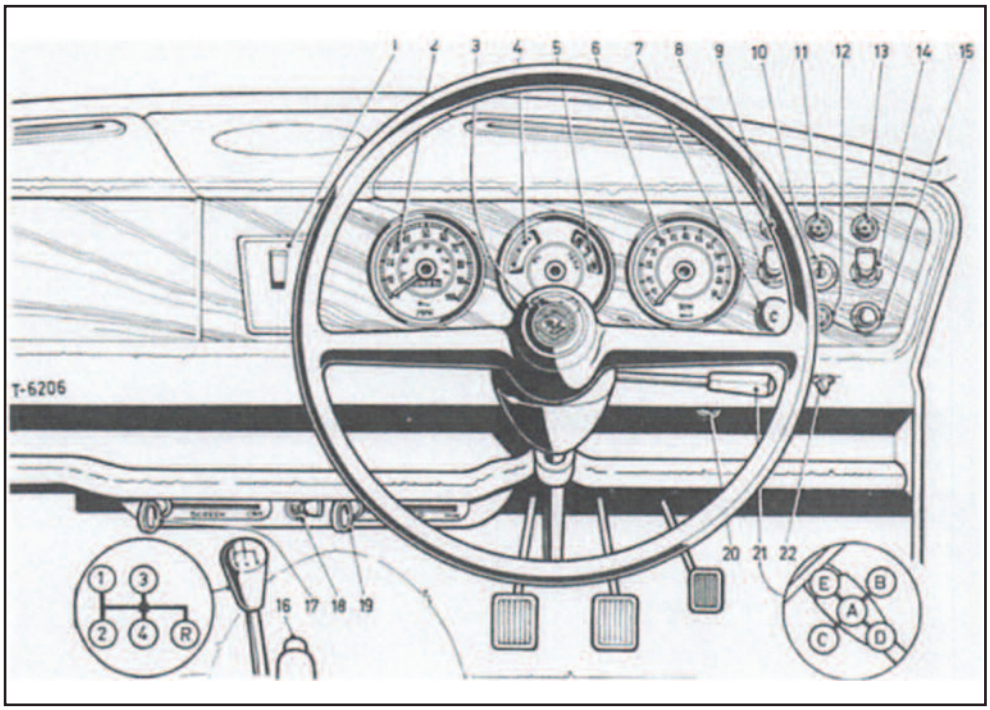
Mother had six Minis from this dealership though, so he was technically still buying from them. He also went back with me in 2000 when I bought my Rover Mini Cooper MPi, a car I still have.

Dad never had any serious problems with any of the three cars, other than standard service items like exhausts, tyres etc. No rust either. From his experience you can see why the 1100/1300 range was so successful! According to the DVLA, none of these cars survive. As you can see from **Photo 7**, I still have a couple of Oliver Rix keyrings though from the time Dad bought the 1300GT.

Thank you to Chris for sharing all of this with us. Have you owned a long line of ADO16s, or perhaps, like Chris, your family did when you were younger? If so, we would love to read your '1100 CV' in these pages. Ed.

Dashboard of the Month

This time, the Riley Kestrel 1100 Mk I from 1965 to 1967, Riley 1100 Mk II 1967 to 1968 and the Riley Kestrel 1300 from 1967 to 1968



Key to Dashboard Controls

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

My Other Car Is....



....a 1974 Wolseley Six Limousine. John Roots tells the story of a very unusual machine, and one that he refers to as 'Nigel's nightmare'....



This car left the Longbridge factory in 1974, with its next stop Woodall Nicholson in Halifax to be coach built and finished as a limousine. It was registered in Dewsbury in May 1975 - I assume the conversion was done for the funeral trade as this was their bread and butter work. It stayed in the UK until sometime in 1993, when it was exported to the USA. It spent most of its time in Arizona, which did wonders for staving off the rust, but conditions were not so good for the plastics and woodwork, which all suffered from the dry and heat. Most of the switches became hard, brittle and broke. If you think old original parts are hard to come by here, imagine how difficult it is in the United States, with the result of that being that most parts have been replaced with non-standard varieties.



It was restored and modified further by R&R Restorations of Tuscon, Arizona. Upon being registered in the States, an error was made. Decoding the 'car number', the car should be a Wolseley, horizontal engine, saloon, Mk III, Model 6, seats 7, and then the serial number. Of course, the Americans would not be familiar with UK car models or the many variants of chassis numbering of the time, which are now universally VIN numbers. The 6 and 7 were taken to be the year of manufacture, and thus it was registered over there as a 1967, even though the six cylinder engine did not exist until 1970 in Australia and the 2200 models were only made between 1972 and 1975.

In 2015 it was sold in the USA to a national of Kuwait, and then went into a private museum where it stayed until it came back to the UK in late 2021. Although it was sold at auction as a 1974 model, whoever registered it with the DVLA carried on the 1967 error, thus it got assigned an 'E' plate. I have actually traced the car's history and found its original number, although trying to get that number reassigned with the 'help' of DVLA is quite another story. Let's just say I'm not holding my breath.



I bought it in December 2022, just because it was different and interesting, as a mechanical wreck (see picture below left). On the electrical side the ignition worked and one side of the sidelights worked. That was it, everything else didn't. It would just about start with Easy Start - it ran like a bag of bones and sounded like a 1940s tractor. You could die of carbon monoxide poisoning just walking past it!

"You could die of carbon monoxide poisoning just walking past it!"

This is of course a testament to the 'old' engineering of the BMC engines; if you have petrol and a spark it will still run, maybe not so well, but it will run, even if adjustments are miles out. Something that cannot be said of today's motors.



After a complete rewire and a total rebuild of the fuel and ignition systems, it now runs like a dream and the ride is so smooth it's like sitting on your sofa. I also have added even more non-standard parts and modifications. I know my view won't be popular, but to me functionality is more



desirable than originality. Among the victims of the Arizona climate was the walnut dashboard, which was split and tarnished in many places. I refaced the whole thing in black leather.





I love taking it out on 'runs', either solo or with local non-marque groups, and it always attracts a lot of attention. I do however avoid going to marque-specific car shows as I actively avoid the 'Nigels' who know every last detail about cars in their chosen field. Between all the many and varied modifications, non-standard parts and the wrong year identifier on the plates, it is for the 'experts' (aka Nigel) a worst nightmare, as their in depth and highly detailed knowledge of the marque and models serves them nothing but confusion. *Apologies to our members called Nigel - we will get letters! Ed.* As much as I love it, it is a bit of a juggernaut. It has the well-known Armstrong steering coupled with the turning circle of a bus and dreadful rearward vision. It will never be worth the money I have spent on it (I suspect I'm not alone here) as limousines never fetch a great price. But for all that it is, as far as I know, the only one of its kind still on the road. I have traced a few others, but they are all SORNed, so if you see the old beast about it will almost certainly be me at the wheel.



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Tips From Turbo Tony - No. 5

This time, Club Historian Tony Cole is opening and closing his thermostats....



It has come to my attention that when our cars are not used, or are stored for any length of time or being rebuilt etc, that it's not unusual for the thermostat to stick or seize up completely, resulting in the engine overheating or even boiling up when it's finally started. I have been making enquires with members who have had their engine out for some time while doing rebuilds or engine overhauls, and this is a lot more common than I realised - one even got so hot after an engine rebuild that it blew the new head gasket!

So what can we do about it? Well, the first thing that comes to mind is to free it off first with WD40 or freeing fluid, and always test it first in water with a thermometer before starting your engine.



I have always known that there are two types of thermostats and that when they pack up (rather than seize up) in normal everyday use, one will be in the open position and do no damage, and one in the closed position, which will overheat your engine. I have always had the first type in Wilma's engine, so that it would only jam in the open position and therefore not damage her engine in the event of a problem. I have told a lot of members in the Essex branch over many years which ones to fit; a lot have taken my advice and have them in their engines for that reason.

I now hear you all saying, which one should I fit? This is only my advice and of course it's up to you, but the most popular one fitted is the one that will fail in the closed position (**Photo 1**) and the one that will fail in the open position and the one I recommend is shown in **Photo 2**. It's called a barrel type. Sorry, it's only a picture but I don't have a spare one to photograph. They are available but harder to get hold of, and if possible you should go for a 72 degree model, which will help in hot weather or in heavy traffic.



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.

Technical Tips and Advice

A leaking oil mystery, oil filter replacement, radiator re-coring, a Spannerman tip and another dip into the world of the workshop manual

Look After Your Grommets

Six weeks ago we had been out for the day in our 1967 Wolseley 1100. As usual it was running very sweetly and all was well with the world. However, about five miles from home the oil pressure gauge, fitted by the supplying dealer from new, began to flutter. I carried on for another mile but the pressure was dropping and later the oil light started to flash. I stopped, opened the bonnet and found oil on the bottom of the dipstick. A good look round revealed the sump plug still in place, nothing unusual to be seen and no oil on the ground whilst we had been stationary.

It was three miles to home on a quiet country road, so I decided to carry on at 20mph with the lightest of light throttle. On alighting from the car at home, I found there was oil all over the soles of my shoes! On further inspection, the carpet and underlay on the driver's side was swimming in oil and was totally ruined. A quick check revealed that the oil was not coming from the gauge union, so the next day the thin copper pipe between the engine and gauge was removed. This showed a small hole in the pipe at the point where it came into the inner bulkhead. The grommet inside the engine side of the bulkhead was fine, but there was no trace of one at the point of the failure of the pipe. Was there ever one? We shall never know!

The pipe was replaced with the modern flexible nylon type, which is much easier to install, and Woolie now has a nice new carpet from Coverdale in place as well. The engine does not appear to have suffered in any way and oil pressure is normal. The moral of all of this, of course, is to not ignore your grommets!

Graham Martin

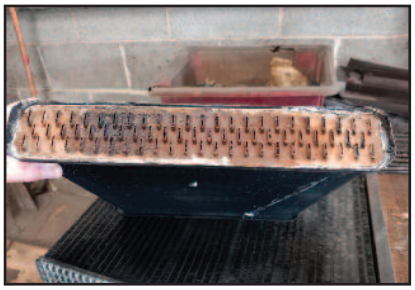
Oil Filter

A recent discussion on the 1100 Club's Facebook page about oil filters brought forward a couple of recommendations for switching to a modern style spin-on oil filter using one of the adaptor heads available from companies such as Minispares. Clive Saywood commented to say that he had carried out this modification, but raised the very helpful point that in doing so one potentially loses the bottom mounting bracket for the ignition shield. He then included a picture of his simple but effective solution. Clive wrote: "I made a spacer out of a length of aluminium tube and fixed it with one of the original studs.



Keeping Cool

The day after an outing to a car show in our Princess, a very small pool of water was noticed on the garage floor underneath the radiator. Inspection revealed that the area around the bottom hose was dry but there was a droplet of water on the drain screw and the short section on the bottom of the radiator towards the nearby corner was damp.



After removal of the radiator for investigation, I could find no trace of any staining or leak. I decided that a pressure test would be a good idea but I could not find a radiator specialist in the area where I live, so I contacted Longbridge Motor Spares who were very helpful and said that Mansfield Radiators would be able to help. After arranging to take the radiator, my wife and I drove to their workshop in Mansfield where the radiator was tested by suitably blocking the

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Spannerman's Technical Tips - No. 12



Failure to tighten spark plugs correctly, will affect their operational temperature, and can make removal difficult or cause the plug to break.

With the ADO16, they should be torqued up to 25 to 30 Nm, without thread lubrication, or by tightening a further 1/4 to 1/2 a turn only after the gasket touches the head.

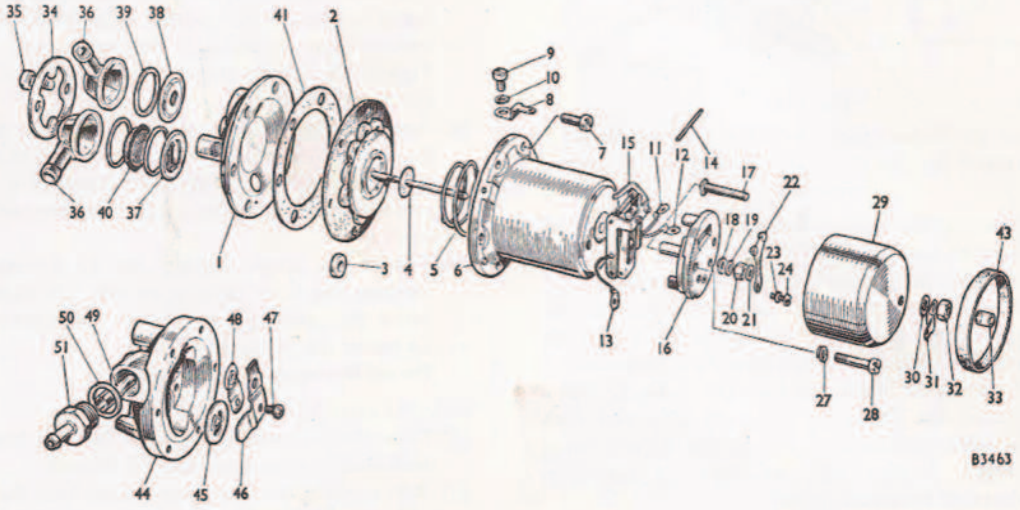
The Iridium tipped plugs, such as Nippon Denso IW20 or IW20TT operate with a wider preset 0.040 in. gap, (which changes little in use), which improves the combustion without apparently over loading the ignition system, and they last 60,000 miles plus! Expensive, but I find they work well.

hose outlets, applying some compressed air into the filler neck and immersing the unit in a large tank of water. No air could be seen escaping anywhere from the radiator, so the conclusion was that it was leaking only when hot with expansion.



Since the radiator was a considerable number of years old and the leak was not going to get any better the decision was taken to restore it. We returned to collect it just two days later where we were able to inspect a section of the old radiator where several of the cooling elements could clearly be seen to be partially blocked. The restored unit had a new core, the filler neck had been replaced with new as the old one showed signs of wear, and the drain screw that had been seized for as long as I could remember, had been replaced with a new one in brass. The charge for the work was £200 plus VAT. Back home the radiator was reinstated, and fresh antifreeze added. For anyone living in the South Yorkshire, Nottinghamshire or Derbyshire area I can recommend Mansfield Radiators Ltd, Kirkby Lane, Pinxton, Notts, NG16 6JA, and they can be contacted on 01773 810568.

Alan Sayles



No.	Description	No.	Description	No.	Description	
1.	Pump body (AUF 200 only).	17.	Terminal stud.	35.	Set screw.	AUF 200 only.
2.	Diaphragm and spindle assembly.	18.	Spring washer.	36.	Inlet and outlet nozzles.	
3.	Armature centralizing roller.	19.	Lead washer.	37.	Inlet valve.	
4.	Impact washer.	20.	Terminal nut.	38.	Outlet valve.	
5.	Armature spring.	21.	End-cover seal washer.	39.	Sealing washer.	
6.	Coil housing.	22.	Contact blade.	40.	Filter.	
7.	Set screw.	23.	Washer.	41.	Gasket.	
8.	Earth connector.	24.	Contact blade screw.	43.	Sealing band.	SP only.
9.	Set screw.	27.	Spring washer.	44.	Pump body.	
10.	Spring washer.	28.	Screw.	45.	Outlet valve.	
11.	Terminal tag.	29.	End-cover.	46.	Valve retainer.	
12.	Terminal tag.	30.	Shakeproof washer.	47.	Screw.	
13.	Earth tag.	31.	Connector.	48.	Inlet valve.	
14.	Rocker pivot pin.	32.	Nut.	49.	Filter.	
15.	Rocker mechanism.	33.	Insulating sleeve.	50.	Washer.	
16.	Pedestal.	34.	Clamp plate (AUF 200 only).	51.	Inlet nozzle.	

From the Workshop Manual

This time, we are taking a brief look at the electric fuel pump fitted to the ADO16, in the picture on the left. The electric pump was fitted to most models, apart from the single carb Mk IIIs, located on the very early cars beneath the luggage compartment on the left hand side, and inside the luggage compartment over on the right hand side on the later ones. Problems can occur over time with the contact breaker points and with the diaphragm of the pump - we often recommend Burlen Fuel Systems to anyone who needs replacement fuel pump parts, a new pump, or even a new pump with a solid state operation rather than contact points.

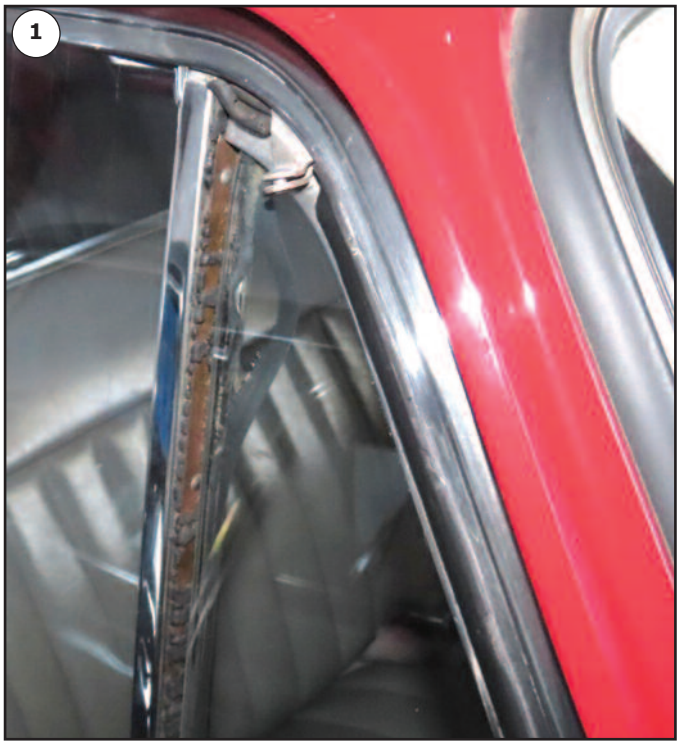
On the 1100 Club website we have the full workshop manual as a PDF available for you to download - excellent if you want to carry out a job without getting dirty fingerprints on your spotless original copy!

Tips From Down Under

Phil Rixon has found a great solution to the problem of resealing our quarterlights

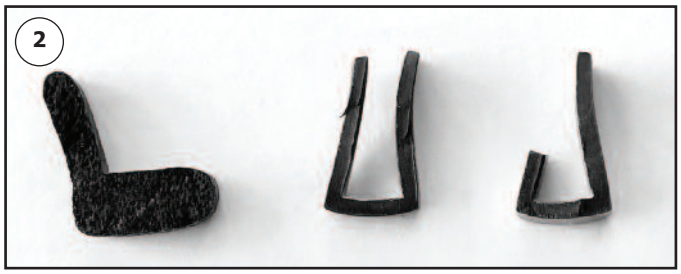


The 1100's opening quarter vent windows are a useful thing. On hot summer days you can aim a blast of air across you as you drive along and that really helps evaporate any beads of sweat that may be accumulating on your brow. On wet winter nights, opening them just a fraction can help prevent the view forward from misting up as the flow of heated air wafts across the windscreen before being sucked out into the darkness taking potential mist-forming moisture with it. But they can also be an infuriatingly efficient way for rain to find its way into the car while it is parked - particularly fifty plus years away from the production line when the rubber has perished and begun to disintegrate.



Replacement rubbers have been unavailable for as long as I can remember, so I decided to investigate the possibility of an off-the-shelf solution. In my experience it is the vertical strip at the rear that becomes unserviceable first (**Photo 1**), and given its regular shape, it is the easiest to recreate. The original seal was an 'L' section moulded around a strip of steel for reinforcement with four rivets attaching it to the frame. My solution is to remove the remains of the seal from the frame by drilling out the rivets; release the metal strip from the remains of the rubber; clean it up and paint it black; and then use it to secure a new strip of rubber to the frame.

Several off-the-roll 'L' shaped extrusions were investigated, but proved too bulky or not durable enough due to their sponge rubber construction. Eventually I found a 'U' shaped section made from EPDM rubber which allegedly has excellent UV resistance. Initially I had intended trimming it to an 'L' shape of the required size, but then I realised a better solution would be a 'J' shape (**Photo 2**), and I promise you that's the last of these alphabetic descriptions! My reasoning was that this extra narrow flap would fold flat against the glass creating an even better seal.



Next I marked the positions of the rivet holes using the metal strip as the template, before using a hole punch to neatly cut them out. The original factory rivets were the domed sort whose hidden ends were squashed flat. For convenience, I have opted for simple aluminium pop rivets, and since they need to be inserted through the back of the frame - due to access constraints - just a little bit of filing down is required on the exposed ugly side afterwards. These rivets can be painted black to match the metal strip and a spot of black silicone sealant used to seal the hollow centre (**Photo 3**).



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

Membership News

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

Mr Matthew Gregory	Mansfield, Nottinghamshire	MG 1300 Mk II
Mr Paul Marrion	Walsall, West Midlands	Riley 1300 Mk II
Mr David Kosak	Athens, Georgia, USA	MG 1100 Mk I
Mr Joseph McAndrew	Lincoln, Lincolnshire	
Mr Seth Dalton	Ruislip, Middlesex	Austin 1100 Mk II
Mr Marcus Hirst	Castleford, West Yorkshire	Vanden Plas 1300 Mk II
Mr Steven Suttle	Albuquerque, New Mexico, USA	MG 1100 Mk I
Mr Trevor Teeley	Darlington, County Durham	Vanden Plas 1300 Mk III
Mr Chris Gibson	Bramley, West Yorkshire	Austin Magenta Mk II
Mr Rob Arlowe	Albuquerque, New Mexico, USA	Austin America
Mr Richard Milnes	Prestwich, Manchester	
Mr Trevor Doherty	Brentry, Bristol	Wolseley 1300 Mk II
Mr Rod Corderey	Clynnog-Fawr, Gwynedd	Morris 1300GT
Mr Alan Jones	Boncath, Pembrokeshire	Riley Kestrel Mk I
Mrs Fay Stevenson	Walthamstow, London	Riley 1100 Mk I
Mr Alan Dyson	Sherborne, Dorset	Austin 1300 Mk III
Mr Neil Higson	Milton Keynes, Buckinghamshire	
Mr Matthew Wrigglesworth	Dewsbury, West Yorkshire	Austin 1300GT Mk III
Mr Francisco Lostao	Zaragoza, Aragon, Spain	MG 1100 Mk I
Mr Paul Spiers	Hailsham, East Sussex	MG 1100 Mk I
Mr David Banham	Bacup, Lancashire	Austin 1100 Mk I
Mr Andrew Dalgleish	Kelty, Fife	Vanden Plas 1300 Mk III
Mr Julian Spencer	Washington DC, USA	
Mr Chris Priestley	Pontypool, Torfaen	Austin 1300GT Mk III
Mr Robert Whitten	Chislehurst, Kent	Vanden Plas 1100 Mk I
		Morris 1300 Mk III
Mr David Slade	Alton, Hampshire	Morris 1300 Mk II
Mr Greg Shooner	Oregonia, Ohio, USA	Austin America
Mr Ryan Partridge	Herne Bay, Kent	Morris 1100 Mk I
Mr Darren Read	Dagenham, Essex	Riley Kestrel Mk II
Ms Shelley Carroll	Mountmellick, County Laois, Ireland	Morris 1100
Mr David McCausland	Broughshane, Antrim	Austin 1300GT Mk II
Mr Norman Hamer	Preston, Lancashire	Riley 1300 Mk II
Mrs Rebekah Morris	St Petersburg, Florida, USA	MG 1100

Classified Adverts

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

Cars For Sale



1965 Austin 1100, engine turns over but fuel not getting through, ran sweetly until fuel pump changed. Needs sill welding, brakes, roof liner and wings, but I have two for sale plus a new wiper motor and some other parts. Has new battery, boot carpet and four spare wheels. Will need trailer collection. Whole lot for £1600, £1300 without wings, wings available for £350 separately. Contact Paul on 07407 275919 (Wigton, Cumbria)



Austin 1100, concours condition, always been on Portuguese plates, 100% restored, certificated as vehicle with historic interest. €11,900 ono. Contact Vasco on 00351912417060 or privatecollectioncars19@gmail.com (Lisbon, Portugal)



1964 Vanden Plas Princess 1100 Mk I, B reg, 76,180 miles, older respray in Sherwood Green, four speed manual gearbox, 5+ owners. Reluctant sale, owned for five years. Good runner, starts every time and always garage stored. Details/invoices of various works done by previous owner and myself, including fuel pump, subframe mounts. Headliner replaced a few years ago. Spare dashboard and workshop manuals included, also Heritage Certificate. £4,250. Contact Ashley on 07968 024018 (Berkshire)



1966 Morris 1100 Mk I, Smoke Grey, three family owners since new, garaged since new, original bill of sale. Very good condition inside and out. Solid bodywork with a new driver's front wing some years ago. Just had MoT. Plastic seat covers since new, one front spotlight and rear mudflaps, radio. 49,000 miles since new. Converted to unleaded. Also a few spares included. £5995. Contact Jon on 07784 520858 (New Forest)

1964 Austin 1100, pretty solid and in a decent state but not mint, has 1275cc engine fitted with HS4 carb. Runs and drives but does smoke due to valve guides. Was being used daily up until recently. Has a spare interior and a few large boxes of parts to go with it. Sold as a project and would recommend a trailer and big car/van for collection. £3000 (negotiable). Contact Ben on 07857 495800 (West Sussex)



Parts For Sale

Austin Morris 1300 GT three branch exhaust manifold, including Y-pipe. Also fits MG and Riley 1300 Mk II models with GT engine. Believed to be a pattern (non-genuine) part but in good condition, other than Y-pipe may require a bit of persuasion to fit back onto the downpipes! Collection welcome or can post at cost. £135. Contact Peter on 01945 771937 or ado_16@hotmail.co.uk (Cambs/Norfolk border)



Various manuals and books, as pictured. Offered free to member who can collect. Contact Terry on 07738 475179 or mg1300@icloud.com (Swindon)



Large collection of Vanden Plas parts, probably a vanload. Need to go as a job lot, perhaps to someone restoring one. Includes full leather blue interior, gearbox, doors, front panel, wings etc. Rab on 07745 56819 or r.wilson475@btinternet.com (SW Scotland)





Front corner repair panels for Mk I. £200 for the pair. Contact Danny on currie1956@yahoo.co.uk or 07709 743647 (Slough)



Various parts. Six new Michelin MX145R12 radial tyres on brand new wheel rims with chrome trim rings for the Vanden Plas - concours finish. Four new Michelin XZX155SR12 on new black powder coated wheels with chrome trim rings - concours finish. One brand new Lucas Fogranger, boxed. Side indicator lenses for the Vanden Plas models, including gaskets. Genuine Leyland electric fuel pump, boxed. Vanden Plas numberplate lamp, brand new. Laminated windscreen, new. Riley Kestrel steering wheel badge plus Kestrel bootlid badge, secondhand but good. Two new Kestrel hubcaps with badges. Contact George on 01704 224468 (Southport)

Various Vanden Plas parts, including wings, bonnets, interiors, wood dashes and door trims, engine, gearbox etc. Genuine enquiries only please, no time wasters. Contact Barry on h8lbh@outlook.com or 01205 280042 (South Lincolnshire)

Wanted

Forward clutch seal for automatic gearbox of 1968 Morris 1100. There are a pair of them on the shaft that fits into the auxiliary oil pump, at the radiator end of the gearbox. Contact Shelley on shelley2013carroll@gmail.com (Laois, Ireland)



Wolseley 1300 front panel, new or in good used condition. Would also consider a complete car if suitable. Contact Ian on 07969 933091 or eagle6@sky.com (Devon)

Rear bumper for 1966 MG 1100, like the one pictured, in new or very good used condition. Contact Paul on spiers913@icloud.com or 07790158798 (East Sussex)



Riley Kestrel front offside indicator/sidelamp unit. Contact David on massey1955@outlook.com (Antrim, Northern Ireland)

Set of Dunlop D1 or Cosmic alloy wheels for ADO16. Happy to purchase a set in excellent condition or ones needing reconditioning as long as not buckled and run true. Also looking for wheel studs and centre caps for above. Contact Paul on 07905 905486 or moggy1000@hotmail.co.uk (Manchester)

Pair of door armrests for two door car - probably the same as a four door! Ideally in black, but could consider a pair in another colour for painting if condition very good. Contact Paul on 07905 905486 or moggy1000@hotmail.co.uk (Manchester)



Tailgate door for Morris 1300 Traveller. Contact Jim on jimconnors@hotmail.co.uk (Gloucestershire)

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


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