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WINNER!
Club Magazine of the Year
Idle Chatter, The 1100 Club
Idle Chatter
September-October 2023
The magazine for members of the 1100 Club
www.the1100club.com

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**Copy Deadline for Nov-Dec Issue**
**18th November 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 September-October edition of Idle Chatter. I must start by apologising for the late arrival of the July-August edition. As you are probably by now aware, this was caused by a slight hiccup at our printing company whereby they had to cease trading for a brief period after some cashflow issues. They have now been taken over and it seems that all is well again, but it certainly highlights just how fragile everything is in the world of business at the moment. Anyway, hopefully you will be reading this edition in a more timely fashion!

I'm not sure what has happened to the 1100 Club's Facebook page, but it suddenly seems to have gone a bit mad, with posts often receiving well over 1000 likes and sometimes over a hundred separate comments! Presumably something has changed in the algorithms meaning that even people who don't follow our page are being shown it in their feeds - who knows? Either way, it's great that we are having that wider reach and clearly people are enjoying seeing the content, but we have had a few comments along the way that have been rather less pleasant about our cars. I must admit I have tended to just delete them without notification - fair enough for people to hold those opinions of course, but take them somewhere else please!

Finally, due to pressures of time I need to relinquish my unofficial position of Spares Adviser. I was really only covering it temporarily anyway after Derek Bayliss stepped back from the role, but that was a while ago now - you know how these things extend! Anyway, please drop either myself or Robbie a line if you might be interested in taking on the task. It is a committee post, according to our constitution, and whilst it doesn't require an inside out knowledge of the ADO16, it is a lot easier if you vaguely know your driveshaft coupling from your radius arm. I don't supply spares myself, but I have been answering enquiries, doing research, checking with people who I think might have something or might know the answer (which is often still Derek, by the way - he's still there and helping, and still knows everything!) and wherever possible pointing members in the right direction. It's good fun, but just takes too much of my time away from my magazine work, on top of running our social media as well. We do have a potential volunteer already, but it's only fair that it's put out to all of you, and is actually a role that could well benefit from having more than one person involved.

*Dave Wilkins*
magazine-editor@the1100club.com

**FRONT COVER**

**CARS AT THE NATIONAL (DAVE WILKINS)**

**REAR COVER**

**HAMPSHIRE REAR ENDS AT BREAMORE HOUSE SHOW ON 13TH AUGUST (JOHN NORRIS)**

# Club Information



HONORARY PRESIDENT
Sue Johns

## Your Club Committee



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**Website Password**
**moon-landing**

## 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

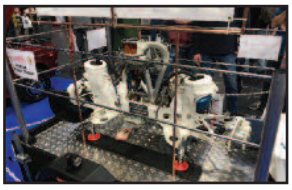
Original spec 1100 Club exhaust systems and discounted car covers are available via Robbie Claydon on chairman@the1100club.com, as is radiator recoring

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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**Printed and Distributed by:** BCQ https://www.bcqgroup.com

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

### Classified Advertisements

All advertisement enquiries to: advertising@the1100club.com

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

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

'The 1100 Club' @The1100Club THE1100CLUB

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

# Area and Overseas Contacts

| Area | Contact | Contact Details | Meeting? |
|---|---|---|---|
| **East Anglia** | Ryan Caulfield (March) | 07554 553820<br>east-anglia@the1100club.com | Contact for more details - meetings take place in different locations |
| **East Midlands** | David Shadbolt (Kettering) | 07775 824705<br>east-midlands@the1100club.com | Contact for more details – meeting dates vary |
| **Essex** | Tony Cole | 020 8500 7059 or 07979 998627<br>essex@the1100club.com | Last Wednesday, *The King and Tinker*, Enfield (EN2 9HJ) |
| **Hampshire** | John Norris | 07896 639640 (text preferred)<br>hampshire@the1100club.com | Second Thursday, 7-9pm, *Strawberry Field Tavern*, Locksheath (SO31 6DX) |
| **Hertfordshire** | Harvey Foster (Royston) | 01763 261250<br>hertfordshire@the1100club.com | First Wednesday, 8pm, by arrangement |
| **Manchester** | Paul Tubby | 07905 905486<br>manchester@the1100club.com | |
| **Midlands** | Chris Johns<br>Steve King | 07899 923149 or 07980 454239<br>midlands@the1100club.com | First Thursday, 6pm, *Piston Club* at the Stag at Redhill near Alcester (B49 6NQ) |
| **North Yorks and North East** | Howard Ellis (Northallerton) | 01609 780445<br>northyorks@the1100club.com | |
| **NW London** | Robbie Claydon (Greenford) | 020 8575 5479 or 07952 167173<br>nwlondon@the1100club.com | |
| **SE London/ NW Kent** | Stephen Carr (Bexley) | 01322 528843<br>selondon-nwkent@the1100club.com | |
| **Scotland** | Bob Gray (Abernethy) | 07766 206553<br>scotland@the1100club.com | |
| **Somerset** | Mike Franklin (Radstock) | 01761 418310 or 07866 956787<br>somerset@the1100club.com | |
| **South Wales** | Nick Atkins (Swansea) | 07584 408439<br>south-wales@the1100club.com | |
| **Surrey** | Dave Laing | 07727 270554<br>surrey@the1100club.com | First Thursday, 8pm, *The Fairmile*, Cobham, KT11 1BW |
| **West Midlands** | Dave Shortland (Rubery) | 0121 453 1748 | |
| **Wiltshire** | Mark Jones (Trowbridge) | 01225 766703<br>wiltshire@the1100club.com | |
| **Worcestershire** | Michael Balfe (Redditch) | 07810 560409<br>worcestershire@the1100club.com | |
| **Country** | **Contact** | **Location** | **Phone/Email** |
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| **Japan** | Hiroshi Tachika | Shiga | +81 775 73 1602<br>japan-rep@the1100club.com |
| **New Zealand** | Kevin Kershaw | Albany, Auckland | +64 09 4433124 or +64 027 2904070<br>newzealand@the1100club.com |
| **Portugal** | José Carlos Magalhães | Parede, Estoril | (+351)938097015<br>portugal@the1100club.com |
| **Switzerland** | Christian Rutishauser | St Gallen | +41 79 420 9881<br>switzerland@the1100club.com |
| **USA** | Dr Tom Gaylord | Atlanta, Georgia | (404) 261-5083<br>usa-representative@the1100club.com |

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

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

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

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

## Help Your Club!

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

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

# Chair Chat



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

It's been a busy summer! The National Rally seems like a long time ago now already, but just recently we have had the Scottish Tour, which I've heard so much about and look forward to seeing the pics in the mag. My thanks to Ryan Caulfield for organising this one, and also to others that assisted along the way. It's a lot of work but it sounds like it ran superbly.

Our attention now is on the NEC Classic Motor Show in November. The planning for this one started early in the year and the application forms outlining what you propose to show on the stand had to be submitted by March. Fortunately we have again been offered a good sized stand in a decent location and I hope many of you will see us there. If you haven't been before, I really would recommend it as there really is a lot to see. I'd suggest you bring your own lunch and don't forget to take advantage of our ticket offer which can be found elsewhere in this edition.

That's it from me this time, but not before I say a big thank you as always to your volunteer committee for their continued help and support. It's been a challenging summer for me on a personal level but the excellent committee members we are blessed with have worked tirelessly as always and offered so much support. Thanks everyone. I hope to see as many of you as possible at the NEC.

*Robbie Claydon*
chairman@the1100club.com

# Looking Back

*Memory Man has crossed over the Irish Sea this time and is enjoying sunny Belfast*

This is a view of Great Victoria Street, Belfast, Northern Ireland, looking north, probably taken around the mid-1960s (but see references to the ages of some of the cars appearing which might give a more accurate date). The image appeared as a share on the 1100 Club Facebook page a few months ago and we apologise if any copyright has been infringed by reproducing it here.

In the left foreground is the Grand Opera House, designed by the architect Frank Matcham and opened in December 1895, being restored most recently in 2020. Next to it is the Odeon Cinema, since rebuilt as an extension to the Grand Opera House. Opposite, the building with the shops beneath remains today, as does the Assembly Buildings Conference Centre beyond it, which was originally built as the headquarters of the Presbyterian Church in Ireland in 1905.

A Rover 2000 (P6) (introduced in 1963) is travelling northwards immediately in front of the camera, with a Ford Anglia (or Thames) van (307E) ahead of it and finally a Hillman Minx saloon (possibly a Series III). Coming the other way is a Ford Anglia (105E), followed by a Hillman (New) Minx (introduced in 1967) which has turned out of Howard Street.

Parked at the left, at right angles to the street and closest to the camera, is an ADO16 Mk I, then a Renault R8, a Vauxhall Victor (FC), a car I cannot identify (there is a man standing in the way!), an Austin A40 Farina, a Morris Minor, a Mini Traveller and another ADO16. Beyond that it is difficult to identify any more cars, save a Vauxhall Viva SL (HA) towards the end of the line. Stopped on the carriageway is a Volkswagen Beetle with a man appearing to be speaking to the driver, probably asking him to move on!




Parked on the other side of the road there is a Ford Cortina Mk I, a Mini saloon, a Morris Minor and a Hillman (possibly Super) Minx. Little beyond that is identifiable.

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

# 1100 CLUB REGALIA for 2023



**Mousemats**
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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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VDP - Morris - MG - Wolseley

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**Sticker**
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**2019 Mug**
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**2020 Mug**
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**2022 Mug**
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**BMC Mug**
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**BL Mug**
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**Poloshirts**
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**Allow 7-10 days for items to be embroidered**

**Chest Size Chart**

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

Black, Navy and White only

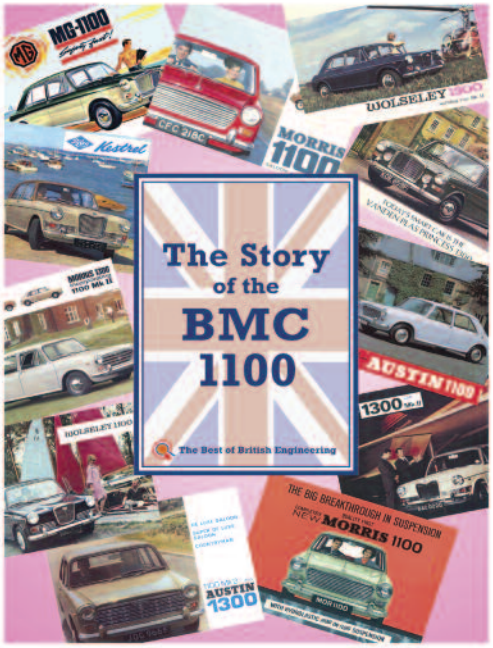
Colours for rough guidance only

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

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

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

# 1100 CLUB REGALIA for 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.

**U.K.** orders by cheque made payable to "The 1100 Club" for £25.00 + £7.00 postage and packing.

**Overseas** orders to be placed on **www.the1100club.com**

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**(These images are for reference only)**




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**(By Courier to U.K. only)**

**Cheque only payable to F. Pinckney**

**(address see previous page)**



# In Brief




*News, views and stories from the world of ADO16s*

## Love the BMC 1100/1300

You may remember us putting out the call a few months ago for members in the area of the Great British Car Journey Museum in Derbyshire to take part in some filming organised by Lancaster Insurance (with whom the 1100 Club was 'Club of the Month') and Classics World magazine. The piece would be looking at the 1100 Club and also our cars, with a focus on why we enjoy them and how we ended up being ADO16 owners.

The response from lots of you was excellent, with the result that there was a very good display of 1100s at the museum on the day - Gordon Diffey reported on the day itself in the November-December 2022 edition of Idle Chatter.

We are pleased to report that the short film that was put together from the footage recorded is now published and available on YouTube via Classics World and Lancaster Insurance, also added to the 1100 Club's YouTube channel. If you haven't seen it yet, check it out at https://youtu.be/ilZyf8ozhfA?si=WvKFKbBmGTH5NYsy or scan this QR code with your smartphone or tablet to watch it right now!

SCAN ME




## AGM 2023

The minutes of the 2023 1100 Club Annual General Meeting can now be found on the 1100 Club website - log in as a member and select the 'Club Information' tab to find them. They will remain in draft form until they are officially ratified as a correct record by next year's AGM.

## Money Matters

The 1100 Club's accounts for the last year were signed off at the AGM, with the documents opposite presented by Joe Brain, our new Treasurer. Note that the bracketed figure either indicates expenditure or, if in a comparison table, a minus rather than a plus. Unbracketed figures are income or a positive figure if in a comparison table. Joe's contact details are on p3 of this magazine if you have any questions.

## 61 Years Young

On 15th August we celebrated on our social media the 61st anniversary of the launch of the Morris 1100 back in 1962, with loads of comments from page followers and visitors about their memories of the cars, some more positive than others! Here is a launch photo to remind us just what ground breaking little cars we love and drive.

**Bank Balances**

| Account | Financial Year July 2022- |
|---|---|
| Barclays Current Account | £2,510.17 |
| Barclays Savings Account | £8,598.17 |
| Nationwide 1Yr FD "Future Projects Fund" | £30,556.17 |
| PayPal | £0.00 |
| **Current Total:** | **£41,664.51** |

**Nett Transactions per Budget Group**

Sum of Transaction Value

| Budget Group | FY July 2021-June 2022 | FY July 2022-June 2023 |
|---|---|---|
| 10 - Membership | £19,290.39 | £19,061.98 |
| 20 - Magazine & Social Media | (£10,773.09) | (£14,820.59) |
| 30 - Regalia | (£936.55) | £501.03 |
| 40 - Events | (£864.14) | (£430.98) |
| 50 - Books | (£286.12) | £992.46 |
| 60 - Spares | (£1,185.90) | £801.41 |
| 70 - Fixed Assets | (£520.00) | (£992.72) |
| 80 - Committee Management | (£233.87) | (£168.30) |
| 90 - Other | (£1,100.57) | (£908.22) |
| **Grand Total:** | **£3,390.15** | **£4,036.07** |

**Income and Expenditure per Budget Group**

Sum of Transaction Value

| | July 2021-June 2022 | July 2022-June 2023 |
|---|---|---|
| **Income** | | |
| 10 - Membership | £19,430.39 | £19,201.98 |
| 20 - Magazine & Social Media | £1,140.00 | £1,080.00 |
| 30 - Regalia | £588.41 | £2,277.83 |
| 40 - Events | £300.00 | £792.48 |
| 50 - Books | £1,308.88 | £992.46 |
| 60 - Spares | £1,860.00 | £4,514.00 |
| 80 - Committee Management | | £295.50 |
| 90 - Other | | £27.07 |
| **Income Total:** | **£24,627.68** | **£29,181.32** |
| **Expenditure** | | |
| 10 - Membership | (£140.00) | (£140.00) |
| 20 - Magazine & Social Media | (£11,913.09) | (£15,900.59) |
| 30 - Regalia | (£1,524.96) | (£1,776.80) |
| 40 - Events | (£1,164.14) | (£1,223.46) |
| 50 - Books | (£1,595.00) | |
| 60 - Spares | (£3,045.90) | (£3,712.59) |
| 70 - Fixed Assets | (£520.00) | (£992.72) |
| 80 - Committee Management | (£233.87) | (£463.80) |
| 90 - Other | (£1,100.57) | (£935.29) |
| **Expenditure Total:** | **(£21,237.53)** | **(£25,145.25)** |
| **Grand Total:** | **£3,390.15** | **£4,036.07** |



## Rally Champion



Tim Astengo in Australia has recently completed the Rylstone Classic in his 'Number 1' 1100! Tim writes: "We were first into town in the afternoon. Did really well this year. Alternator sheared off all 3 bolts on the road home but did a quick repair and made it back home. Total kilometers of trip were approximately 2500 kms in five days." Tim will also once again be taking part in the annual Shitbox Rally in aid of the Cancer Council of Australia - the event has raised a huge amount of money for cancer research over the last few years. If anyone would like to donate towards his efforts and that of the 'Number 1' 1100, this is the link: https://spring2023.shitboxrally.com.au/no-wives-lets-go/donate

## A Turbo Tribute

I am sure that you would all like to say a big THANK YOU to our one and only 'Sir' Dave Wilkins for putting together our fantastic Idle Chatter for ten years this month! It's so easy to just expect it every other month and enjoy it as we all do, but forget about the amount of hard work and time that goes into presenting such a professional job. As we have said before, it's done for free and for the love of our cars and the 1100 Club, so from us all Sir, a big THANK YOU again.

*'Turbo' Tony Cole*

*Thank you Tony, I really appreciate that. Most of the time I still really enjoy it, but those few days between the copy deadline and going to press never seem to get any better! Ed*

## Event EXTRA

This one didn't fit onto the events diary on p15 page as we had so many great area reports this time! Mark Margetts took his Austin America along to the 38th British Car Day in Bronte Park, Ontario, Canada. Mark says, "We didn't hit our usual 1,200+ cars, but we came close with about 900+. Here are some highlights."










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# Area Updates



## East Midlands

Well, we finally got things off the ground. A Facebook group has been created (although I think the technology is still getting the upper hand at the moment) - you can search for 'The 1100 Club East Midlands Area' to find it and ask to join. A WhatsApp group is also being put together as it's easier to administer and seems like a better way for more immediate communication around the group. To be included in that I'll need your phone number please.

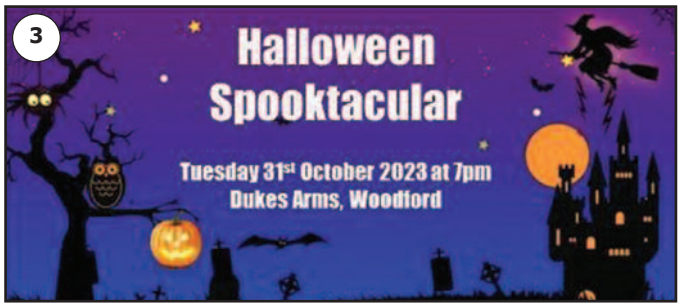
And we've had our first meeting too! Four members braved the elements to gather at the Dukes Arms in Woodford, between Thrapston and Kettering in Northamptonshire. It was too wet for most to want to venture out in their ADO16s, but the ailing Monty (who has since been repaired) sat outside the pub to fly the flag on their behalfs (**Photo 1**). In **Photo 2**, left to right, we have John Roots, Ryan Caulfield, Mark Button and myself at the meeting.







One of the challenges set by the expressions of interest generated by my initial appeal for East Midlands based members is that the responses have come in from the furthest extremes of the target area. Of course anybody is most welcome to come along, but finding a venue that is reasonably accessible to all in terms of mileage and drive time won't be easy. Nevertheless, a fun evening was had by all. The Dukes served its trademark excellent food and fine ales, and lots of useful ideas on how to take the group forward were tossed around. We're thinking of potentially monthly meetings during British summertime, and then less regular activities out of that period. A regional 'Drive It Day' activity, jointly with our friends in East Anglia, plus runs out to some sort of tearoom or other place of interest, a treasure hunt and perhaps a guest speaker were all suggestions made. As attendance grows we will be able to move the meeting venue around the patch to maximise its convenience for the biggest number of attendees.




In the meantime our next meeting will again be at the Dukes Arms in Woodford at 7pm on Tuesday 31st October. Dubbed the East Midlands Spooktacular (**Photo 3**) we're inviting members to decorate whatever car they choose to come in - and themselves - in suitable Halloween-themed garb.

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## Midlands and West Mercia

I have recently been to the Piston Club at the Stag at Redhill near Alcester, B49 6NQ, and it is the ideal new venue for our meets to continue. I think the first Thursday of the month is good at 6pm.

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## Essex




Hello again from the Essex mob. What has been happening with the weather this year? It's either too hot or it's chucking it down with rain. Unfortunately we have had to cancel our attendance at a few shows because of the forecast, but the ones we have been to were great.




The Havering Mind Show is a charity family event with lots going on, including classic and American cars. A few of us were setting up when Mark 'Panic' Button turned up in his GT with the engine revving away at about 3000 rpm. After it had cooled down I had a look at it - the bracket on the carbs that the three return springs fix to had come unfixed and a spring was missing! I removed a nut and bolt that held the passenger seat on and fitted the bracket back on with a new return spring that Terry 'Dust'

Nightingale had in his breakdown kit (**Photos 1 and 2**). Apart from that all went fine and it was another great show.

Then it was the National Rally. I'm not going to say much about this as there is a full report elsewhere in this magazine, but I must say thanks to members for voting the committee back in for another year - we must be doing something right. A few of the mob drove up on the Saturday and we set up our two gazebos, Fernand 'The Professor' Pinckney's regalia stall, an area for Terry 'The Bus' Waller to have some spares for sale, and most importantly our tea station. 'Dust' won 'Best GT' on the Sunday, so well done to him. I was busy with 'Cash or Car' and catching up with a lot of members, plus stocking up on spares. There was one car that caught my eye as it was one that I had owned a long time ago - I looked it up in my records of the 22 that I had had, and it turns out it was mine from September 2002 and when I sold it only had 8000 miles on the clock. I went over to it and to my shock it was the 1100 Club's Hon. President Sue Johns and her husband in it. When I told them about it he said that it has only got 28,000 miles on it now, which is only about 1000 miles per year. What a great car!




Tewin Classic Car and Craft Show was on 20th August and was a fantastic day with hot sunshine. Seven cars were meeting on a garage forecourt to go into the show together; six were there when Danny 'Bike' came in with his Wolseley spitting and popping and sounding horrible. 'Bike' told us he had been out the previous evening and got caught in a flood, so he thought there must be water in the petrol. A quick check in the carbs and the fuel was fine, so then it was distributor cap off and a quick spray of WD40 and all was well again. We all set off, and on arrival two more cars were already there. It didn't take long to park up nine cars, set up two gazebos and the tea station to enjoy the day. As normal we had a club stand on a most impeccable field (**Photo 3**). To top it off again we had two people wanting to join the 1100 Club, one with an 1100 already and one wanting to buy one.

On 2nd September it was Buntingford Classic Car Show, which is a Saturday town event. The effects of illness continued and only two of us made it, with another member joining us later in the day, so in the end there were three of us on a very hot one! It was very, very busy, with the road closed, music playing, food and drinks available, people shopping and car spotting; we hardly had time for tea! I am never surprised by the amount of interest our cars bring to non-car enthusiasts and the memories that they bring back to people; it's just great to listen to what they have to say about them.

The following day was the Classic Car and Vintage Show at Capel Manor, which provides the fantastic setting of a gardeners' training show garden. The main show and autojumble is in the adjoining field and we shared the other one with the Morris Minors on their National Rally day. It was a good day, with good weather, good chat, and a good turnout of nine cars (**Photos 4 and 5**). Only




'Panic' was missing as he was on the Scottish Tour. We were mostly to be found in the gazebo drinking tea (**Photo 6**).







Finally it was Hatfield House, which is very different to the other shows as it's outside the back of the very large house, which has a huge fountain and a ring of grass around, and it's set in many acres of grounds. Whitewebbs Museum, who put on the Enfield Pageant (and of which I am also a member) were asked to bring a few of their members' cars to display as it was an open day to the public, and they in turn asked us to join them. I turned up early to get a photo of Wilma outside the house (**Photo 7**) but unfortunately the big water feature outside was being serviced and not working. About an hour later there were five of us and about forty-five other classic cars (**Photo 8**). It was a very hot day at 32C so we sat in the shade of the trees and had a 'chill day'. It's good to go to varying types of shows.






Well that's it for now from the Essex mob, and only one more show left for this year, so from us all here, enjoy the rest of your shows and your cars.

*'Turbo' Tony Cole*
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## Hampshire

So much has happened over the last couple of months, so here's a rundown of the Hampshire area events from July to September.




July 29th saw a visit to the Hagerty Festival of the Unexceptional, although I was not travelling in an ADO16 due to the 374 mile round trip and the 1100 Club National Rally being the next day. Two MG 1100/1300 cars were spotted - sorry I missed you David, but does anyone recognize the second car in **Photo 1**? This was my first time attending the show; with some truly amazing cars on display, it's well worth a visit if you've never been before.

The day after was the National Rally at Milestones Museum in Basingstoke, with three cars from the Hampshire area attending - myself in my Teal Blue Austin 1300 GT, David Haycock in his Aquamarine Austin 1300 and Roy Robinson in his Aqua Morris 1300 Traveller. Dean Oakey was also there with a car full of spares. Over thirty cars attended throughout the day, and despite the weather a great day was had by all, topped off by the Hampshire area taking home three awards! See the main coverage of the National Rally elsewhere in this magazine.




The following weekend (August 6th) we attended a small gathering of cars at the High Salvington Windmill in Worthing, which is a working mill dating back to 1756 (**Photo 2**). After a very interesting guided tour, the general public were allowed access to the site; again there was so much interest in our three cars.

On August 13th we had a trip to Breamore House near Fordingbridge, with five cars on display including two Limeflowers, my Teal Blue 1300 GT, an Austin 1300 in Aquamarine and a white Morris 1300 automatic - see **Photos 3 and 4**. *And the rear cover! Ed.*







August 20th was the Southern Classic Car Show at Worthing Rugby Club. Two Hampshire members visited this event, and although we were not displaying an 1100 or 1300 ourselves, we did catch up with the owner of a very nice Wolseley 1300 and also Peter with his Aquamarine Morris 1100 - nice to see you both (**Photo 5**).




On the August bank holiday Monday two cars attended the Stokes Bay Vehicle Rally organised by the Gosport Rotary Club, with over two hundred cars of all makes and models on display. It must be over thirty years since the 1100 Club's Hampshire area last attended this event.

Over the weekend of September 7th to 10th, the Hampshire area took part in our own Isle of Wight Island Tour, including a visit to the Ryde Classic Car Extravaganza. Again, there were three cars in attendance - my Austin 1300 GT, David Haycock's Riley 1100 and Roy Robinson's Morris 1300 Traveller, followed by Chris Morris. On the hottest week of the year, all four cars travelled around the island coping with extreme heat and steep hills. Whilst over on the island we visited the Prices' car collection, and huge thanks to Barry Price for allowing us to visit his great collection of vehicles, which include a Limeflower 1300GT and two other Austin/Morris 1100/1300s, Minis, a Maxi and much much more (**Photos 6 and 7**).






Whilst at the garage we met with Paul Seaman, a fellow 1100 Club member who owns a Wolseley 1300 Mk II currently undergoing some engine work. Paul kindly invited us back to the island next year, so watch this space for further details.




We also took a trip to the Isle of Wight Steam Museum - it was rather late in the day for a train ride, but a great photo opportunity nevertheless (**Photo 8**). Although the Ryde Classic Car Extravaganza was a two day event on the Saturday and Sunday, we decided on the Saturday to travel along the coast road from Shanklin to the Needles (**Photo 9** below), admiring the picturesque views and on many occasions catching a glimpse of the Waverley paddle steamer (**Photo 10**).




On Sunday we arrived at the Ryde Classic Car Extravaganza with around five hundred cars expected over the two-day show; although very humid and occasionally wet, this was a great opportunity to meet fellow car enthusiasts, including some new 1100/1300 cars from the island (**Photos 11 and 12**).

Well that's it for this edition. I hope everyone managed to enjoy their cars this summer and I hope to see you all very soon.

*John Norris*
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## Surrey

Hello from all at the Surrey group. August's meeting was held at the Fairmile in Cobham again, as we were unable to agree mutual dates for a joint venture with the Hampshire group this time. The Fairmile is well run and never seems to get too busy, so we will stick with it as a venue. Two highlights this month - it was Ken and Koren's birthdays, so cakes were served. I seem to remember this coincided with a National Rally one year where more cake was handed round! Secondly, Koren brought along our newly purchased 'Dalek' hydrolastic pump-up machine. This is an original garage factory service tool made by Churchill, and seems in good working order. Koren bought it second-hand locally to try and cure her lopsided suspension, although at our September meeting she reported that there is still a problem. The machine will reside with me in Twickenham and is available to use by any local member, provided they supply some hydrolastic fluid. Both pressure and vacuum functions work, so contact me if you need help. We will name it Davros. Once again we met members of the Triumph Sports Six Club who also gather at the Fairmile on the same night, so it was another great evening.

The September meeting was on one of the very hot days in the 'September heatwave', so we sat outside, although it was rather dark and phone torches were employed. Ross Beddoe was over from near Melbourne in Australia, but he thought we were meeting at the old venue of the Marquis. Therefore I went to the Marquis on my way to Cobham to find him, and gave him a lift to the Fairmile. He was delighted to be driven in an ADO16! He is restoring a number of cars, including a Mk II saloon



originally made in England, and a Nomad. He presented us with some model cars and an interesting book about the history of Leyland Australia called 'The Winds of Change'. As he was staying in Bayswater, I gave him a lift back to Twickenham rail station at the end of the meeting.





I was just back from the 1100 Club's Scotland NC500 trip, although due to having had shingles I had to take my modern car for comfort on the long drive - nearly 1700 miles in total from London. My pictures were shown and my NC500 keyring with the Scottish flag on it was much admired.

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## East Anglia

Hello everyone, hope you are all well and happy! Firstly, we have changed our name from Fenland to East Anglia to incorporate the whole of East Anglia including Cambridgeshire, Norfolk, and Suffolk. This is hopefully going to tap into a larger pool of people and reach out to new members across the area, not just in Cambridgeshire.



It has certainly been a busy few months for everyone. Meet-ups have been going well with steady numbers; we're currently running just a pub meet and now alternate between four pubs currently in North Cambridge and just over the border in Norfolk, starting around Huntingdon and across to Welney and back again. Once we get more members from Norfolk and Suffolk I am planning to have meets across the different areas and looking to have two special events, one in summer and one around Christmas.

Scotland was fantastic and a once in a lifetime trip. I was the only East Anglia member that went and also organised the event, with help from many others. I am planning on organising more 1100 Club special events over the coming years.

Gordon has been busy with his Magenta. Since last time he has now nearly completed his hard top adaptation to the main body. Usually on a Magenta this hard top is not removable and was a selectable option with gull wing style doors; this also gave you a taller front window frame to give more headroom with the top attached. So Gordon is trying to give his Magenta a removable hard top with doors and a vinyl roof, what luxury! He has run into a few problems with how to join and secure the lip of one to the other, but with that now solved he is sorting the sunroof on the hard top and has added additional latches and hinges to fix the doors for a stronger and less rattly usable item! I'm looking forward to seeing this finished!





Stephen Sutton, a new member to the group, has been through the mill a bit whilst finishing his beautiful Tartan Red Mk I MG. Starting with wheel bearings failing after just 180 miles preventing him from going to the National, which were quickly sorted, then once again having to take the gearbox out that was on the car as there was an issue with its changing which turned out to be a problem with the first and second synchros. He has now fitted a fully restored gearbox, making the car drive and accelerate better than ever. The next issue he has been having is with his temperature sensor. I and probably many others of you have been struggling with the new sensors not working or being over sensitive or giving false readings on the old gauges. Myself and Steve (with advice from other EA members Lee and Gordon) have been in discussion about running a few tests with the new sensor on the new style fake Smiths gauges to test this; it appears that you need the old original sensors on the old gauges, so we will report back on this. Other than that, he is a great addition to our area and I cannot wait to see his MG fully sorted after his extensive rebuild.



Over to Lee; he has now fully sorted his customer Andrew's car and has now worked on and finished a beautiful estate for a lady member. It's good to see his restoration business is going well.

Joe or 'Jordy Joe' has been busy with family life but myself and Joe are planning on finishing his 'small' Magenta (the A+ engine one) - it just needs final tuning on the twin SUs. Joe has been working hard to get it tuned himself after finding bent needles and all sort of faults with the twin HS2s. We are going to work together to get it

9/10ths of the way there, and then take it to a local garage known for tuning to use modern tech to help get the best tune possible on this little racing car. It also needs a new Schrader valve on the suspension and a pump up, when I have a working pump. We are both using some 400psi lorry air brake ones that I have found on eBay that are working a treat - I have tested them on three cars now. His 'big' Magenta was borrowed by myself over the summer after selling the Riley back to Jack Hays. It has been off the road for twelve years-ish and with my spannerwork and Joe feeding me parts we have got it running and back on the road. It was running great, with me even taking it to a big show near us at Parson Drove, joined by David S and Gordon. But two days later it cut out on me, which turned out to be a failed condenser. It was limped to our mutual friend Mechanic Joe (who looked after the Skeleton and has helped me, Joe, and Gordon with various projects) to have new electronic ignition fitted. The car was handed back to Joe the week before I picked up my estate ready for Scotland, and Joe has a small list of winter tinkering to do so that hopefully next car season he should have a pair of fully sorted cars.

David Shadbolt has taken over as the East Midlands coordinator and had his first meeting, but he is a part of EA also. Monty sadly was sent home from the Scottish Tour in disgrace (you will read about this in the Scotland write up) but David has been doing a great job getting the East Midlands area started, so stay tuned for more and all of us at East Anglia wish him every success.

Finally, myself and my estate made it home after Scotland (see what happened in the Scotland write up) having finished the car as much as I and others helping me could, knowing that a list of winter tinkering would need to be completed. I would just like to say again a huge thank to all those in the 1100 Club that helped me source parts, offer advice and especially to Gordon, who has been a constant help throughout the build. One problem that popped up during and after the trip was a smoking issue on start-up and in fourth gear on overrun down hills. As far as I am aware, the engine has never been apart and the engine has now done 70,000 miles, which is great going but it now looks like it is going to need valve stem oil seals and guides, so Woody has been retired for the winter to have the finishing off jobs done on its restoration and a few other bits of upkeep after Scotland. My Magenta is slowly creeping forwards - the chassis and subframes have had their welding repairs done and been shotblasted and primed ready for a final clean-up and paint. The tub is due for work in October to start getting that ready for paint over the winter and the head is now finished with the gearbox and block to be finished off over winter too, so loads to do!

I look forward to updating you again with news of new members here in the east of England! *New members should note that you have to either be called Joe or own a Magenta to join this group, ideally both! Ed.*

*Ryan Caulfield*
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# From the Events Diary



*News from some events that have taken place around the world....*

**Mike Owen** writes: "Over 150 various cars were present in Betws-y-Coed on Sunday 13th August with the Auto Club of North Wales. There were three other 1100s, including the lime green one. We were lucky with the weather too!"





**John Roots** writes: "We had a nice little trip out on bank holiday Sunday to the Welcome Cafe, near Twyford, Leicestershire. With a large number of other shows occurring on the same day creating a lot of competition, it was a decent turnout. Good breakfast, nice surroundings, welcoming atmosphere. Here is LHJ amongst some nice old motors."



**John Roots** also reviewed an event on 12th August. "Took the old girl along to Melton Mowbray Stockyard event on Saturday evening. Good company, good range of food and drink on offer. A new event that is growing. Every 2nd Saturday of the month. Next one is Saturday 9th Sept from 5pm. Free entry, free car park and preceded by a makers' market. If you are in the area pop along next time."

**Nigel Pratt** writes: "We had a good weekend at CarFest with the Winchester MGOC (right). Our MG 1100 attracted lots of attention amongst all the Ferraris, Corvettes and Astons!"




**Stephen Harris** spotted these two (below) at the Buckie Classic Car Show on the Moray Firth on the last Sunday of August.









**Gordon Diffey** flew the East Anglia flag at the Upwell Car Show on the same day (left).



**Geoff Eastwood** represented the BMC/BL fold at the Cootamundra Picnic Show and Shine in New South Wales, Australia.

# National Rally 2023

*Reports, pictures and prizewinners from our main event of the year!*



**The 2023 National Rally took place at Milestones Museum in Basingstoke, Hampshire, on the weekend of 29th and 30th July.**

It was a weekend of mixed weather, culminating in heavy rain from about lunchtime onwards on the Sunday, but nevertheless it saw an excellent selection of 1100s alongside a wide range of visiting classics too - more than we have seen for several years! Milestones proved to be an excellent venue, with a fascinating museum that took many members back to their childhood, a generous entry discount, a nice café, plenty of space on the rally field and lots of accommodation options around it. Lots of members stayed in the Premier Inn about five minutes' walk away, and the hotel car park very much gave this away on the Saturday night - pictured below!






The show opened at 12 noon on the Saturday, with everything set up, banners erected etc in good time. This year we had the luxury of a hired marquee, which made all the difference - last year's experience of sweltering hot conditions and very little shade at Cogges Manor had convinced us that some sort of shelter was a must, although it came in handy more for the showers than the sunshine this time.

As the AGM approached, a group of members were prevailed upon to ferry tables and chairs from the museum's classroom into the marquee, and the AGM took place at 2pm. As always, the minutes of the AGM can be found on the 1100 Club website, remaining in draft form until they are accepted as a correct record by those present at the following year's meeting. The AGM went well, with a range of reports and items under discussion, including unanimous approval for the small increase in UK subscriptions explained in the last edition of Idle Chatter.

Then it was back to more socialising and car comparisons in the afternoon sunshine.

**We'll hand over here to Teresa Vincent, who has told the story of the weekend from her perspective, arriving at Milestones during the Saturday afternoon.**

For years, the 1100 Club National Rally has always been one of the highlights of the year for us; it's a great place to catch up with friends. A few years ago we always used to camp on the rally field with Anton and friends, but nowadays we much prefer the luxury of a nice bed and breakfast. This year it was down to us to sort out the accommodation as Anton and Dave were at the FOTU on the Saturday and wouldn't be joining us until very late on the Saturday evening. We were just hoping our choice of 'Hook House' was up to Anton's standard, as he normally finds us some great overnight stays! So Agatha Austin was loaded up, suitcase, fan belt, tools and water (for us) and we were off on the long journey down to Hampshire and the Milestones Museum. Agatha zoomed along the A5 and A34 at a nice steady pace and we made it in exactly three hours, arriving at 4.15pm. After a quick chat with a few people we went off to find our B&B and check in before returning for the chip supper back at Milestones.

It was a great Saturday evening and the food was delicious. I don't know how Paul does it - he managed to get a second helping of pudding and custard! I just can't take him anywhere!



Afterwards a few of us stayed and chatted in the club marquee; it was great to catch up with Dean Oakey, Pete Barrowclough, John from Lancaster, Dave Wilkins, Dave Laing and his friend Pat - all friends we probably hadn't seen since last year's National Rally. Hearing Dean's story about the fisherman and explosions in Portsmouth harbour was hilarious! All too soon it was 11.30pm and time to head back to the B&B. We knew Anton and Dave had arrived at the accommodation as the Ford Escort estate was in the car park. They must have heard Agatha arrive as the next thing a window opened on the second floor and Anton leaned out, saying "Shhhhhhhhh, keep the noise down!"

The following morning we met up for a very nice buffet style breakfast that would keep us going for most of the day! Much to our relief, the B&B came up to scratch and was met with Anton's approval. After chatting to a few of the other guests and checking out, we met outside ready to convoy the fifteen minute drive to Milestones, but not before Anton had checked Agatha's oil and told me off because it was on minimum! Honestly, it was on the max when we set off from home the day before!

On arriving at Milestones we were greeted with a field full of ADO16s and it looked a great sight. There also looked to be a fair few visiting classics too, which is always nice to see, including our friend Stuart's smart Rover P6 V8! A few autojumble stalls were dotted around the bottom end of the field; I still don't know how Dean Oakey got all his spares for sale in the back of his Mercedes!

Now, a couple of weeks before the National Rally I made a decision with Agatha. When I bought her a few years ago now, I put a pair of those chrome eye lid thingies on the front headlights; I thought they looked pretty good. Well, I decided that now she would probably look better without them, so I took them off a couple of days before the rally. Having spoken to various friends over the weekend, the general consensus was that she did indeed look better without them! So, I don't know why, but I am walking round the rally field with Agatha's eye lid thingies wondering what to do with them. I went over to see Pete Barrowclough and his lovely LDV ex post office van turned camper, it's brilliant! (Although you need to finish polishing it Pete!) Anton happened to be there as well, and for some reason had a roll of masking tape! I don't know whose idea it was to masking tape Agatha's eye lid thingies onto mine and Pete's head! (I have a feeling it was your idea, Anton). We actually thought they would make a good ADO16 fashion accessory, and Pete commented on how comfy it felt and that after a while he didn't realise he had it taped to his head! Haha! After a few funny looks, we decided maybe it wasn't such a good idea after all!







So I was still wandering around with these eye lid thingies, perhaps hoping to palm them off onto someone else! I was over with the Hampshire group and offered them up to Roy Robinson's lovely Aqua estate, but he was having none of it. Then John Norris came up with a plan involving yet more of Anton's masking tape! I really did not want to be part of this, as John started taping Agatha's eye lid thingies onto the headlamps of David Haycock's gorgeous Aquamarine 1300! After John (laughing to himself) took a picture I quickly got them back and put them in Agatha's boot before I got into any more trouble! (Anton, please don't bring masking tape to any more National Rallies!)

They say 'Tempus Fugit' when you are having fun and I couldn't believe how quick the day was zooming by! It was 12 noon already! Next, the Hampshire members had a surprise for one of their group who had had a birthday the previous week. Happy Birthday David! We all had a little celebration with a drop of prosecco and a slice of coffee cake….yum yum!



So far we had been extremely lucky with the weather….until now. The heavens decided to open at about 1.30pm and it looked like it was set in for the afternoon. What a contrast to last year's rally when it was a sweltering 40°C! But the wet weather did not dampen our spirits and we continued to have a good time. There were two or three gazebos to shelter under as well as the club marquee, although at one point Paul looked like he had just stepped out of the shower after offering advice on checking sills to another club member who was looking at a car for sale!



Slowly the cars began to leave the field to make the wet journey home; surely this couldn't be the end of the National Rally? A few of us stayed for as long as we could, hoping I think that the day would never end. Finally it actually looked like the rain had stopped, after myself and Paul had briefly considered staying another night rather than travelling back to Leicestershire in the torrential conditions. With the break in the weather it was an ideal opportunity to get a photoshoot of Agatha with her sister, David Haycock's Aquamarine 1300, which is absolutely immaculate! And wow, the engine bay is amazing. One day I might get Agatha's looking like that, but in the meantime I think I will keep her bonnet shut! Haha! David kindly gave Agatha a little present - an Austin grille badge that is in much better condition than the one she currently wears. Fitting it could be challenging, but that's another story for a future Idle Chatter.




Before we could go anywhere we still had the slight problem of Agatha's oil level being on minimum, and not thinking to bring any oil with us, we were on the scrounge. It was Pete Barrowclough that came up trumps, thanks Pete! However, when Paul took the cap off the oil bottle it was full to the brim - there was no chance of pouring that into Agatha without it going all over the engine and everywhere! Then….as if by magic, John Norris produced a pair of miniature scissors and proceeded to cut the end off my empty water bottle to make a funnel. It was like being on Blue Peter live and hey presto, it worked, so Agatha now had a maximum oil level ready for the journey home.

By now it really was time to say our goodbyes, but a fantastic time was had by all. I don't think we stopped laughing, chatting and having fun all weekend. Thank you must go out to the 1100 Club committee for organising the National and making the rally a success. The last few of us remaining on the field started to depart and go our separate ways and make for home. For part of the journey we were in convoy with Chris Morris in his Rover 75, with Chris providing a buffer zone between us and the HGVs! We finally arrived home at around 8.30pm, having covered roughly three hundred miles over the weekend. Good old Agatha didn't miss a beat.

So to sum up the weekend….great cars, great friends, great times!

*Teresa Vincent*

**The weekend also had some other highlights**, including a superb range of visiting classics, some of which you can see pictured here. This was partly down to a link with the Basingstoke Classic Car Club provided by Rob Manton; as Milestones is a fairly regular haunt of theirs, they were pleased to come along and join us on the Sunday.







We decided to bring forward our awards ceremony to 1.30pm to maximise the chances of the prizewinners being present and also to try and beat the rain, which we just about achieved!



Awards were announced by Chief Judge Robbie Claydon and presented by our Hon. President Sue Johns, who was with us with her husband Chris for the whole weekend. Sue also spent a great deal of time on the Sunday choosing her own personal favourite ADO16, which was later awarded 'President's Choice'. You can see all of the award recipients (both class winners and those awarded a 'Highly Commended') on the following page.

After the prizegiving, lots of members had booked a vintage cream tea on the 'village green' in the museum - it was very good news that the cream tea was located inside, given that by now the heavens had opened, and also good news that only the crockery was vintage, not the cream or the lovely scones!



There were only a handful of campers at the rally this year, probably due to the fact that there were such good options for nearby accommodation, but of those who did camp, Pete Barrowclough's LDV Pilot would have taken the award for 'Best Workhorse' if there had been one. Pete has owned his LDV for some years now and travelled all the way down from Derbyshire in it with no dramas at all, albeit slowly. Talking of dramas, we did have a little bit of hassle from the local youth, who decided they would use our camping portaloo on the Friday night before we even got there, emptying the flush water completely, and also that they would pop in again on Saturday evening to deposit the toilet rolls into the lavatory bowl. A big thank you to Paul and Teresa Vincent for heading out to the local supermarket to purchase some more loo paper, and to the aforementioned Pete Barrowclough for his help in securing the toilet on the Sunday afternoon to try and prevent any further teenage attention before it was collected the following day. All part of the fun of an 1100 Club National Rally, you know!

**"So to sum up the weekend...great cars, great friends, great times"**

All in all it was a thoroughly decent weekend, with all the usual camaraderie and friendliness we have come to expect at a great venue with a brilliant range of cars! Honestly, there isn't a club event quite like it, and that's illustrated by how many of our 'regular' members come back to the National time after time. If you haven't been to one before, give it a go - you won't regret it. We owe a huge thank you to Koren for putting in all the legwork of getting the National organised and ensuring it ran smoothly, despite changes of museum personnel and various other challenges in the planning stages, to all of the rest of the committee team who worked hard over the weekend, and of course to every single one of you who made the effort to come along and make the weekend what it was. Here's to 2024!





# National Rally Prizewinners

## Best Mk I

**KHV 880E**
1967 Austin 1100
*Mark Jones*



**GJT 418E**
1967 Morris Traveller
(Highly Commended)
*Gordon Diffey*



**HJV 815E**
1967 MG 1100
(Highly Commended)
*David Shadbolt*



## Best Mk II

**HEO 482H**
1969 Austin 1300
*David Haycock*



**GPG 960K**
1971 Morris 1300 Traveller
(Highly Commended)
*Roy Robinson*



**OAF 836F**
1968 Riley Kestrel 1300
(Highly Commended)
*Colin Freemantle*



## Best Riley

**LAE 401E**
1967 Riley Kestrel
*Malcolm Pritchard*



## Best Vanden Plas

**KXF 798K**
1971 Vanden Plas
Princess 1300
*David Nancekievill*



## Best GT

**RFM 130L**
1973 Austin 1300GT
*Terry Nightingale*



**LUL 657K**
1972 Austin 1300GT
(Highly Commended)
*John Norris*



## Best Not To Original Specification

**EUR 273K**
1972 Austin 1300GT
*Stephen Wilson*



## Members' Choice

**901 MPX**
1963 Morris 1100



## President's Choice

**HJV 815E**
1967 MG 1100
*David Shadbolt*



## Best Visiting Classic

**G790 LGO**
1989 Austin Metro
*Tom Morley*



## Best Period Interior

**KXF 798K**
1971 Vanden Plas Princess
1300
*David Nancekievill*



**Congratulations to all of our 2023 prizewinners!**

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# Running Reports

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





While I was masking everything up for painting the Shed's headlining, I became acutely aware of the state of my front and rear window rubbers - solid as a rock and pretty scruffy. Obviously the perfect solution here would be to replace them, and new seals are available for both ends - but do I really want the hassle of taking them out just to put them back in again? It would be different if I was having the whole car resprayed, but that's not on the cards at the moment or indeed in the near future. So instead I looked for a compromise option, and came across a rather interesting German product called Gummi-Pflege (**Photo 1**), which claimed to recondition and soften old rubber.

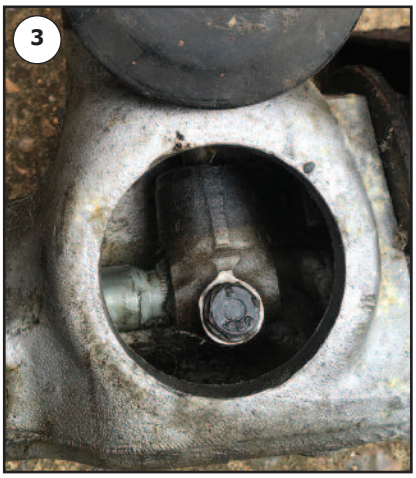






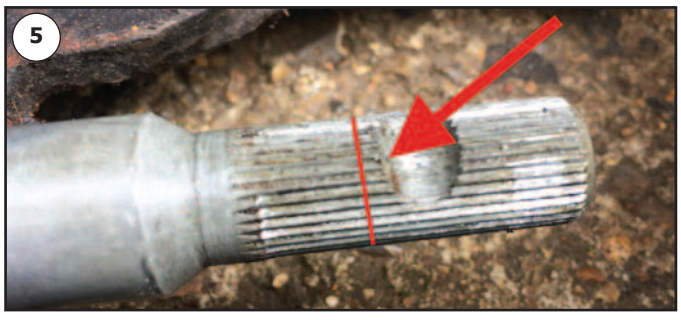
A similar product, called Krytox, is recommended for use on the convertible roof seals of my daily driver, a Volkswagen EOS, so I was intrigued to give it a go. It comes with a soft brush inside the pot to enable you to soak the rubbers nicely, although it does run down a bit and make a mess. So far I have applied the product four times to my front and rear window seals, and they have improved (**Photo 2**) - I wouldn't describe it as transformative, but there is definitely a softer feel and they look a bit better now that the surface is blacker and more smooth. Now I'm wondering whether I can replace the very tired plastic chrome insert with the old seals in situ, or can that really only be done with new seals during the process of installation? Grateful for any insight or experience of that one.

Regular readers of this column will be aware that for some while now I have had issues with the Shed's gearchange, which is absolutely perfect when the engine is cold and indeed for some while as it warms up too, but can be hard work and notchy when the engine is hot. Over time, I have tried different oils (currently running Dynolite 20/60 to keep things a bit thicker when the engine warms), clutch adjustment (which seems to be as good as I can get it, with a new arm and clevis pin to take out any spare movement) and also wrapping the exhaust with motorcycle heat wrap where it passes the remote gearchange housing, all of which has led to some improvement. But it's still not quite where I would like it to be. When I previously reported my efforts (quite a long time ago now) Ian Gaffney got in touch with the following thoughts:




"At this very moment I'm reading about your notchy gear change problem. I know we have spoken about this before, but I had a similar problem with FYF for many years and just put it down to the nature of the beast. It was only after getting stuck into the revival that I decided to look a bit deeper for the cause and established that, although I had kept the others on top of the gearbox tight, evidently I had been driving round with the pinch bolt loose at the base of the gear lever for most of the car's life (**Photo 3**) - and things had become rather sloppy as a consequence. Unfortunately just tightening the bolt didn't prove to be the complete answer, leading me to think that perhaps the socket at the base of the gear lever needed to be further forward on the shaft splines than the rounded hollow for the pinch bolt allowed. I don't know whether this will be the answer in all cases, but I found that extending the hollow as per **Photos 4 and 5** with a rat tail file transformed the gearchange to the smoothest it has ever been. From this it would appear that only a very little restriction in gear lever travel in the right direction can be enough to mess things up."




Well, eventually I got round to following up on this advice. I found my pinch bolt to be tight, so I went on to the

second idea and carried out a small amount of filing on the shaft splines, as Ian describes. I also took the time to fully clean out the remote housing and regrease all the moving parts while I was there. I have to say that the improvement in my gearchange is significant and it has made the biggest difference of everything I have tried to date - it's even slicker than it was before when cold, and definitely better than it was when hot too. It's still not perfect though, and discussing the issue further with member John Roots (who had the same problem) has led me to think that I might need to return to the pinch bolt once again – like mine, his was tight at initial investigation, but he still managed to get about 2mm of movement on it with some real heave-ho. He thinks this has made a difference in his case.

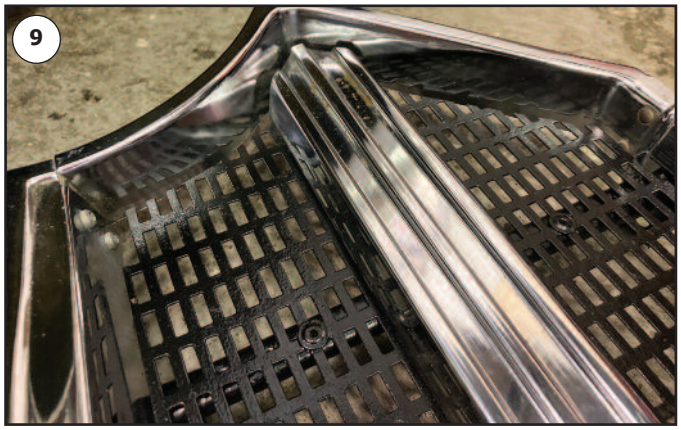



Finally for this report, before the National Rally I finally got round to a job that had been ignored for ages - the improvement of my front grille. Some while ago I managed to get hold of a replacement grille surround with only a very tiny amount of corrosion in the corners - much less than my current item had developed, which as you can see from **Photo 6** had become quite bad. It took a little while to carefully drill out the rivets holding the grille centre into the surround, but we got there in the end, and after a very good clean I masked up the centre bar and repainted the grille with black satin finish Hammerite in a rattle can. The replacement surround had also enjoyed a good clean with Autosol, so now it was a case of installing the grille centre into it – rather than rivets, I used some new short crosshead screws to hold it in place (**Photo 7**).




The end result was very pleasing (**Photo 8 and 9**) and has improved the Shed's front end considerably, along with the new wing and offside corner previously reported!




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

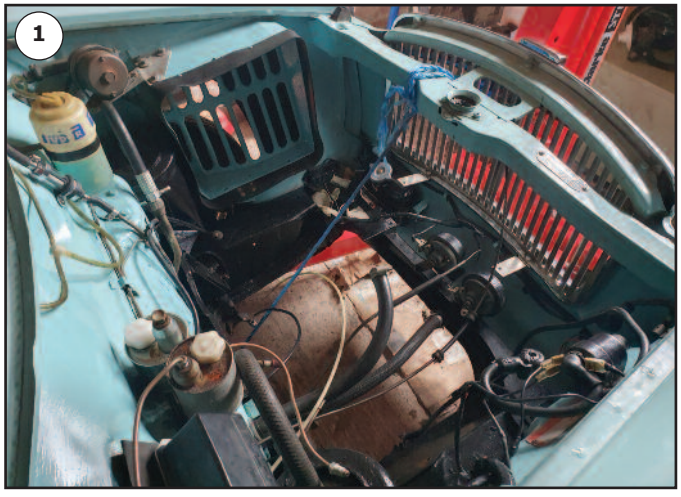




So the Mia saga continues. It's been a difficult few weeks, as I've had a few health issues which haven't been particularly conducive to making as much progress as I would have liked with the project. Suffice to say I have made a few significant decisions, but I'll talk about those in a bit.

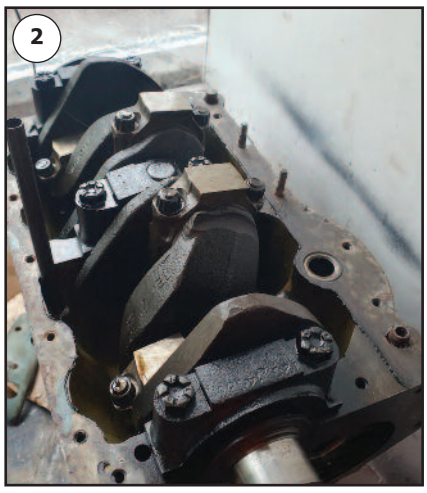
Once I removed the engine and box, one of my first jobs was to tidy up the engine bay, which had been looking rather tired, to be fair. As you will see from **Photo 1**, it's not show standard now, but I am more than happy with the improvement as I have never regarded Mia as a show car, just more of a useable classic. A previous owner had made rather a mess of touching in the paintwork and plastered a load of underseal over the back of the front valance, which looked horrendous.

So down to the engine rebuild. Firstly I had to make some decisions as to what specification I wanted for the engine. I am looking for something that, while remaining road drivable, will also be fun on a track day. As such I have decided to go the whole hog, overbore 60 thou and fit high compression pistons from Minispares, giving me a new capacity of 1330cc. This will be combined with an SW8 camshaft kit from Swiftune which, while quite hairy, remains road driveable with a decent power curve. I've also ordered a 1.4 high lift rocker assembly from Swiftune

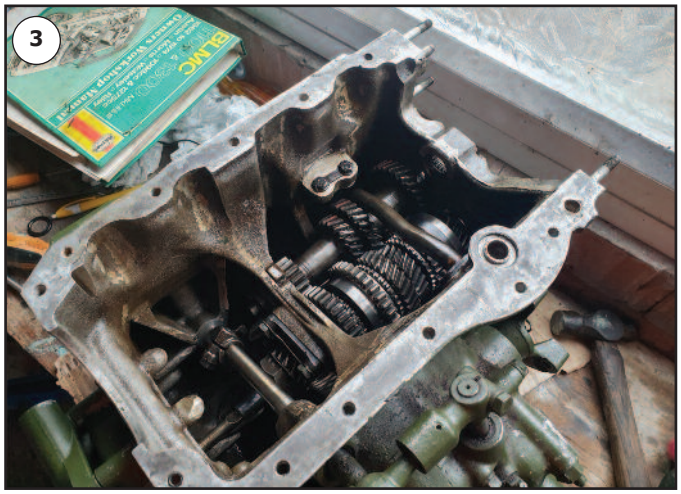


as well, which means the valves stay open 20% longer, thus improving engine breathing and power. The cylinder head will also be skimmed and have hardened valve seats fitted so I can run unleaded without having to throw a load of lead substitute in the tank at each fill up.

The strip-down certainly wasn't without issue, as it appeared the flywheel bolt (which can often be difficult) had been tightened by the Incredible Hulk. I tried all of the usual tricks, using long pieces of tubing to get sufficient leverage, but it wasn't having any of it, so in the end I invested in a 12 volt impact gun from Machine Mart. Lo and behold, with a bit of effort, the aforementioned bolt came loose. Happy days! Well, not exactly. I removed the flywheel with all the usual problems that presents - after a lot of swearing, tightening of the puller and hitting it with a mallet through the starter motor aperture, it eventually broke loose, much to my relief. So now it was just the 'easy' job of undoing the crankshaft pulley bolt. Full of anticipation with my new impact gun in my sweaty palm, I started to undo it. Well, the impact gun was having none of it, and the bolt steadfastly refused to move. So after a quick smoke of my pipe and a mug of tea, I made a second attempt, at which point my new impact gun protested by expiring in a large cloud of electrical smoke, accompanied by a horrible burning smell! Suitably thwarted as it was getting late, I retired to the relative comfort and warmth of Nige Mansions and opened a tin of my favourite craft beer to consider what to do next. As the impact gun was obviously knackered, I ordered a replacement and spent the evening feeling generally gloomy and cursing the whole thing. A couple of days later the replacement impact gun arrived and with little enthusiasm I decided to have another go. Still no joy, so I paid a visit to an old contact of mine from my Ministox racing days, Craig Dickinson at Mini Technique in Pilling. He's a real guru on Minis and a fan of ADO16s too. He soon shifted it with his air driven impact gun.




I returned home and decided I needed to make some serious decisions. Even though I've stripped and rebuilt four of these engines before, this was becoming a struggle, and what with being 'under the weather' as well, it was becoming a bit too much. So I split the engine and gearbox, as can be seen in **Photos 2 and 3**, at which point I decided to cut my losses, as it were. I'll take the short engine to Blackpool Road and




Rally and I will get them to complete the whole bottom end rebuild, timing in the new camshaft etc. Just lining up the timing dots is not sufficient on a performance engine; this has to be done with a dial test indicator and crankshaft protractor to ensure the optimum cam timing. They will also overhaul the cylinder head. The gearbox will go to Craig's gearbox specialist and will be fully overhauled, as well as having a centre oil pick-up pipe fitted to prevent oil surge under hard cornering. Mini Technique will then reassemble the engine and complete the engine set up. The timeline for all of this work is early next year, so my running reports may become more sporadic over the next few months as a result.

I cheered myself up by purchasing a fully overhauled set of HS4 carbs (**Photo 4**) to replace the rather asthmatic HS2s as the extra breathing capacity would have left the car rather 'under carbed'. These were not cheap at £550, but I think a worthwhile investment. As such, I'll be selling my original HS2 carbs in due course, so if anyone is interested, please let me know. I can supply these with stub stacks and K&N filters, but I also have the original air box and elbows as well. That's all for this update, hopefully more to follow soon.




*You can contact Nigel on nigeldavidpowton@gmail.com if you are interested in the carbs. Ed.*

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





Following on from my last report, in late January 2020 the cylinder head was removed, cleaned and valves re-ground, plus a coat of paint was applied to the head to smarten it up. A new water pump was ordered, along with a new fan belt and other service items. A start was made lightly sanding some of the red oxide paint to see what it was hiding, but nothing too nasty was found. She then sat until March, when the decision was made to book a bay at the North East Restoration Club, where OJB had been brought back to use. We were due in on 8th March, but had to put it back two weeks as the lad who was in the bay needed some extra time. On 17th March the car was trailered to the club and into the work bay.

The first job was to remove the fake wood side trims, but no one knew how they came off! Luckily by chance my brother, who was helping me, managed to slide them free. We then renewed the points, plugs, condenser, rotor




arm and distributor cap, and had our first attempt to get her running - no joy. The usual crowd of helping hands put it down to a lazy starter motor, which was then removed to be taken to an auto electrician for possible repair, and meanwhile we turned our attention to more rubbing down of the red oxide.



The next day I took two starter motors for repair and also had a visit to our local paint shop to have a tin of Limeflower paint made up, as I wasn't sure of its colour. It turned out to be a perfect match.



On the third day I took the wheels to the NERC to remove the crossply tyres in preparation for the wheels to be powder coated, and the tyres were taken to the local tip.

On Day Five I collected the two starter motors, which had both been repaired for £30 the pair. The following day I was keen to get on, but then it was lockdown, with total closure at the club due to Covid! More next time….

I have just realised that OJB hasn't been mentioned lately so, for anyone interested, he's been enjoying days out and about in the sunshine and getting the usual waves and smiles per mile, plus also the, "My dad had one," "I learned to drive in one of those."

## "I learned to drive in one of those"

My favourite was a lad admiring the car and telling me his dad bought one and drove from the North-East to the other end of the country all in the same day with him and his sister in the back! I wasn't sure if I was going to be attacked for bringing back bad memories, but he loved OJB and spoke for some time about the cars.



I took some photos (as you do) putting history into history. The first one (above) was taken in the local park - used to be all pits here. The second one is outside my late grandmother's old cottage, and in the third one, where the car is parked used to be my old school, roughly where our woodwork class stood, so a long time since I last walked over that area.





## Name: Allan Leighton
## From: Grange, Banffshire
## Car: Authi MG 1300S





Just a PS to my now forty-two month saga. Low cylinder compression meant the engine had to come out again, which entailed dropping the subframe as I couldn't get the exhaust manifold off with the engine in. There was a leak between number two and number three cylinder, and scoring of the bores meant a rebore and block face clean-up was required and, while there, a cylinder head skim.

It all went back together with a less lumpy cam, and all is now well. I had a few hiccups along the way. I forgot to unscrew the speedo cable so that broke, and I managed to break the oil pressure switch. Removing the dashboard to replace the speedo cable caused the indicators to stop working; that took a day to fix. In the end the solution was to remove the hazard flasher kit and re-instate the wiring as standard.

Now I seem to have caught an incurable illness (old age) and my back has decided to go into spasm again, so no more progress to report, although we have been into town to fill up with 5 star.

I have at last sourced door seals that allow me to close the doors without having to throw them into place. The tappets will need adjusting when the back lets me, and then it will be a lay-up for the winter months.

I have another project now, an MGF VVC with a very noisy top end and possible head gasket failure. I hope that will be a more straightforward job. Does anyone want to take on my 1972 MGB GT with full history? It has lots of mods, but I have all the parts to return it to standard. After twenty-one years it's time to let someone else enjoy it, and I now have too many cars! If so, you can drop me a line on allisme47@gmail.com.




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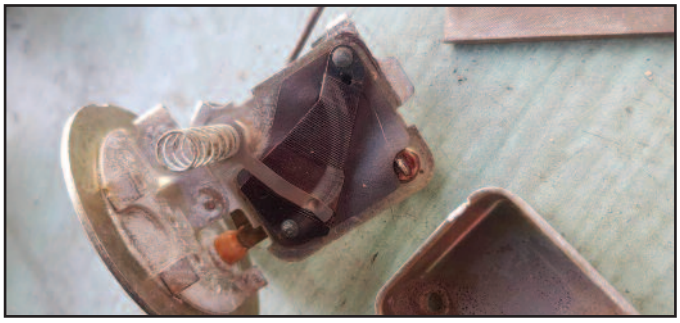
## Name: Terry Waller
## From: Aveley, Essex
## Car: 1972 Morris Traveller





The fuel sender for Tango's tank was ineffective, so I took it apart by lifting the three tags very carefully. This separated the two halves, exposing a spring, the float arm and resistor. It's the float arm pivot that tends to get corroded, then the connection is blocked. I took the arm out and cleaned the pivot parts of the float arm, plus also the case hole and then the contact arm. I adjusted the tension by bending it very slightly, then put it back together and tested - all is now working correctly.

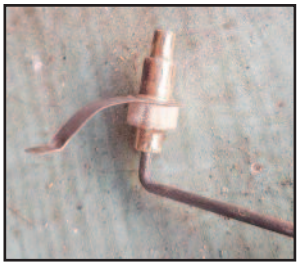




*It's a good point to mention here that member and steering rack guru Steve Lee is also now offering a fuel sender rebuild service if you don't feel confident about doing your own - drop us a line on the Spares Adviser email if you need his contact details. Steve makes the point that you must not try to move the float before sending it to him if it is seized, as this can have a detrimental effect on the internals. Ed.*



I have also sprayed the engine green - I know the later ones should be black, but I like them green. My car, my choice! The engine was reconditioned and stored for when it was needed, but the paint got faded, hence the fresh coat. I'm going to give it two or three.







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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 2 of the story....*

*We pick up the story part way through the tour, which began when friends of David's in the Amicale Morris Minor France (AMMF - the French equivalent of the Morris Minor Owners Club) invited him to join a group of Minors on an epic adventure! You can find Part 1 and Photos 1-13 in the previous edition of Idle Chatter. Ed.*



Not all of our time was scheduled and we were free to go exploring on our own or in groups. Murol, the village next to ours, had an historic castle perched on top of an extinct volcanic cone (**Photo 14**). A little further down the road to the east, at Saint-Nectaire, were the Grottes du Cornadore (**Photo 15**), ancient caves which had been a Roman bath complex more than 2000 years ago.










Further east still was Montpeyroux, a medieval village accepted to be one of the most beautiful in France. Visitor traffic is banned from the village (**Photo 16**) so Monty had to be left in a car park at the edge. Something I hadn't seen before was a baguette vending machine, which produced a very acceptable accompaniment to that evening's supper.



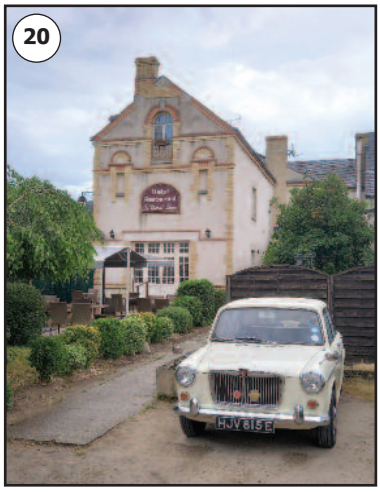

To the west of Chambon-sur-Lac, along a white-knuckle-ride road of steep hills and hairpin bends, lay Mont-Dore, home of France's oldest electric funicular railway, which opened in 1898 (**Photo 17**). North from here was the stunning Lac du Guéry (**Photo 18**) - the highest lake in the region at 1244 metres above sea level - and pretty Orcival, with a very satisfying crèperie!




Another organised outing was to the Ferme de L'Oiseau (**Photo 19**), home of Saint-Nectaire cheese, where we were able to witness the cattle herd being milked and the milk being piped direct into the cheese-making room. As the cheese is made with milk direct from the cows, cheese-making here is a twice-a-day, 365-days-a-year occupation.



As is always the case, the main part of the holiday was over far too quickly, but for me the fun continued with the three-day drive home. Rather than simply retracing my southbound steps, I'd planned a northbound route a little further to the east. The first day took me along more wonderfully scenic mountain roads through little towns and villages with delightful names like Les Ancizes-Comps, St-Gervais-d'Auvergne and St-Éloy-les-Mines to Montmarault, Cosne-d'Allier and another 'such-a-lucky-find' lunch stop at Le Rond Gardien, Isle-et-Bardais. Suitably refreshed, we continued through Bourges and Aubigny-sur-Nère to Jargeau, a riverside town a few miles east of Orléans on the left bank of the River Loire. Accommodation was at Le Cheval Blanc (**Photo 20**), or the 'White Horse', another more-than-adequate traditional inn with a large restaurant and very good food.




Despite some overnight rain, the next day dawned bright and sunny and the drive continued through places with names like Bazoches-les-Gallerandes - imagine having to repeatedly spell that out on the phone - and Angerville. Later came Rambouillet, I believe twinned with Great Yarmouth (who named one of their corporation buses after it in the 1960s) by which time we were within spitting distance of Paris. The temptation to take the 1100 for a couple of laps of the Périphérique and up the Champs-Élysées was wisely resisted, and instead we just happened upon a classic car meet in a place called Beynes, complete with a very rare Panhard PL17 Tigre (**Photo 21**), some Citroëns, a Triumph Herald and a Crayford convertible Capri.







By the time we reached Mantes-la-Jolie we were back on the outward route and in sight of the last overnight stop, this time at a village called Saint-Maxent, just south of Abbeville. The house was very prettily situated on the village green next to the church and an added 'bonus' was the full blast of the music from the fair on the green. A very pleasant half-hour was spent trying to take artistic photographs of the village windmill (much enhanced by having an 1100 plonked alongside it, as **Photo 22** shows) and my hosts recommended an excellent fish restaurant in Abbeville - Le Bord de Mer, if you're interested.

My habitual early-running got me back to the Channel Tunnel terminal far too soon for my booking (**Photo 23**) and again I was bumped up onto an earlier train. The journey 'sous la Manche' went smoothly and after very many miles of lovely straight, smooth roads in France it was back to Earth with a jolt (literally!) with roadworks on the M20, dodging craters on the M11 and rain from Huntingdon onwards!




But….what an amazing holiday! I have a thing called my Umbrella Theory: if I take an umbrella it never rains, and true enough, despite the initial advance forecasts, I was so lucky to have almost relentless gorgeous sunshine. But, as with umbrellas, the theory also covered everything, as none of the stash of spare parts was needed, and the old boy didn't even need any oil. Door-to-door we covered 1706.1 completely trouble-free miles. Over one tankful of fuel we achieved a very impressive 45.1 miles per gallon, and bearing in mind that we'd had a full load of passengers for some of the mountain road outings I was delighted to deliver an average consumption figure over the whole holiday of 41.4 mpg. Monty lapped up everything I threw at him. His biggest protest at climbing mountains with four amply-proportioned adults was to run at the top end of normal rather than the bottom. There was no problem finding E5 petrol and we took his supply of Redex shots with us. The only thing that went wrong at all was the day he ran out of petrol on the way home - hardly his fault - but even this was very quickly sorted with two thumbed lifts, the purchase of a gallon (sorry, five litres) of vinegar promptly poured down a supermarket toilet, and a rather shame-faced driver who'd been too wrapped up in gawping at the scenery to remember that he'd already noticed the tank was almost empty.

Would I take on an epic journey like this again? Yes, without a doubt, and I'm already committed to next year's extravaganza, wherever it may take us. And before that comes the 1100 Club's heroic NC500 adventure at the end of August. I hope that you've found my ramblings to be of interest. My car will never be 'concours', but I do my best to keep him sound in wind and limb, safe and in regular use. He has paid me back in spades. If just one of you has been inspired to go and try something that you've not considered before then I wish you all the luck and enjoyment I had. If anyone would like any more details of my route, the overnight stops, the campsite or the places I visited, please get in touch with me. I will leave you with **Photo 24** - yours truly, at the top of the Puy de Dôme.



# The Scottish Play....Part I



*Event organiser Ryan Caulfield and David Shadbolt tell the story of an epic 1100 Club adventure around the NC500. Here we get to Day 2....*




1

## Cast List

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

OK, so not that 'Scottish play', but a production with many players set in some of the finest scenery in the world. Not nearly as blood-curdling as Macbeth (although that might have been a solution to the snoring problem) and no 'eye of newt' or 'toe of frog' for breakfast, but a fast-paced adventure in which an intrepid band of 1100 Club members faced the NC500 challenge in a week at the end of August, sporting these super rally plaques (**Photo 1**), designed by Ryan Caulfield and donated by the 1100 Club. If the 'NC500' term is unfamiliar to you, it is a 500-mile route around the northernmost coast of Scotland. Think majestic mountains and glens, mile upon mile of single track A-roads with passing places (**Photo 2**), breathtaking views of lochs and sea, and almost no garages selling E5 petrol, and you've got the picture.



2

The cast of this epic built slowly. For our East Anglia area organiser Ryan Caulfield, the fun began many months before, as it was he who was the driving force and top-notch organiser of the whole event. Joined by his father Gary Caulfield and Leighton Buzzard based Mark Button, the three set off from March in Cambridgeshire. Gary had very kindly offered to fill the role of 'tender behind' (or 'escort vehicle' as he preferred to be described) and his all-swallowing Volvo estate was packed with camping gear and spare parts.

Much further afield, in Switzerland, husband and wife Christian Rutishauser and Ruth Baumgartner were setting off in an 1100, opting to trailer their car to the port in the Netherlands and get the overnight ferry to Newcastle upon Tyne. This is an 1100 with a very distinct difference, as Christian has rebuilt it with the rear hatchback door off an MGB GT. Stunning to look at and oh-so-practical, there was much "if only BL had done that at the time" discussion through the week.

**"There was much 'if only BL had done that at the time' discussion through the week"**

In Northamptonshire David Shadbolt in Monty had jumped the gun somewhat, having headed north earlier in the week to visit schoolfriends in Northumberland and attend a family birthday party in Edinburgh. Near Doncaster Joe Jones was still struggling to get his rally-tuned 1300 ready, with many phone calls back and forth between himself and Ryan trying to sort his running issues. At one point it was 50/50 whether he would be coming at all. Joe was taking it down to the wire and both he and Ryan decided that a too-racy cam was installed and that Joe would cue the music and work on through the night, updating Ryan on his progress and making his own way to join the party at Inverness should the car be fit and ready for the journey. Also in the balance at one point was David Laing in Twickenham, who was close to pulling out as he had been struck down by a nasty attack of shingles. However, Ryan was able to persuade him to stick with it and he and friend Patricia Chalk duly set off in an easier-to-drive more modern car.

For most, the first day of the positioning journeys involved a steady run up the A1, pausing for suitable refreshment at Wetherby services, to a hotel at Newcastle upon Tyne. It was here that Christian and Ruth joined the group and there was a delightful cameo appearance by Brian Hall, who joined us for dinner in his stunning Connaught Green MG. Those at the hotel did a double-take, with Ryan, Christian and Mark running outside to check that their eyes were not deceiving them, and yes, in fact another enthusiast had come and joined the merry crew! It was great to have another ADO16 owner come along to say hello and wish everyone luck for the journey. Brian, like all the party, was marvelling at the '1100 hatchback'.

Next day it was away up the A697 and across the Scottish border at Coldstream. Lunch was booked at the Steading,

just off the Edinburgh bypass at Fairmilehead on the south side of Edinburgh, and it was here that David Shadbolt joined the procession of clans gathering ready to march on Inverness. Monty, his 1100, had started to make a slight ticking noise the day before but it was decided to carry on and see if it changed. **Photo 3** was taken at the Steading showing, left to right, David Shadbolt, Ruth Baumgartner, Christian Rutishauser, David Laing, Patricia Chalk, Mark Button and Ryan Caulfield.




At least Monty got across the River Tweed (**Photo 4**), which forms the Scottish border, even if he wasn't prepared to go any further north than the Tay at Perth. Yes, approaching Perth on the M90 Monty decided he'd seen enough of Scotland and very rudely sheared a u-bolt and spat out his offside doughnut, which was neatly run over by Mark following behind. He was limped into the safe haven of a car park in Perth and the problem diagnosed. The bulk of the party carried on towards Inverness with David's luggage divided between them, while David himself waited for the AA Relay service. Two very helpful guys finally arrived at 11pm and with Monty sent home in disgrace, it was time for an overnight in Perth, after Ryan and Mark convinced David that he had come too far and would be a great help to Ryan in the lead car as co-pilot. Next morning David hopped on a train and rejoined the gang in Inverness, starting his new role as navigator and relief driver in the other cars.




The scene was finally set. The adventure proper could begin.

## Day 1: Inverness to Shieldaig

The procession set off from Inverness East Premier Inn, straight out across the Moray Firth via the North Kessock Bridge. Barely two miles up the road progress was temporarily halted as Mark's car was protesting at having moist electrics. With that extensively discussed (**Photo 5**) and sorted, it was onwards up the A9 before branching off to the west along the A832 through Muir of Ord. Just




north of Contin are the majestic Rogie Falls, and it was only a short walk from the main road to see this series of waterfalls on the Black Water. It appeared to be the case that nobody had told the salmon about the existence of a man-made salmon ladder, as time after time we saw huge homesick salmon making gargantuan leaps up one of the bigger falls in an effort to get back to their original birthplaces for spawning (**Photo 6**).







Before leaving Rogie Falls there was time for a cuppa - left to right in **Photo 7** are David Laing, David Shadbolt, Gary Caulfield, Christian Rutishauser, Ruth Baumgartner, Ryan Caulfield, Mark Button and Patricia Chalk.

Then it was onwards through Garve and left again along the A832 to Achnasheen. Another left turn put us on to the A890 and a beautiful run along Glen Carron. It was here that we had our first taste of single-track roads with passing places. In time Loch Carron came into view and a stop at the village of Lochcarron, where David L and Pat

were staying for the night. The formal NC500 route deviates between Kishorn and Shieldaig to follow an unclassified road across the mountains to Applecross and round the coast via Fearnmore to Shieldaig. The yearning for steep gradients, hairpin bends and unmade roads was overcome by common sense as the weather closed in, so we bypassed that section and continued to Shieldaig and also our first night of camping, by the main road.

**"The yearning for steep gradients, hairpin bends and unmade roads was overcome by common sense as the weather closed in"**

The campsite was great, very well-appointed with a warm welcome and perched on a ledge overlooking Shieldaig village and Loch Shieldaig. For some of the party it was either their first time ever camping or their first time for several decades, so putting up a large brand new tent, with the instructions left safely on a kitchen table in Buckinghamshire, in a growing wind and heavy rain tested the patience of Mark and David S. It was only when Ruth arrived and calmly saved the day in minutes that the boys had somewhere to sleep, and the party adjourned back to Lochcarron for dinner. The highlight of the journey back to the campsite in heavy rain and mist was the sighting of a large number of beautiful deer - huge majestic stags with antlers – to the left and right.

## Day 2: Shieldaig to Ullapool




As Ryan and David S wandered along the Shieldaig village street in search of a bacon shop next morning a very familiar, if throaty, sound met their ears and a blue 1300 hove into view (**Photo 8**). Unbelievably, Joe had managed to get his car put back together and in good running order! Reliable phone signals and 3G are far from a given in this remotest area of the north coast of Scotland, and messages from Joe had not reached the rest of the party, so it was a total shock to see that he had made it and caught up with the group, pulling up alongside Ryan exclaiming, "Whose bloody idea was this?!" However, here he was, having driven through day and night to catch us up….a truly magnificent feat, sleeping in his car and covering in two days what the rest had taken three or four to achieve. A much-deserved breakfast was enjoyed by all at Nanny's in Shieldaig and then it was back on the road and along the road to Torridon. Here a poor, unsuspecting passer-by was persuaded to scramble out across the rocks to take a team photo (**Photo 9**) complete with 1100 Club banner!




Then it was onwards through Glen Torridon to Kinlochewe, where we rejoined the A832. We were on a particularly tight schedule, with a set mileage to cover and a 5pm cut-off time to get into the campsite. This meant that an almost infinite number of beautiful views had to go by unphotographed, but a quick stop was fitted in at the Beinn Eighe beauty spot and all the way the scenery was just stunning. Up the side of Loch Maree, then across to Gairloch and on to Poolewe, our next stop was at Inverewe Garden. This is in the care of the National Trust for Scotland and, thanks to the Gulf Stream, has species one would never expect to find in northern Scotland (**Photo 10**). Time was against us, but Ruth, Pat and David S managed a quick sprint round some of the garden highlights.







Back on the road the cars ate up the miles along the shore of Little Loch Broom, where we weren't the only classic cars out enjoying the magnificent scenery - this fifty year old MG Roadster stopped for a wave too (**Photo 11**). Then it was a more mountainous inland section past the 1,109 metre-high Sgùrr Mòr. Northbound again, we followed the A835 along the shore of Loch Broom (not distinguished by any indication of its size compared with Little Loch Broom) to Ullapool and our second night under canvas - **Photo 12** shows our arrival at Broomfield




The 'Scottish Play' will continue after an interval in the November-December edition of Idle Chatter, along with a bit of a summary of the event and some thanks.

Holiday Park in Ullapool with some more 'weather' going on. Mark and David S had another skirmish with their tent, again battling wind, rain and midges; the language was colourful, if a little limited on vocabulary, with the main message suggesting that a hotel might be a better, or more like 'the only' option, for future nights. Christian, Ruth, David L and Pat had all opted for bricks and mortar accommodation - as if there was something attractive about hot water and dry clothes, towels and bedding - but Ruth was soon on hand again to take command of the tent erection. Dinner at the Seaforth Restaurant in Ullapool was magnificent and we were joined for the evening by locally-based ADO16 owner Sean Harris. 'Locally-based' is perhaps something of a misnomer, as Sean had travelled across to Ullapool from Elgin, so it was no mean feat that he made a 200-mile round trip to see us. Sean had even offered to take a driveshaft coupling off his own car to get Monty back on the road - such kindness was overwhelming and restored one's faith in human nature and the wonderful member fellowship - and David S was delighted to be able to thank him personally.




# 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)*

# 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*

## Guide to Clean Air Zones

To add to the newly updated FBHVC website page with its comprehensive guide to the growing number of Clean Air and Low Emissions Zones (CAZ and LEZ) in the UK and of course the Government website which is the authoritative source, we would like to put in a small plug for an additional commentary on the topic. Though by no means a formal database and likely to become dated quite quickly, Autocar published a readable commentary on this area, and we are sure they will not mind us including a link: https://www.autocar.co.uk/car-news/electric-cars/clean-air-zones-what-you-need-know

## London ULEZ

Barring a legal or political miracle, the expanded London ULEZ will have come into force by the time this newsletter is published. Whilst we understand the chagrin of those whose cars are close to being historic in UK terms and sympathise with those whose vehicles are historic by the international definition, the fact is that the same class of historic vehicles that are exempt from charges in every other CAZ or LEZ in England are exempt from the London ULEZ. It will be obvious from press coverage that many of those advocating a lowering of the age-related exemption to thirty years based on the apparently more generous international definition wish to use their older cars for the daily commute without charge. What we have not emphasised before and what lower threshold advocates often overlook, is that the FIVA definition of an historic vehicle comes with strings:




*"FIVA defines it as a mechanically propelled road vehicle at least thirty years old, preserved and maintained in a historically correct condition, which is not used as means of daily transport and which is therefore part of our technical and cultural heritage"*

We know from their consultations on a wide variety of transport issues, whether it be CAZ, MOTs or tyre legislation, that the Government accepts what our surveys suggest that historic vehicles are almost invariably used for leisure and pleasure and not for daily travel. Indeed, it is largely on this basis that we enjoy our current exemptions. There is no monitoring or declaration process or any 'ban' on the occasional commute. However, it is not fanciful to conclude that a demand for wider categories of an exemption might prompt greater concentration on this issue and result in a constraint on our existing freedoms.

## Scotland

Since the last Newsletter, the Glasgow LEZ is now up and running. It is astonishing how the mainstream media shifted from almost complete lack of interest to near hysteria on 1st June with belated complaints on behalf of non-compliant vehicle owners. We are happy to say that whether planned or in response to our regular inquiries about how the checking and identification system was going to work, the LEZ checker seems to recognise the exemption for vehicles more than thirty years old. This is obviously a positive indicator for the three other Scottish LEZs due to go live next year.

## Parking

A further matter which has recently exercised the mainstream media is related to one which we have been monitoring for some time - charging for parking by local councils. The proliferation of 'digital payment parking solutions' i.e. parking apps, has caught the eye of motoring journalists whose concern is the decline in the ability to pay by cash or card at machines at the venue with only automated phone or app options available. Not only can these be time consuming and complex, but there is a worry that they discriminate against less 'digitally savvy' citizens. Essentially, we would agree with both these contentions, whilst accepting the local authority position that cash and card machines are expensive to maintain, frequently broken into and are open to 'skimming' by digital fraudsters. There is another incentive for councils to go digital which is the area we are interested in - we thank the reader who has brought this new angle to our attention.

For some time, particularly in London boroughs, resident parking permits have increasingly featured CO2 emissions as a determinant of the cost of the permit. Essentially, the fee for the permit has been based on the CO2 emissions of the vehicle as recorded on the DVLA database. For pre-2001 vehicles (almost invariably cars) where CO2 emissions are not available, the fee has been based on engine capacity, usually delineated in two to five categories (0-1000, 1000-1300, etc) or based on the two engine capacity VED bandings. Obviously, HVs could be affected but our incentivisation to act was constrained by a number of factors. Namely, the relatively small number of historic vehicles likely to be involved, the lack of any centralised policy maker for us to deal with and the fact that a total exemption (such as for VED) would not be regarded as fair or sustainable. For many authorities, even zero emission vehicles were still going to have to pay for the privilege albeit at a low level. What our correspondent has brought to our attention is that the companies behind the parking apps are now able to offer and provide to local authorities the same CO2 based parking charges for all situations not simply on-street resident parking. Thus, no longer are councils constrained to charge for parking in one of their carparks solely based on time, but the app algorithms will permit differential charging according to emissions (or engine capacity) as appropriate. Since this is likely to spread, we will have to consider what, if any, action is fair and practicable on our part given that a total exemption is unlikely to succeed.

## Fuel Additives

The FBHVC was instrumental in testing aftermarket lead replacement additives for unleaded petrol and corrosion inhibitors for ethanol containing petrol and historically endorsed several fuel additives. The FBHVC continues to

support the use of aftermarket additives for lead replacement and corrosion protection where appropriate. Fuel additive approval requires extensive performance and no-harm testing to validate performance claims and safe use in classic and historic vehicles. The FBHVC has therefore decided to cease endorsement of aftermarket fuel additives as it is difficult keep up to date with fuel additive formulation and performance claim changes and is expensive to test their respective performance in classic and historic vehicles.




The fuel additive aftermarket is mature, and many classic and historic vehicle owners have good experience of using these additives to protect their vehicles from damage. The FBHVC recommends that this experience is shared via member clubs to their membership to help select appropriate fuel additives.

The FBHVC will continue to recommend that lead replacement and corrosion inhibitor additives are considered by FBHVC members but will not make specific manufacturer recommendations or endorsements.

The FBHVC welcomes feedback on members' experiences with fuel additives so that they can be shared with member clubs and any issues highlighted. The FBHVC will continue to provide advice on fuel quality to member clubs and their members including the appropriate use of fuel additives to protect classic and historic vehicles.

## DVLA

In the last issue, we stated that the Federation was pursuing the outstanding and concerning DVLA issues by all means available to it. One of the very valuable routes we can use is via the very supportive All-Party Parliamentary Historic Vehicles Group (APPHVG) and its Chairman, Sir Greg Knight MP. We were recently able to attend two meetings in Westminster; firstly an exclusive APPHVG meeting on the 21st June where the cross-party group wholeheartedly endorsed the Federation's position.

Thanks to sterling efforts by Sir Greg, this was followed on 27th June by a meeting with the Minister for Roads, Richard Holden MP, whose remit includes the DfT Executive Agencies DVLA and DVSA. We spent thirty minutes with Richard, who listened intently to the concerns we expressed with regard to our recent interaction with the DVLA and the current challenges over the registration of historic vehicles. We recognised that technical challenges should be resolved with greater involvement of the DVSA team. The Minister was particularly keen for his people to work more closely with all organisations involved and very senior members of the DVLA team in Swansea joined the meeting by audio conference. It was agreed that the next formal meeting of the Historic Vehicle User Group will be scheduled within the next few weeks. Reviewing the meeting afterwards, Sir Greg and ourselves concluded that it was a successful outcome. We will follow up on all these issues as appropriate and will continue to report progress in FBHVC News as usual. If members have any particular concerns please advise the Federation team accordingly.

## Tree V

In the box below is the latest update from the FBHVC's 'Tree-V' scheme, designed to help classic car enthusiasts find an easy way of offsetting the carbon produced by their hobby.

# TreeV Update

**TreeV's Tom Worthington writes:**

Hi everyone, we hope you are all enjoying the beautiful sunshine and getting out and about in your classics. For many of you, those miles are being carbon balanced thanks to the FBHVC's scheme and all the trees you wonderful people are planting! A huge thank you for getting involved. We're well into our second year of the FBHVC's scheme and we're so pleased to update that, as a community, we have balanced out the emissions from 3,381,434 miles. That is the equivalent of nearly 2,000 tonnes of $CO_2$!




It's not just individuals getting involved, many museums in the FBHVC family are also taking steps to combat the carbon footprint of their collections and operations. This is incredibly important as we show the wider public that our community is one that provides a green day out for all the family and hopefully gets the next generation excited in all things automotive.

Joining the growing ranks of carbon capturers are Transport Museum Wythall, who are capturing all the miles of the buses taking visitors to and from the museum; Brooklands Museum, who are also capturing the emissions from all their staff and volunteer miles and the National Motor Museum, who are balancing their collection's miles plus emissions from all four of their Grille Nights.



Our latest recruit is the NHS Trust London Ambulance Service Historic Collection which shares the stories and vehicles from their wonderful and important history.

If you'd like to find out more and carbon capture your vehicle, then head to ***https://trees.fbhvc.co.uk/*** and if you'd like to capture your club or organisation's activities then drop me a line at ***tom@tree-v.com***

Happy green motoring!

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# 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.

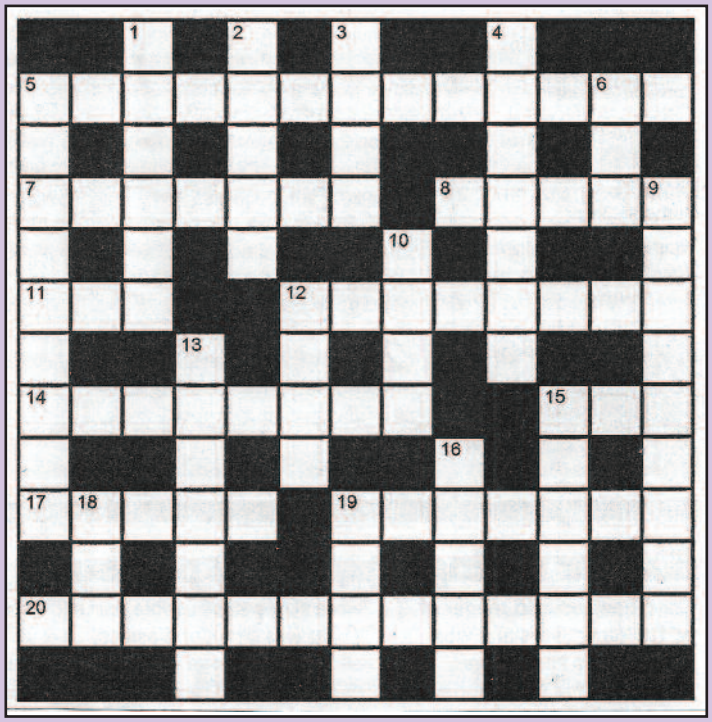
**To update your details**, eg email, home address etc, visit the 1100 Club website, click on the 'Membership' tab and then 'Update My Details'. Log in with your email address (no password required) and make any adjustments needed.

**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.

# The 1100 Club Prize Crossword No. 20



**Clues Across:**

5. Traditional location of the MG car plant (8,5)
7. Flagships of Skoda range (7)
8. Crested Eagle and Grey Lady are among the models produced by this company (5)
11. Acronym for car radios/CD players etc. (3)
12. Modena company with Trident badge (8)
14. Adjective describing company in financial difficulty (8)
15. Citroën's friend (3)
17. One of the faster Austin Sevens (5)
19. Muscle car from Thames Ditton (2,5)
20. Class of faster family cars in the '50s and '60s (6,7)

**Clues Down:**

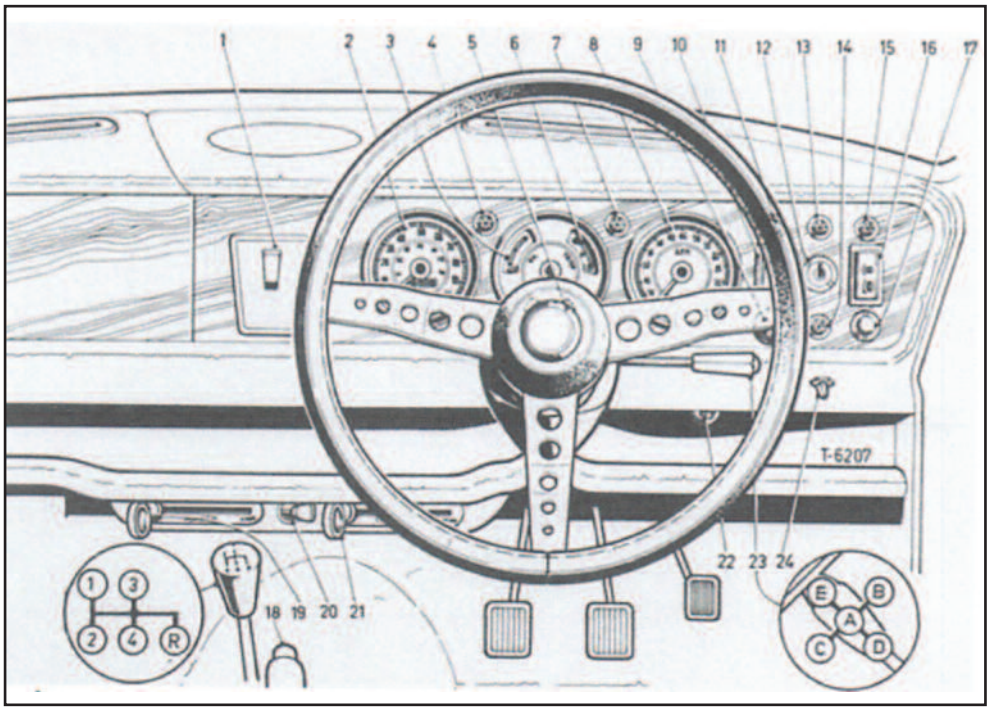
1. Bonnet style of early 2CV (6)
2. All-----: nickname for ADO16's successor (5)
3. Gearbox used in Jaguar Mk II (4)
4. Motor traders (7)
5. Range of cars including Lichfield, Sherborne (6,3)
6. Small-engined Japanese car (3)
9. One-time favourites of Princess Anne (9)
10. Pre-loved, not new (4)
12. Wrench from Newport, Mon. (4)
13. Structures to protect front and rear of car from impact (7)
15. Scottish motor manufacturer, founded in 1899 (6)
16. Dinky Toys often used a ----- of 1/43 (5)
18. Hillman launched in 1963 (3)
19. Ferry replaced by the first Severn Bridge (4)

*Please send your completed crossword before **15th November** by post to Chris Hayward, 30 Highfield Road, Berkhamsted, Herts, HP4 2DD, or a scan or photo by email to cjhayward@talktalk.net including your name and full postal address. The winner will be chosen at random from the correct entries received and will win a top quality 1100 Club keyring from the regalia shop. Good luck!*



# Dashboard of the Month

*This time, the Riley Kestrel 1300 Mk II from 1968 to 1969*




**Key to Dashboard Controls**

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

# My Other Car Is....




*....a 1932 Austin 16/6 Burnham saloon. New Vanden Plas owner John Crowe introduces the car he has had for the much longer term*




My recently acquired 1972 Vanden Plas 1300 automatic (introduced in the last edition of Idle Chatter) runs alongside my other car, an Austin 1932 16/6 Burnham saloon, which I have had for over fifty years. It's quite a different driving experience from the Princess, having to set advance and retard, double de-clutch when changing gear and having cable brakes. It takes a little longer to stop and counter the left/right pull by steering in the opposite direction.



Working on the 16/6 is much easier, however. There is much more room to work and most of the floor is wood in removable panels, so you can take up the floor in sections to work from the top, rather than jacking up and lying on your back underneath - one advantage of a car being built on a chassis! By contrast it was extremely difficult fitting the new body to subframe mounts to the 1300, with no room and skinned knuckles!

The Austin 16/6 has a straight six cylinder engine. When the engine was stripped and rebuilt fifty years ago, I had new pistons back to standard and bearings re-white metalled. You can hardly hear it running when it's ticking over, and so long as you are moving, it will pick up speed in top gear from almost stopped, cruising nicely at 40-45 mph, which is plenty on drum and cable brakes and the car weighing around two tonnes.

Another difficulty with driving these older cars today is that there are no flashing indicators - mine has been fitted with semaphores, but nobody understands these today. If you use hand signals, people think you are just being friendly and waving at them, so with this in mind I am thinking of fitting detachable flashing indicators - I like to keep my cars in original condition and aim for conservation rather than respray etc, as long as they are mechanically sound and roadworthy, which is important as I personally don't want to go back to having MOTs.



Over the years, the 16/6 has been used for a number of family events, including my daughter's wedding and my granddaughter's prom transport. I have also used it in some filming work for TV. The car is in excellent condition mechanically and in original condition overall. Even the underside trays are still there under the engine, something which many cars of that age don't have as they were not put back after service etc. They seem to be cosmetic, but typical of the quality and detail of Austins built in the 1930s.

# Importing an ADO16: A Guide

*Zac Lawrence from Swansea had been looking for his next ADO16 for some while and was surprised to find it in Ireland! So the next job was to get it home....*



Having just successfully achieved the import of my Harvest Gold 1300 estate I thought that it would be helpful to let other members know what the process involves. Despite recent scare stories of overzealous officials within the authorities, I found everyone most helpful, particularly the DVLA. The process takes quite a bit of reading through and might take a few weeks to complete, but it's worth it if it's the car that you really want. This was the case for me, because earlier in the year I let my MG 1300 Mk II go. Being a two door it was proving very awkward getting my dog's cage and the dog himself in and out of it; last winter the penny finally dropped that I subconsciously would use one of the other cars and so the MG was hardly used. I have set out here the most relevant key facts of the procedure.




## Two Key Stages

**1) Getting the vehicle through customs and HMRC**

You have fourteen days after importing a car to inform HMRC. You can either approach HMRC yourself, declaring and paying taxes and applying for the NOVA certificate, OR you can appoint a customs agent to do all the work for you. The cost of around £150 for appointing a customs agent is by far the better way, because the customs rules dictate that you have to go on a Government approved course and pass a test and you will also need a software developer for the Customs Declaration Service if you go it alone. A course could take several days of your time, but a customs agent can get your NOVA certificate in a couple of days, a week at the most. The HMRC will provide you with a contact list of agents.

**2) Requesting registration in UK through DVLA**

Private individuals need to fill out:
1) Form V55/5 (vehicle details).
2) Form V112 (declare taxation class and payment - free if the car is forty years old or more, a Historic Vehicle).
3) Current MoT certificate, if applicable.
4) Valid insurance certificate or cover note if car is destined for Northern Ireland.
5) Photocopy of ID - driving licence or passport.
6) Document to prove address - bank statement or utility bill.
7) Full current foreign equivalent of car's V5.
8) Copy of NOVA certificate.
9) Bill of sale from seller.

The process can take up to four weeks. Note that there is a fee of £55 for cars that are imported that have never been in the UK. Reimported cars do not have to pay this.

## Costs

**Customs and HMRC:** Approximately £150 for customs agent services PLUS VAT @ 5% for vehicles over thirty years old, 20% otherwise.

**DVLA:** £55 for first vehicle tax (for cars entering UK for the first time). Also any road fund tax.

**Haulier:** As the car will still have foreign plates, and if you are a UK national you will not be insured to drive the car on British soil. You will not be able to drive the imported car on your modern car insurance third party either. You will therefore need to arrange for a haulier to meet you at the docks to ferry the car home. It's worth remembering to factor this cost into your budget.

**New number plates:** Once you have obtained the new UK registration number for the car you will need to have number plates made up. This is a significant cost because the very best raised digit reflective plates can cost around £100.

## Notes

1) HMRC will provide you with an excel spreadsheet of around 1300 customs agents to help you get your NOVA certificate, but beware, finding one of the many that will help the private individual is like looking for a needle in a haystack. The majority will only deal with businesses (see my recommended agent details below).
2) DVLA proved to be very helpful throughout. They will send you all the relevant forms, advise you and also point you in the right direction for much more information.
3) If your car comes from a country where classics still have to be MoTed each year (eg Ireland, Hungary), the DVLA can check their databases. If they can establish that your car has been tested regularly and recently, they will be satisfied that your car is roadworthy and not a restoration project, therefore no need for a UK test before registration is granted.
4) Imported cars will need various mechanical adjustments, eg headlight beams, speedo from kms to miles.
5) DVLA will not register badly damaged cars. Those that have been significantly altered and upgraded often need to be inspected.
6) The DVLA can check with the HMRC that taxes have been paid and that a NOVA certificate has been granted.
7) In the case of reimported vehicles, if you can prove your car's original number and that number is not on another vehicle, the DVLA will in most cases grant return, although this isn't guaranteed.

## Contact Details

**HMRC**
ecsm.nchcars@hmrc.gov.uk
0300 322 7071, Option 1



**DVLA**
0300 790 6801/2
DVLA
Swansea
SA99 1BE

**Customs Agent**
UK Imports Ltd
0800 690 6310/0345 309 6360
ops.team3@ukimportservices.com
https://ukimports.org/

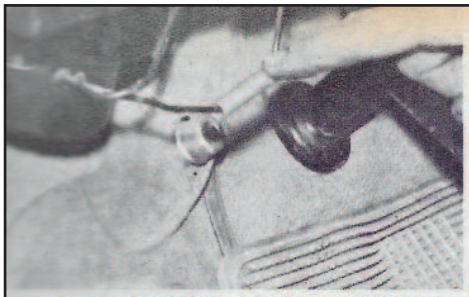


# Improve Your 1100

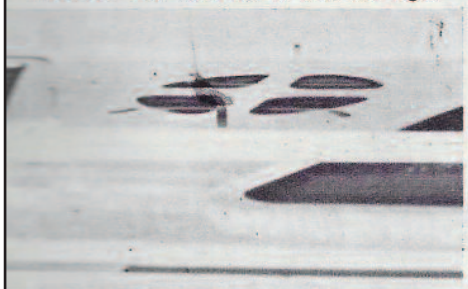
*Steve Lee has shared some of his collection of old ADO16 magazine features with us, and we start with this one from 'Car Mechanics'*



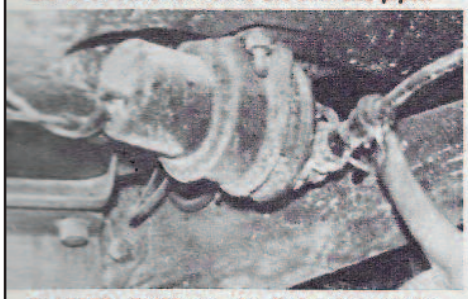

MODS six



HEATER HAZARDS are few nowadays but there is lulu in the 1100, especially if you wear those funny long shoes. That length of wire by the dipswitch is often pulled away from the blower by great feet and the cure is simply to tape the lead up out of the way. It sounds obvious perhaps? All right, just look inside an 1100 and see if I'm not right



PETROL PONGS in the rear of the car often find their way up through the cut-away part where a loudspeaker can be fitted. In theory this cannot happen but in practice, it does. Cure? Fit a loudspeaker or glue a piece of upholstery material over the hole. And while you are about it, why not look for the source of the smell round the tank and pipes?



CLAPPED CLIPS on the little pipe at the fuel pump are nasty little things that leak. I always tell my friends to throw them away and fit 0-size Jubilee clips instead. I have seen one or two bright types fit metal shields round the pumps to protect them from the muck flung up from the roads. Splendid idea but remember the end terminal is live!



SAD SEAMS are particularly evident between the rear wing and body. Look for this when buying a used 1100 and stop it happening by keeping plenty of wax rubbed over the join. Speckles of rust bubbling up under the paint are the classic symptoms of this trouble and it would cost a pretty penny to put right in extreme cases. You have been warned!

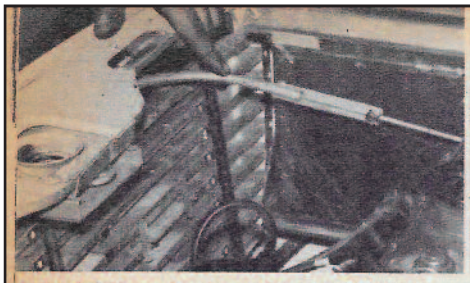



IMPROVE YOUR

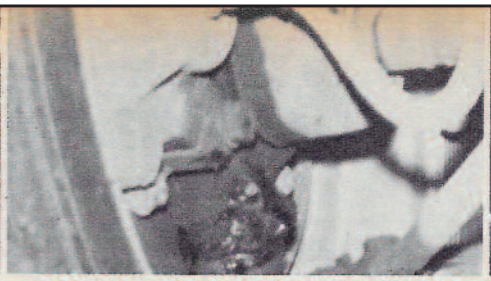
1100

A JOHN PRANCE SPECIAL





LID LOCKS can be obtained from BMC agents or accessory shops for about a pound. This will foil the battery-thieves who will be in full song as the winter approaches. A few drops of oil will eliminate any chance of the cable breaking but if the worst should come to the worst, the lock can be opened in about half an hour—too long for a thief



GENEROUS GREASERS are all very well but the Charlie who did this job on the lower swivel left about half a pound of best Castrolease all over the rubber cup. Wasteful by itself and the grease will soon turn the rubber into a gooey nightmare demanding instant renewal. The moral? Pump away generously if you like, but do wipe all the surplus away



CHOKED CHANNELS can be set up at the rear of the front wings by the ordinary influx of dirt, massacred moths and such like. This will result in the floor gradually becoming submerged in wet weather. Happily the condition can be cured by gently prodding the trough with a length of wire when the door is opened. Do this every few weeks during winter



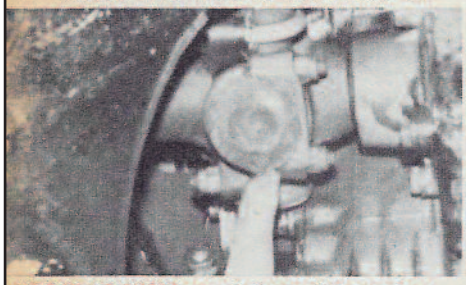
WONKY WIRES on the throttle seem to be put on as standard—and there is nothing worse for causing fatigue. Don't mess about oiling the original cable, buy a nylon type for 7s. 6d. which will work smoothly even if it is bent like a corkscrew. It will also last for ever. I personally guarantee this one as being the best motoring idea I know of



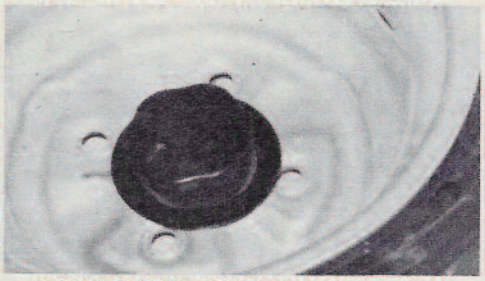
REAR-END RATTLES can often be traced to the exhaust pipe banging against the underside of the car. The cure is to remove the mountings and elongate the bolt holes to drop the rear end of the pipe about half an inch. This lowering is not enough to cause damage through stones banging the pipe but it will eliminate all those clonks and clatterings



MOULDY MOUNTINGS just below the dynamo are a feature of the earlier 1100s and the replacement type can be identified by their shiny appearance (the old ones were a matt colour). Fitting is easy if you use a small jack to take the weight of the engine AND a block of wood to distribute the engine weight. Alternatively, use a Haltroc block and tackle



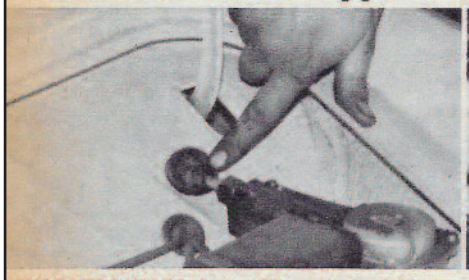
LOOSE LOCKERS sounds impossible—and so it is, up to a point. But what happens on the front couplings is that rubber bushes become compressed to a certain extent and the resulting slack is aggravated by the strain imposed with rapid wear resulting. Check the tightness of the bushes when you change the oil or if the clutch clonks on engagement



WHEEL WELLS tend to become built-in waste bins for all sorts of bits and pieces and they make the thing so that the valve doesn't face upwards, so pressure-checking is apt to be neglected. Another snag is that the retaining bolt might be over-tightened or the threads on the protruding stub may be rusty. Let's check that spare now, shall we, chaps?



GORY GRILLES are commonplace on the Austin when you polish the plate like this. A much more civilised method is to use a Nenette mop—it is just the job. A second-best idea is to wrap a duster round your fingers which will prevent the razor-sharp edges actually drawing blood, or you let the whole thing become rusty, or even buy a Morris 1100!



TUBE TROUBLES here. The wiper drive passes through a hole in the bulkhead and it is held centrally by a rubber grommet. Quite often this grommet is sheared by vibration and an elusive rattle is set up. A new grommet costs 5d. only but make quite sure that the pipe is bent so that it passes dead-centre through the grommet—or it will split again



BREATHING BOTHERS can be set up by the small pipe between the rocker-box cover and air cleaner becoming choked. If this happens, oil will enter the clutch via the rear main bearing with results obvious to all. The simple answer is to throw the pipe away and replace it with a ¼in. bore plastic tube. This will set you back 1s. and lasts for ever



PLASTIC PULLERS? Not on your life—these handsome devices are door handles and should never be used to slam the door or they will fall to bits. MAKE passengers use the proper door-closer. They won't, of course, so until such time as a bright manufacturer comes out with an alloy handle, resign yourself to buying new plastic types once a month

*This article was originally published in the November 1964 edition of 'Car Mechanics'. Some of the suggested improvements were perhaps 'of their time' but others are definitely still relevant, and I reckon there will be something there for most of us! Thanks again to Steve Lee for sharing the article with us, and we apologise if any copyright has been inadvertently infinged by our reproduction of it here. Ed.*


## Shopping on Amazon?

If you shop on Amazon, please consider going to the Amazon website via the banner on the right hand side of the 1100 Club homepage. Any purchases you make that way generate referral income for the 1100 Club.

# Tips From Turbo Tony - No. 6

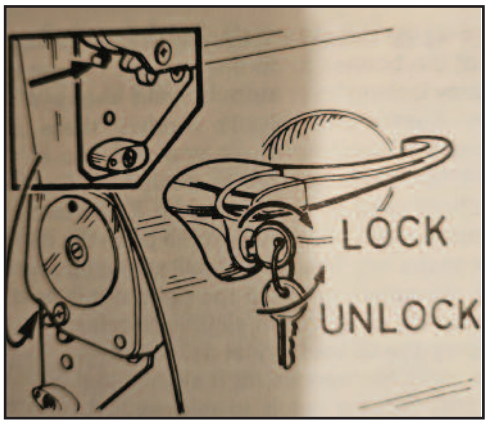
*This time, Club Historian Tony Cole is looking back on two-door car sales*



As I mentioned in my third tip as Club Historian, I will from time to time give you some information on the history of our club and our cars. This time I'm going back to 1962, when our cars first came onto the road, as a few weeks ago I was involved in a conversation when someone at a show said to me, "Why did the two door 1100 cars not sell when they first came out?" Good question, I said, and I will tell you the reason and the answer I gave him.

If you look in our club book, 'The Story of the BMC 1100' (my usual plug for the book in here early on!), on page 61 it gives the production figures for our cars, and in the first five years (1962 to 1966) there were none sold on our home market and only two MGs in the first five years. That's a grand total from the whole range of two. Why was this?

Well, the answer is that our 1100s continued on from the Morris Minor, which was also made in two and four door, and when a customer came into our garage showroom interested in a Minor, the salesmen (my brother) would first ask, "Are you a family man, or planning a family?" If the answer was yes, he would show him the two door and explain that the children are a lot safer in the back, but if the answer was no he would recommend the four door as it's easier for the rear passengers to get in and out, so what changed?



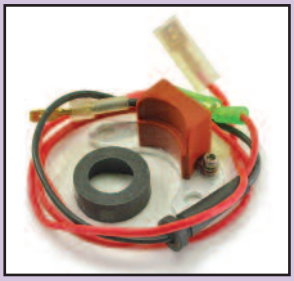

When the 1100 came out, the salesmen were all sent a letter from BMC explaining how the child locks worked on the rear doors, and saying that this meant that four door cars would now be suitable for both the family man or not. So most customers were shown this simple device and told that you could now have the best of both worlds, with children being safe and easy access to the back all in a four door - a small thing, but a great idea.

So why make a two door at all? Well, there are two main reasons that I can think of. The first is that it is stronger with more metal - most MGs were likely to have been driven harder and the 1300 MGs were only made in two door. And second, because many people thought it looked better.

Going back to the book, you will notice that by 1970 there was a total of 199,269 1100/1300 sold around the world and that the two doors were now selling in larger numbers, with Austin/Morris 1100/1300 at 27,527 and export at 22,774, making a total of 50,301 in one year, plus the MG 1300s at 3,641, giving a grand total of 53,942. The two door MG 1300s were so popular that they were only produced in two door and a four door model required a special order. I think this shows that by this point there were still a lot of people, almost 1 in 4, that liked the look of a two door.

I do hope you found this interesting!

# Spannerman's Technical Tips - No. 13



There are many advantages of converting an ADO16 to use an electronic ignition system. The contact breaker system is simple to diagnose, service and repair, but suffers from an average 5% plus misfire rate, and today the quality of some replacement parts is often poor. An electronic system results in a smoother idle, better running, and improved fuel consumption, with the added advantage of not needing so much regular servicing! There are numerous types available, and I won't even try to give an opinion on which is the best!

Autocool Radiators Ltd
Unit 2 Enterprise Court, Colliery Road ,Creswell, Worksop, S80 4BX
Classic, Vintage & Retro Vehicles a Speciality
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Alternatively you can email info@autocool-radiators.co.uk

# Technical Tips and Advice




*A great new member discount on radiator and fuel tank repairs, some advice on roadholding and another look at the workshop manual*

## Radiator Repairs

We're very pleased to welcome a new advertiser to Idle Chatter and the 1100 Club - Autocool Radiators Ltd is run by Mick Claydon (no relation to our chairman!) and is a proper old school engineering firm specialising in radiator repairs and recoring, and also repairs to fuel tanks - of great interest to the world of ADO16s since decent fuel tanks are getting harder to find these days. Mick has offered 1100 Club members a 15% discount on all services provided - you will need the discount code 'RAD15' to access it. You can also contact Mick directly using his details in his advert if you have any enquiries about what he can do and his prices.

Mick writes: "I have been in the radiator trade since I left school in 1986, nearly forty years ago. I started my career at South Yorkshire Radiators at Wath upon Dearne in Rotherham as an apprentice. I was employed by them until 2016 when, sadly, my then employer (at this time in his 80s) decided to close the business. I was lucky that I managed to immediately secure a position in what is a dying trade at Autocool Radiators Ltd. I took over Autocool in 2018 and moved the business to Creswell, where it is still based. I am now a 'one man band', so to speak. I specialise in the re-core and upgrade of classic, vintage and retro motor radiators and the repair of petrol or diesel fuel tanks. The vehicles that are now 'classics' are some of the same vehicles I worked on as an apprentice. Working on classics gives me the chance to put all the skills I have learnt to use. Some of my work can be seen on my company Facebook page: https://www.facebook.com/autocool.radiators.3"



## Avoiding the Hedge

I have a question for you on the roadholding of my 1300 GT, which is LHD. When I push a bit harder and get the cars to the limits (within reason of course), in corners, and more visible in right corners, the balance of the car is quite unforseeable. It quickly goes from under to over-steering and is sometimes a bit worrying or even scary. Has anyone heard of similar things or is there something with my car I need to look after? My Jag E Type and XK 120 are much easier to predict at the edge - and are also known for being beasts at the edge!

*Christian Mitterdorfer*

This query was posted on our Facebook page and had a variety of interesting responses.

**Adrian Grice** wrote: "As with most problems like this, before jumping to any conclusions it's best to make sure that everything is in order first by checking everything in sequence. Tyres first for tread depth and pressure, then steering for any free play, ball joints, subframe mountings front and rear, rear radius arms for play and finally tracking on the steering. Check through this lot and if there is anything amiss it will show itself."

**David Sharman** wrote: "Rear anti roll bar bent or improperly fitted, or bent rear radius arm? How are the tyres wearing?"

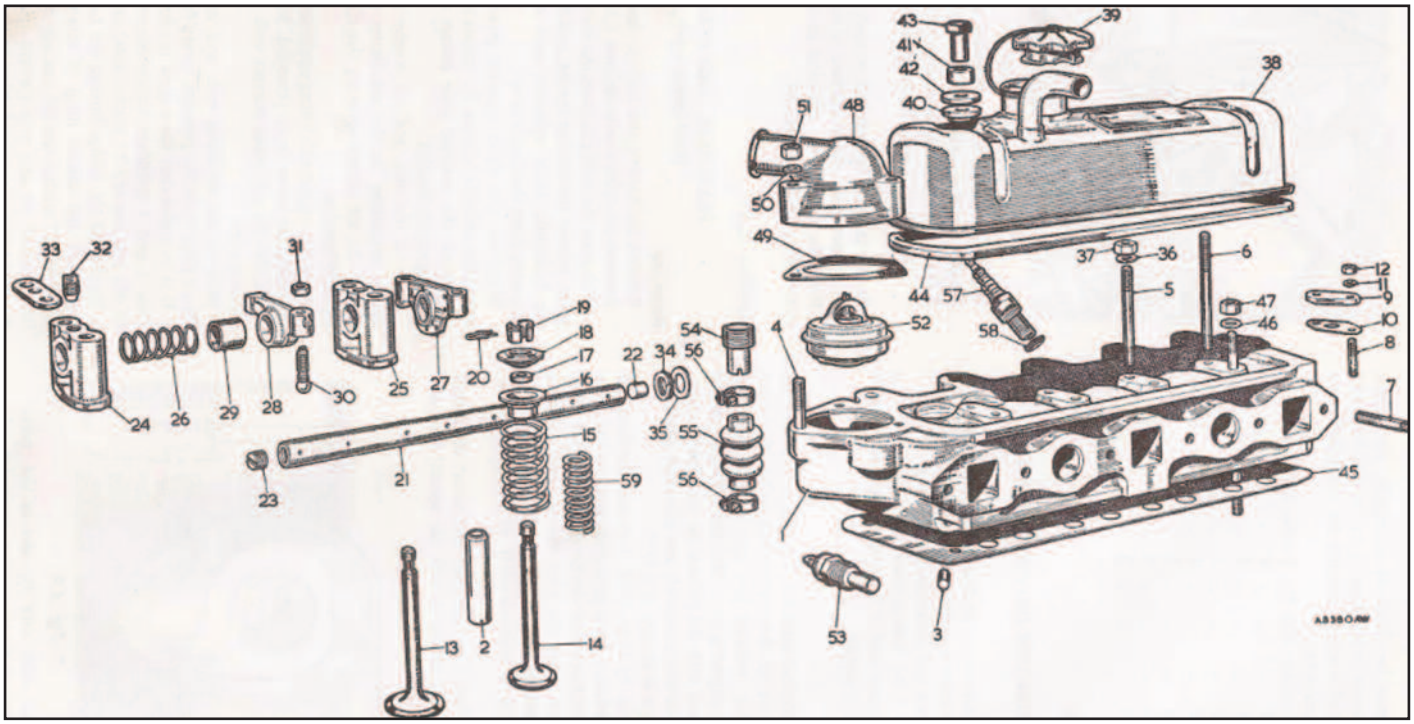
**Norman Will** wrote: "Check subframe mounts back and front."

**Dave Wilkins** wrote: "Firstly, tyres. Obviously decent quality radial tyres with plenty of tread will roadhold best, inflated to the correct pressure of 32psi at the front and 28psi at the rear. Most ADO16 owners these days use 155/70R12 tyres instead of the factory spec 145 size, as they have more grip and road contact. Secondly, suspension. I have had the situation a few times when my suspension has been rattled into a sudden burst of mini bounces by the road surface on corners, which reduced roadholding significantly. I sorted this by depressurising the system and refilling several times to remove any air that was stuck inside. It's also crucial to have the little domed restrictor washer fitted where the front displacer hoses join the metal pipes - unfortunately the only way you can check for this is to detach the displacers and the hose end and have a look. Thirdly, brakes - I am guessing your issues are occurring without braking, but obviously if braking is involved then there could be a side to side imbalance that is creating trouble. Some of the old advertising used to suggest that, being front wheel drive, the ADO16 would pull you out of corners rather than pushing you into them, and there is something in that - our cars really need to be accelerating as the corner is traversed so that the front wheel drive can have that effect."

## From the Workshop Manual

This time, we are taking a brief look at the cylinder head along with the valve gear and other components. Don't forget to use the correct numerical order on the nuts if you are removing or refitting a cylinder head - always a useful manual page to have next to you when you are doing that job!

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!



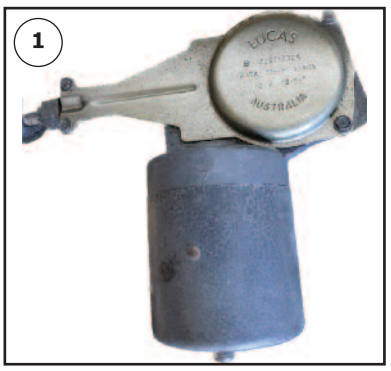
1. Cylinder head.
2. Valve guide.
3. Plug.
4. Water outlet elbow stud.
5. Rocket bracket stud (short).
6. Rocket bracket stud (long).
7. Manifold stud.
8. Stud.
9. Cover plate.
10. Cover joint.
11. Washer.
12. Nut.
13. Inlet valve.
14. Exhaust valve.
15. Outer spring.
16. Guide shroud.
17. Packing ring.
18. Spring cup.
19. Valve cotter.
20. Circlip.
21. Rocker shaft.
22. Rocker shaft plug.
23. Rocker shaft plug (screwed).
24. Rocker bracket (tapped).
25. Rocker bracket.
26. Spacing spring.
27. Valve rocker (pressed type).
28. Valve rocker (forged type)
29. Rocker brush (for forged type).
30. Tappet adjusting screw.
31. Locknut.
32. Locating screw.
33. Bracket plate.
34. Double-coil washer.
35. Washer.
36. Washer.
37. Nut.
38. Valve rocker cover.
39. Oil filler cap.
40. Rubber bush.
41. Distance piece.
42. Cup washer.
43. Nut.
44. Cover joint.
45. Cylinder head joint.
46. Washer.
47. Nut.
48. Water outlet elbow.
49. Elbow joint.
50. Washer.
51. Nut.
52. Thermostat.
53. Thermal transmitter.
54. By-pass adaptor.
55. Rubber connection.
56. Clip.
57. Sparking plug.
58. Gasket.
59. Inner spring (twin-carburetter application).

# Tips From Down Under

*Phil Rixon identifies some things to watch out for when converting the Aussie cars to two speed wipers, with some very useful applicability to UK cars too*



All Australian built 1100s and the Morris 1500 and Nomad were only ever fitted with single speed wipers at the factory. Had production continued into 1973, a new regulation (Australian Design Rule 16) would have required a second speed. In their place on the production line was the Aussie version of the Morris Marina (with E series engines) and a two-speed wiper motor that was simply a development of the locally made Lucas 12AUW item that its immediate predecessors had used in single speed form (**Photo 1**). For 1973, the local Mini Clubman was also fitted with a two speed version, since it had previously used the single speed 12AUW like 1500/Nomad and the last of the 1100s, which had one in place of the Lucas DR3A. In theory, then, it should be a simple swap to transfer a two-speed version into a 1500/Nomad (or late 1100) in place of the single speed original.



However, the reality is more complex and the first possible snag involves the parking position. Unlike the 1100/1500, the Aussie built Marina and Mini Clubman had their wipers park in front of the passenger rather than the driver. This can be achieved by using a gear wheel with relocated crank inside the motor assembly, or by positioning the individual wiper wheel boxes so the cable rack passes above instead of below or vice versa. The removable top cover on the 12AUW motor has various things stamped into it including the word 'Park' and an arrow pointing to the right or the left. This indicates whether the motor will park with the flexible cable rack fully retracted (right arrow) or fully extended (left arrow) as shown in **Photo 2**. The right hand drive 1100/1500 wipers park with it retracted, and this is determined by the position of the crank on the gear wheel in relation to the parking circuit electrical contacts on the back.




Also, the angle of sweep of the wipers is determined by the distance of the crank from the centre of the wheel. The 1100/1500 wipers have a particularly wide sweep (about 110-120° including the slack) so if the intended two-speed motor parks the wrong way around, or doesn't provide a wide enough sweep, then the gear wheel can be swapped without too much drama.

But what about the switch? Well, things can also get a bit messy here too. Least messy is the 1968 to 1969 1100 which was still the Mk I in Oz and had toggle switches. A three position version of this wiper switch was fitted to a number of BMC models to control twin-speed wipers, so that is fairly easy. Just be careful as there is also a version of the switch where position three is only a momentary action for an electric washer pump, as found on the Vanden Plas Princess 1100. On the other hand, the Morris 1500 and Nomad used the same rocker switches as the UK Mk II Austin and Morris 1100/1300. The trouble here is that few - if any - of these were fitted with twin-speed wipers either, and unfortunately the 1300GTs, and Mk III cars had the narrow rocker switches. Other cars that may briefly have used a suitable switch (Lucas 39302) include MGBs and some Triumphs and Jaguars of roughly the same period. Even then, the terminals on the back may be the narrow variety or even simply pins for a multi-pin plug.

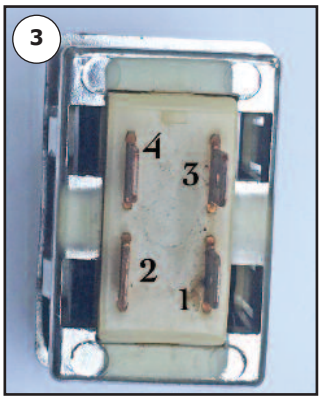
Now, assuming you manage to source a suitable switch and a motor that parks the right way around, the best way to go about the upgrade is to start by swapping the motors, noting carefully the positions of the wires. The single speed will have three terminals, whereas the two-speed motor can have four or even five if one is provided as an alternative to the little black earth wire. The solid green wire supplies power from the fusebox ignition-on circuit. The black and green wire is for wipers 'on' (or low speed); the green and yellow is the parking circuit. It is important to get these all correctly transferred across. On the 1500/Nomad it is practically impossible to unplug these wires with the motor bolted in place so you will need to remove the old one from its mountings, transfer the wires, test, and if all is OK, finally mount the new one in place.

**"While testing, you will also need to temporarily earth the motor body with a test lead...."**

While testing, you will also need to temporarily earth the motor body with a test lead so the self-parking circuit can be properly tested. With the two-speed motor connected, flicking on the existing single speed switch should bring the motor on at a similar speed to the single speed motor, and flicking the switch off again should see it park. If the motor runs faster than the single speed one - and doesn't park when switched off - the green-black wire is on the high speed terminal as the wipers park using the low speed circuit.

Once you are happy that the motor is wired up correctly for low-speed, then the next step is to run a new wire from the remaining (fourth) terminal up behind the dash ready for the new switch. Once again I'd suggest transferring the wires already on the old switch across to the two-speed one first.

This is another point where confusion can arise with the 1500/Nomad if the original factory fitted single speed switch is in use. This version of the switch has four terminals, but actually terminals 1 and 3 are internally connected and whilst either will do the job, one will always be vacant (**Photo 3**). Later replacement single speed switches often only have three terminals. On the original single-speed switch there should be a black wire connected between terminal 2 and an earthing point behind the dash; a black/green wire between the motor and switch terminal 1; and green/yellow wire from terminal 4 to the motor. Terminal 3 should be vacant. The two-speed Lucas 39302 typically has five numbered terminals but terminal 3 is a blank. After transferring the existing wires, if the wipers still work as expected on low speed and park correctly, then the new wire can be connected to the remaining terminal.




## 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 Jordy Lea | Westcliff-on-Sea, Essex | Austin 1300 Mk II |
| Mr Lawrence Shearman | Mansfield, Nottinghamshire | Austin 1300 Mk II |
| Miss Katy Chapman | Feltham, Middlesex | Vanden Plas 1100 Mk I |
| Mr Kenneth Shelby | Tonasket, Washington, USA | MG 1100 Mk I |
| Mr Daniel Lachter | Mill Hill, London | Morris 1100 Mk I |
| Mr David Harrison | Stroud, Gloucestershire | |
| Mr Wayne Ryton | Shipston-on-Stour, Warwickshire | MG 1300 Mk II |
| Mr Matt Taylor | Halifax, West Yorkshire | Austin 1300 Mk III |
| Mr Van Martin | Manchester | Vanden Plas 1100 Mk II<br>Austin 1300 Mk III |
| Mr Maurice Gunderson | Independence, Oregon, USA | |
| Mr Nicholas Bell | Leeds, West Yorkshire | |
| Mr Michael Norton | Bideford, Devon | Morris 1100 Mk I |
| Mr Richard Clayton | Auckland, New Zealand | Austin 1300 Mk III |
| Mr Raymond Gould | Plymouth, Devon | Austin 1100 Mk II |
| Mr Tom Jamieson | Goorangoola, New South Wales, Australia | Morris Nomad |
| Mr Paul Lewis | Ryde, Isle of Wight | |
| Mr Stuart Wright | Saltburn-by-the-Sea, North Yorkshire | |
| Mr Clive Hall | Bridgnorth, Shropshire | Vanden Plas 1300 Mk III |
| Miss Michelle Gower | Canterbury, Kent | Austin 1300 Mk II |
| Mr Mike Haines | Dorking, Surrey | Austin 1100 Mk I |
| Mr Alex Hobson | Orpington, Kent | Austin 1300 Mk III |
| Mr Paulo Oliveira | Rio Tinto, Portugal | Austin 1300 Mk II |

# Classified Adverts

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

## Cars For Sale

**Austin 1100**, E reg with V5 in my name, four door, new old stock bodyshell primed many years ago with a headliner fitted, great project with no rot to sort out. Comes with majority of parts required to build and also offered with two spare doors, bonnet, bootlid, front sub-frame and large(ish) quantity of smaller spares, some new old stock. £3000. Viewing welcome to serious buyers. Contact Simon on minigtv@yahoo.co.uk (Between Royston and Baldock in Hertfordshire)





**1967 Morris Traveller Mk I**. Known to the 1100 Club and displayed at the Enfield Pageant, owned for a year. Trafalgar Blue with light blue interior, 31783 miles (believed genuine), runs and drives lovely, never been welded, very clean and presentable. No history as previous owner misplaced it, but can provide his details. Want to concentrate on my two door saloon. £7650. Contact Dave on flannelracing@hotmail.co.uk or 07818 888708 (Canvey Island, Essex)





**1970 Austin 1100**, 43,180 miles, full respray back to beige pre-Covid. £2000 ono. Contact Nick on mary.court@btinternet.com (Dover, Kent)






**1970 Austin 1100** Deluxe, green with tan Interior, 47000 miles showing, runs and drives very well, starts on the button. Presents well although some bubbling coming through on the bottom of the driver's door and around the edge of the boot. Very solid underneath, new battery and exhaust recently fitted. Four previous owners. £4,500. Contact Chris on christopherswee@aol.com (East Sussex)





**Morris 1300 Traveller**, started restoration but due to circumstances I have decided to scrap it. When removed all suspension units were holding pressure. New front wings and a new offside rear wing, two new headlight surrounds, engine, gearbox, starter, dynamo, cars seats etc, vehicle itself only has around 32,000 miles, front subframe is solid and rear subframe is patched where

there was some rust. Body has had nearside sill replaced, still has an oversill on the driver's side. Pics at: https://photos.app.goo.gl/d9qBvZv8VvY2bNZa7 Will part with car and all parts in a single sale of £1200. Contact Jon on jonnybabe@btinternet.com (Hereford)




**1963 Morris 1100 Mk I**, exceptional car in full running/working order throughout. Well maintained in sound/clean condition both exterior and interior. £6750 ono. Contact George on 07816 515069 or george.mcconnachie@hotmail.co.uk (Perthshire)






**1966 Morris 1100 Mk I**, Smoke Grey, three family owners since new, garaged since new, bought locally in Hampshire in 1966 with 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)



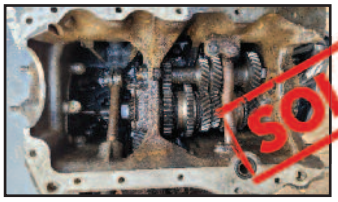


## Parts For Sale

**SU HS4 carburettor**, brand new old stock, acquired direct from factory. Offers invited. Collection only, but potentially happy to meet buyer half way somewhere. Contact Ken on ken.duckworth36@yahoo.com (Watford)

**Various parts.** One pair of new nearside and offside pitch springs for rear subframe. One new Lucas Fogranger Vanden Plas spotlamp, genuine and boxed. One nearside front hydrolastic unit and one rear hydrolastic unit, concours preparation and paint, used for only 8000 miles, mint. One nearside four door Mk I and Mk II sill. Contact George on 01704 224468 (Southport)

**22g1128 remote gearbox**, removed from rusty low mileage car and believed to be good but has not been proved. £125. Collection only. Contact Mark on 0776508031 or mparratt@aesltd.net (Farnham, Surrey)





**Various parts.** Morris 1100 engine and silver seal gearbox, low mileage, £150. Rear lights x 4, £10 each. Front indicator lights x 4, £10 each. 1300 carb on alloy manifold, £120. Unipart radio cassette in box, NOS, £50. Duckhams oil cans, empty, £10 each. Rear bumper with no number plate light holes, £60. Overriders x 4, need re-chroming, £10 each. All open to offers, collection only. Contact Stew on 07425 645089 (Stoke-on-Trent)




## Wanted

**Rear valance panel for Traveller/Countryman**, any condition considered. Contact Jim on jimconnors@hotmail.co.uk (Gloucestershire)

**Driver and passenger seat** in navy for Morris 1100 Mk II, also rear backrest, all in very good condition. Contact Kenny on kandbrend@gmail.com or 07773 619927 (Fife)

**Vanden Plas grille support**, BLG511, the plate that connects the grille to the slam panel. Contact Simon on info@mercuryarv.co.uk (Kent)





Another Hampshire Area 1100 Club Car
LJL 657K
1300 GT
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