



40

SILVER JUBILEE

1958

1983

A40 SILVER JUBILEE 1958-1983 A HISTORY OF THE A40 FARINA

This definitive history of the Austin A40 Farina (manufactured 1958-1967) has been published by the A40 Farina Club in February 1984 to mark the 25th anniversary of the launch of the car on 18th September, 1958.

The club was founded in late 1979 to assist A40 Farina Owners in keeping their cars on the road and to enable them to socialize. Membership now exceeds 500, which includes several overseas members. Further details of the club are obtainable by sending a stamped addressed envelope to the Membership Secretary, Alan Barton, 5, Othello Close, Colchester, Essex CO4 3LB.

Several instances of inconsistency and uncertainty were found in the reference material used in preparing this account. The A40 Farina Club would be glad to hear from anyone who can shed light on some of the unresolved matters indicated in the text, or from anyone whose car does not conform, in its original ex-works condition, with anything stated here. Car and body numbers should be stated and information sent to the Secretary, Paul Stapleton, 31, Prentice Close, Longstanton, Cambridge CB4 5DY.

ACKNOWLEDGEMENTS

Author: Paul Stapleton from a first draft by Charles Vallender.
Typing: Phil Thomas
Typeset & Printed by: Hawksworth Graphics & Print - Uttoxeter 5234.
Artwork: Richard Ford (text) & Duncan Pike (front cover).
The BMC rosette on the front cover is reproduced by kind permission of BL Heritage Limited.
Research: Charles Vallender and Paul Stapleton with assistance from Mr. P. Brockes (Reference Librarian, National Motor Museum, Beaulieu) and A40 Farina Club members.

Information from BMC Parts Manuals is reproduced by kind permission of BL Heritage Limited.

Performance data is reproduced by kind permission of Autocar.

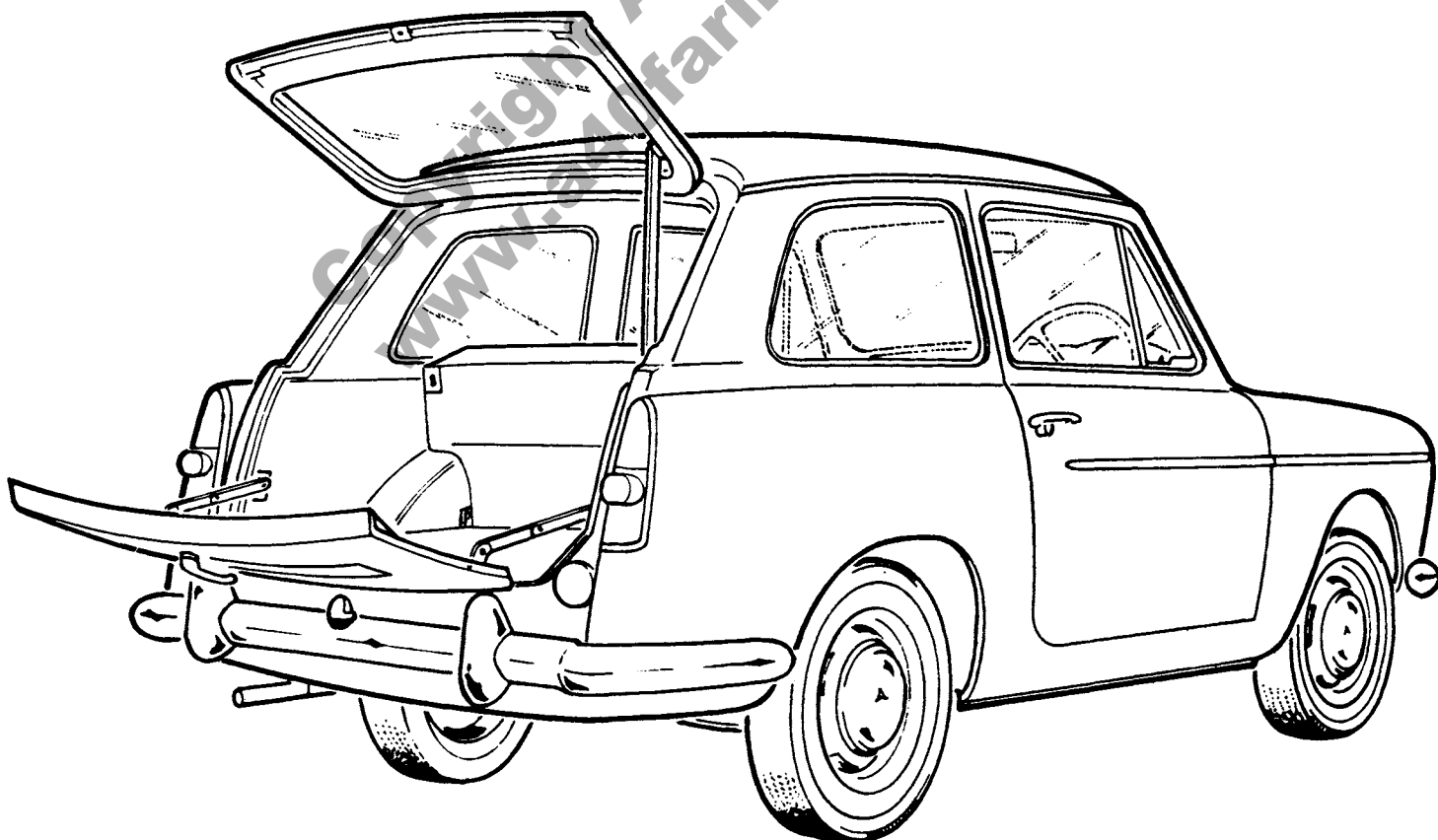


FIG 1 - A40 MK 1 COUNTRYMAN

CONTENTS

	PAGE
FIRST PUBLIC APPEARANCE	2
UNUSUAL CHOICE OF STYLIST	2
CARRYING ADAPTABILITY	2
ORIGINS	2
PLANNING MODELS	3
SPECIFICATION OF BASIC MODEL AS AT SEPTEMBER 1958	3
WHAT THE CRITICS SAID	4
COUNTRYMAN AND VAN MODELS INTRODUCED	4
A40 MK 2 SALOON COUNTRYMAN & VAN	5
MONOTONE INTERIORS INTRODUCED	9
LARGER ENGINE INTRODUCED	9
FASCIA AND TRIM REDESIGNED	9
PRODUCTION FIGURES	10
EXPORT MODELS AND ASSEMBLY OVERSEAS	10
PRICES	11
TUNING AND RACING A40's	11
RALLYING A40's	12
WORKING AND EXPERIMENTAL A40's	13
THE A40 IN PERSPECTIVE	13
APPENDIX I: CAR AND BODY NUMBERS	14
APPENDIX II: PERFORMANCE COMPARISON OF A40 SALOON MODELS	16

ILLUSTRATIONS

FIG. 1 A40 MK 1 COUNTRYMAN	Inside front cover
FIG. 2 FULL SCALE PLANNING MODEL 1956	3
FIG. 3 MK 1 AND MK 2 COMPARED (Side Views)	7
FIG. 4 MK 1 AND MK 2 COMPARED (Front Views)	8
FIG. 5 PAT MOSS (Right) AND ANNE WISDOM WITH THEIR 1959 MONTE CARLO ENTRY	12

TABLES

1. COLOUR COMBINATIONS: MK 1	4
2. PRODUCTION MODIFICATIONS TO THE MK 1 SALOON PRIOR TO OCT. 1959	5
3. PRODUCTION MODIFICATIONS TO MK 1 MODELS OCTOBER 1959 ONWARDS	5
4. COLOUR COMBINATIONS: EARLY 948cc MK 2 (Two-tone Interior)	8
5. COLOUR COMBINATIONS: LATE 948cc & BLACK FASCIA 1098cc MK 2 (Monotone Interior) ..	9
6. PRODUCTION MODIFICATIONS TO 1098cc MK 2 BLACK FASCIA MODELS	9
7. COLOUR COMBINATIONS: WOOD FASCIA MK 2 (Monotone Interior)	10
8. PRODUCTION MODIFICATIONS TO 1098cc MK 2 WOOD FASCIA MODELS	10
9. CAR SERIAL NUMBERS BY YEAR FOR CARS ASSEMBLED IN UK	10
10. UK PRODUCTION FIGURES BY YEAR	10
11. PRODUCTION DURATIONS AND FIGURES FOR THE A40 AND ITS HOME-PRODUCED COMPETITORS	15

A40 SILVER JUBILEE 1958-1983 A HISTORY OF THE A40 FARINA

FIRST PUBLIC APPEARANCES

The Austin A40 Farina made its first public appearance when the saloon car version, which subsequently became known as the Mk 1, was ceremoniously unveiled at BMC Longbridge works, its place of manufacture, on 18th September 1958 by the then chairman of the British Motor Corporation, Sir Leonard Lord. Managing Director George Harriman and the car's Italian body-stylist Pinin Farina and his son Sergio were also present. The timing of the ceremony allowed the A40 Farina to make its first motor show appearance at the 45th Salon de l'Automobile at the Grand Palais, Paris, from 2 - 12th October 1958, where it aroused considerable interest. A left hand drive version with whitewall tyres was exhibited. Four A40's were then exhibited on the Austin stand at the 43rd International Motor Exhibition held at Earls Court which opened on 22 October 1958. Two were turntable exhibits and one was equipped to export specification with left hand drive and km.p.h. speedometer.

The new car aroused considerable interest by its lively departure from traditional body styling, its exploration of flexibility in carrying capacity and its handsome lines and enterprising body and trim colours. It was a stimulating development in the small car class, where change since the war had been slow and somewhat limited by convention, and was an early innovation in what was in the next few years to be something of a small car design boom.

UNUSUAL CHOICE OF STYLIST

The surprisingly attractive body style - it was described in "Design" magazine as the best looking product of the British Motor Corporation - was due to BMC taking the quite unusual step of not only going to an outside specialist stylist for a small car body design but also of engaging one of the world's most distinguished designers, Pinin Farina of Milan. The reasons for this choice were twofold. Firstly, continental stylists, particularly those from Italy, had been at the forefront of innovation in body styling since the inter-war period. Secondly, and perhaps no less importantly, there were political motives. The merger between the Austin Motor Company and Morris Motors Limited in 1952 formed the British Motor Corporation but the Austin and Morris drawing offices continued to act as rivals, both producing new car designs and arguing over which should be adopted by BMC. In a shrewd political move BMC director S.V. Smith appointed an outsider (Farina) to solve the internal rivalries.

Until this appointment Farina had been largely engaged in exclusive individual commissions and the expensive limited series field, although he had also extended into producing commissioned designs for mass production by some of the larger Italian, French and American manufacturers such as Fiat, Peugeot and Nash. He sought in his designs a unified appearance in simple flowing lines with the minimum of adornment and a reserved elegance. Famed more for his work on élitist models, nevertheless some essence of that style is to be seen in the modest A40 Farina: the continuous sweeping line along the entire body length from front to rear wing, ending abruptly in the near-vertical rear light clusters; the limited use of chrome embellishments and lack of body moulding lines; the simple, unflared wheel arches; the roof overhang above the rear window; the wide radiator and the broad, deep and curved front and rear screens. These features are easily identified in his other work of the same period, such as the Austin A55 Mk 2 of 1958 (designed at the same time as the A40 Farina), the Peugeot 404 of 1960, and even the exotic Ferrari Tipo 250 GT of 1961. The Farina - designed open-topped Austin Healey Sprite Mk 2 and MG Midget, both launched in 1961, were also in similar vein.

CARRYING ADAPTABILITY

Another innovation in the A40, prompted by the growing sales of estate cars, was the idea of a cross between a saloon car and an estate whereby some of the carrying facilities of the estate could be enjoyed whilst retaining the appearances of a saloon. A disadvantage of estate cars was that their full carrying capacity was used for only a small proportion of the time. In the A40 this was overcome by providing passenger space which could be converted into extra luggage space when required - the car was therefore a fundamental step in the development towards the now familiar hatchback. This achievement involved a two-box construction of bonnet and body-cum-boot in place of the conventional three-box construction of bonnet, body and separate boot. The rear seat back was hinged so as to fold forward and the flexible concealing cover over the boot area was arranged to fold away, so making the whole of the back behind the front seats available as a single carrying space.

The boot-lid was bottom-hinged but loading was inconvenienced by a fixed rear window. However, a year after the saloon, a Countryman version appeared, effectively the world's first mass-produced hatchback, in which the rear window was hinged to open upwards, in which position it could be fixed. Together with the downward-hinged boot-lid this ensured easy loading.

It was the use of top and bottom hinges which made possible the sloped and stepped back which fitted in with the saloon-like body lines, whereas the usual side-hinged doors of contemporary estate cars necessitated a more upright, squared and van-like back.

ORIGINS

The merger of Austin and Morris resulted in some rationalisation of engines and components. For example, the "A Series" engine was being used concurrently by Austin and Morris. However, the A40 Farina was a Longbridge product with a distinct Austin identity.

The car had a three year development period, beginning in 1955 as project AD08 of the Austin drawing office. The production of working models and reciprocal visits between the Longbridge and Farina works followed. By 1955 the A40 1200cc Counties series, which began in 1947, was approaching its end and the smaller, three years old A30 was to be upgraded the following year to the A35 with an increase in capacity of the A Series engine from 803cc to 948cc.

Although seeming a new entity, the A40 Farina, which was originally intended to replace the A35, was to inherit from that car the great majority of its mechanical components. It was only the bodywork and interior trim that were radically different, although the principle of the unitary body shell, first used by Austin in the A30, was continued. The following components were similar to, if not identical with, the A35 saloon: engine and accessories, gearbox, transmission, differential, front and rear suspension, shock absorbers and steering system, rear brake system, wheels and hubcaps, speedometer, wiper motor and headlamp assemblies. These and other similarities not only kept down development costs but also ensured that spares for the new model were readily available.

Despite these similarities a number of improvements were introduced with the A40. A combined ignition and starter switch was substituted for the separate switches on the A35. Fuel tank capacity was increased from 5¾ gallons to 6 gallons and the handbrake was moved from beside the driver's door to a more accessible position on the transmission tunnel. The front brakes were improved by use of larger drums and shoes, giving an increase in frictional area of nearly 25%. A pendant pedal method of brake operation was used which resulted in the master cylinder being moved from a corrosion-prone position beneath the floor on the A35 to a more accessible place at the back of the engine bay. Clutch operation was now pendant pedal hydraulic instead of the mechanical linkage of the A35. In the engine bay the battery was moved from its somewhat inaccessible position at the back to the offside front and the flat steering wheel of the A35 was replaced by a dished wheel in the A40 for safety.

PLANNING MODELS

Farina was presented with basic dimensions and mechanical data and then built non-running models for BMC's inspection. A full scale planning model of 1956 (see fig. 2) had the Farina body lines clearly established but some features were later modified.

It incorporated a shield-shaped radiator grille rather than the broad type that was ultimately used. The upright 'Flying A' device, familiar on many previous Austins, was at the front end of a bright metal trim strip down the centre of the bonnet and bright metal trim strips along the sides which ran almost the entire length of the car ended at the front with the designation "A35."

A further full-scale model the following year still shows a shield-shaped grille but the 'Flying A' and "A35" had disappeared and the side trim strips no longer extended along the rear wings. Although in this model there was no 'Flying A' device, in the early part of Mark I production a miniature streamlined 'Flying A' was fitted at the front end of the bonnet trim strip.

The tentative "A35" on the 1956 model would have been appropriate to the 34 bhp of the 948cc engine to be used but by 1958 the plan to replace the A35 with the new model appears to have been overtaken by world events. It has been suggested that the Suez Crisis of 1956 and consequent rationing of petrol may have been responsible for BMC's decision to continue production of the A35 saloon, noted for its fuel economy, alongside that of the heavier and less economical A40 Farina, until July 1959. The A40 designation was perhaps in anticipation of power improvements to follow, for in 1961 with the A40 Mk 2 came an improvement in the 948cc engine to give 37 bhp and in 1962 its replacement by the 1098cc engine provided a further improvement to 48 bhp.

At the same time as the 1956 A40 planning model, Cowley were experimenting with the possibility of an all-metal variation of their wood-framed Morris Minor Traveller, although this did not materialise in production. Exploration was on the lines of a cross between a saloon car and an estate car with a modified back of saloon lines similar to the Longbridge A40 but with distinctly Morris curves.

SPECIFICATION OF BASIC MODEL AS AT SEPTEMBER 1958

The car was a two-door, four-seater with a body of all-steel, stressed skin, welded unitary construction. Structural strength was achieved by stiffening the centre of the car with deep sills and the propshaft tunnel. The front end was stiffened by reinforced wheel arches and a pair of pressed members running from the front bulkhead (just behind the radiator grille) back to the floorpan where a pair of top-hat section cross-members inside the passenger compartment linked the inner sills with the propshaft tunnel. At the rear, stiffening was achieved by a transverse tunnel connecting the rear wheel arches and by spring hanger members running from the back seat to the rear end of the car. Further stiffening was achieved by fully boxing in the top of the boot lid aperture. All this gave a strong but light structure which offset the weight of the relatively large glass area, totalling 21 square feet. Sound-deadening material was sprayed onto all wheel arches, the main floor, the doors and inside the rear wings. The air intake for the passenger compartment was positioned just behind the bonnet in order to be well above exhaust-fume levels.

The front seats had a four-position adjustment and the rear seat back folded forward to increase the load-carrying space (measured to window level) from 11 1/2 cubic feet to 18 3/4 cubic feet. The boot well was open with the spare wheel placed flat on the bottom and covered with vinyl-treated fabric. A canopy of similar fabric was fitted to the top edge of the rear seat back and clipped under the rear window to conceal the boot area. With the seat back-rest folded down on top of the seat base, this canopy clipped on to the heel board to secure the back-rest. The boot extended up to the bottom of the rear windows (without the side trim panels of later models) and the rear lights were backed with closing panels. The radiator grille, of nine wavy-pattern bars, was chrome-plated.

The water cooled BMC A series engine (engine no. prefix 9A or 9D) of 948cc capacity was fitted. Bore and stroke were 62.9 x 76.2mm and the compression ratio 8.3 : 1. A low compression version of 7.2 : 1 was available on request. A Zenith 26VME downdraught carburettor and AC 'Y' type mechanical fuel pump were provided and power output was 34 bhp at 4750 rpm. The air cleaner was oil-wetted, although export models had an oil bath type.

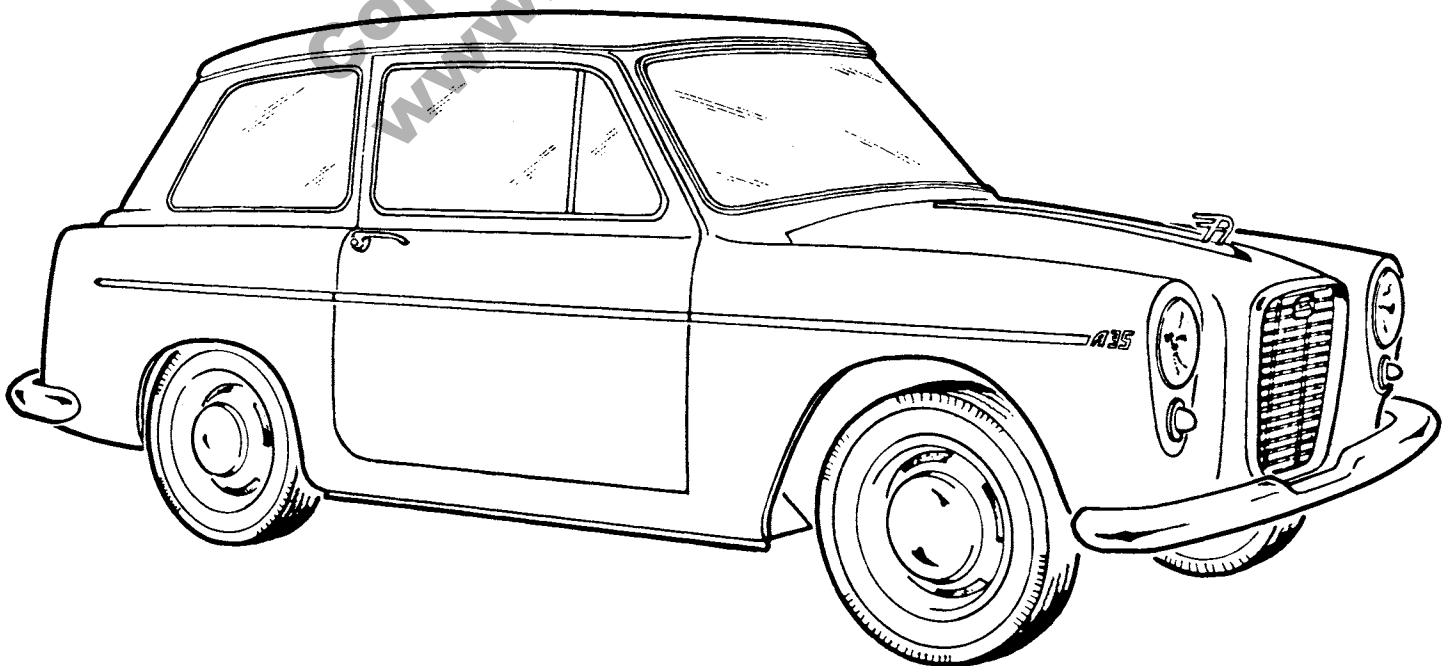


FIG 2 - FULL SCALE PLANNING MODEL 1956

The gearbox was four-speed with synchromesh on the upper three gears. The clutch plate was 6¼ inches in diameter and steering was by cam and peg. Front suspension featured independent wishbone and coil spring with lever-type dampers. At the rear semi-elliptical leaf springs of 9 leaves and lever-type dampers were fitted. Footbrakes were hydraulic at the front and hydro-mechanical (ie. operated by rods connected to a single hydraulic frame cylinder) at the rear. Tyre size was 5.20 x 13.

Overall length was 12 ft. 0¼ inches but on de-Luxe models where bumper overriders were fitted, this was increased to 12 ft. 2 inches. The width was 4 ft. 11⅜ inches and height 4 ft. 8¾ inches. The car was therefore some nine inches longer and 4½ inches wider than the A35 but only some 2½ inches shorter and 1¼ inches narrower than the Morris Minor 1000. However, due to the different body style the A40 was slightly roomier than the Minor saloon. The overall weight was 1640 lbs which compared with 1540 lbs for the two-door A35 and 1708 lbs for the Minor.

The door windows were fitted with transparent finger grips to enable them to be moved up and down manually and could be locked in the closed or slightly open positions. An interior light was fitted below the fascia top to the right of the steering wheel and was operated by the opening and closing of either door but it lacked a manually operated switch. A sun visor was fitted on the driver's side only and a tool kit was provided, comprising a starting handle/wheelbrace, jack, tyre pump, screwdriver, grease gun, sparking plug spanner, tyre valve tool, ignition feeler gauge, tappet feeler gauge and tool roll.

Export models were produced with left hand or right hand drive and speedometers in mph or kmph. Lighting and direction indicator lights were supplied to meet the particular requirements of certain countries.

The de Luxe version had the following features not included in the standard version: stainless steel finishers on front and rear windcreens and main door windows, stainless steel framed rear side windows, hinged on the fore-edge to open slightly for ventilation, with metal stays to secure, overriders on front and rear bumpers and a passenger's sun visor.

Optional extras offered on both basic and de Luxe versions comprised a heater and demister or fresh air unit; windscreen washer; locking petrol tank cap; whitewall or Dunlop Fort tyres and a radio. On export models only 6-ply instead of 4-ply tyres and laminated instead of toughened front windcreens were offered.

TABLE 1 COLOUR COMBINATIONS - Mk 1

EXTERIOR	INTERIOR
Horizon Blue	Horizon Blue
Black	Horizon Blue Tan Steel Grey Tartan Red
Farina Grey	Tan Tartan Red with Farina Grey piping Ocean Blue with Farina Grey piping
Tartan Red	Black with Tartan Red piping, door seals, parcel shelf strip and rubber mats.
Sutherland Green	Steel Grey with Sutherland Green piping, door seals and rubber mats.
Ocean Blue	Steel Grey with Ocean Blue piping, door seals and rubber mats.

UNTRIMMED INTERIOR METAL: painted in main exterior colour.

ROOF LINING, FASCIA FRONT (dashboard), PARCEL SHELF, SUN VISORS: Farina Grey.

FASCIA TOP: Black vinyl.

RUBBER MATS (Passenger Compartment), TRIM PANELS, DOOR SEALS, PARCEL SHELF EDGE STRIP, VINYL INNER SILL COVERINGS: in main interior colour unless otherwise stated.

RUBBER MATS (Boot): Black.

There was a range of six exterior colours, of which Ocean Blue was discontinued before Mk 1 production ceased, probably during 1960. All cars had a black roof as standard but an overall single body colour could be had on request. Wheels were painted either cream or pale grey. There was also a range of six interior trim colours, some of which were used with different coloured piping, door seals and rubber floor mats to complement the body colour. The range of colour combinations, which was used on both home and export models, is presented in table one.

WHAT THE CRITICS SAID

In the review articles and road test reports which followed the appearance of the A40 Farina the car's body style received high praise as did its spaciousness relative to others in its price range. One opinion was that it was better than some larger cars. Some reviewers thought it very comfortable with an admirable driving position. Others made minor criticisms that the driver's right arm came too close to the door and the clutch pedal was so close to the transmission tunnel that the left foot could not be rested at the side of the pedal. The all-round visibility was considered very good and the good access due to the unusually large doors was complemented.

The manual sliding arrangement of the door windows was questioned by some and it was also thought that the luggage carrying arrangement was not wholly satisfactory because the rear seat back-rest did not fold down to a horizontal position and there was no protection against goods carried in the back sliding against the front seat back-rests in hard emergency braking. Also the fixed rear window restricted loading operations from the back. One view was that as heavy loading was invited by the design, wing mirrors should have been provided in case the driver's interior mirror became obscured. The open boot-well involving luggage being stacked on the spare wheel, thus rendering it inaccessible, was criticised by some, as was the support of the boot lid by only a rather feeble single webbing strap, which precluded heavy items from being rested or transported on the open lid.

The interior light being inadequate, poorly positioned and without manual operation, the indicators not being self-cancelling and the windscreen wipers not being self-parking were thought to be in need of improvement and the intrusion of the rear wheel arches into the back seat were thought to make it unnecessarily narrow.

Performance and handling were thought to be of quite a high standard, with a willing engine, steering capable of taking some hard treatment, and suspension coping well with bad surfaces. There was some criticism of clutch and gear operation and also that at high speeds a more lively acceleration for overtaking and some improvement in sound insulation would have been desirable.

It will be seen in the following paragraphs that many of the points of criticism were dealt with in later modifications to the clutch, gearbox, sound insulation, window operation, interior lighting, rear seat folding arrangement and the provision of a false floor over the boot well, improved boot lid supports, direction indicators, windscreen wipers, and alteration of the wheelbase. Indeed, there were several early production modifications to the Mk 1 saloon prior to the launch of the Countryman. All but the most minor of these are presented in Table 2 in approximately chronological order. At least one car accessories manufacturer, Restall Bros. Ltd. of Birmingham, was quick to cash in on the new car's shortcomings by offering a boot floor to fit over the spare wheel and also a set of fitted carpets.

COUNTRYMAN AND VAN MODELS INTRODUCED

These were announced in September 1959, in time for the Earls Court Motor Show, commencing at car number 50471. A Sutherland Green Countryman and a Horizon Blue de Luxe saloon, both equipped with whitewall tyres, duly appeared at Earls Court from 21-31 October, where the Mini, Ford Anglia 105E and Triumph Herald made their debuts.

**TABLE 2
PRODUCTION MODIFICATIONS TO THE
MK 1 SALOON PRIOR TO OCTOBER 1959**

CHANGE POINT*	MODIFICATION
(B)2007	BOOT LID: A40 flash badge at bottom right hand corner replaced by 'Austin' to left of handle and a plain 'A40' to right of handle. Nearside webbing strap added to the single offside strap already provided.
?	RADIATOR GRILLE: Chrome plated type replaced by stainless steel.
(B)5162	WINDSCREEN WASHER UNITS: Two separate units, one each side of bonnet, replaced by single central unit.
(C)11073 (early 1959)	DIRECTION INDICATOR SWITCH: Non-self-cancelling snap-type switch replaced by swivel-type switch with clock mechanism for self-cancellation.
(B)18081	WINDSCREEN WIPERS: Angle of wipe increased from 90° to 97°.
(C)22523(RHD) &(C)22473(LHD)	REAR BRAKE CYLINDER: Copper packing pieces introduced between cylinder and frame to prevent cylinder corrosion.
(B)26269 (mid 1959)	BONNET CENTRE STRIP: 'Flying A' at front end discontinued.
(B)27042 (mid 1959)	SOUND INSULATION: Improved by clipping insulation board to front bulkhead behind fascia. INTERIOR LIGHTING: Courtesy bulb under fascia crash pad replaced by roof light on driver's side with manually operated switch BOOT: Rear side trim panels extended from back of rear seat to rear light units. Casing pieces over rear light units discontinued. Spare wheel cover and rubber mat under spare wheel discontinued. Hinged boot floor fitted over spare wheel with rubber mat on top. Rear seat back fitted with rubber mat covering in place of trim flap at bottom. TOOL KIT: Sparking plug spanner replaced by double-ended box spanner.
(C)35553	HEADLAMPS: Rubber dust excluder ring over headlamp unit discontinued.

*For explanation of codes see Appendix: Car and Body Numbers. The numbers quoted are for the first car or body to adopt the new feature.

The Countryman differed from the saloon in having the back window hinged at the top rather than fixed (see Fig. 1). With the extra framing necessary the rear window was slightly smaller than the saloon and it was locked to the body with a bolt on each side and supported when open with a telescopic metal stay on the offside. The boot lid was fitted with reinforced hinges and when open was held by two hinged metal stays in place of the saloon's webbing straps. An inner reinforced panel was fitted around the boot lid area to increase body rigidity now that the fixed bar below the rear window was no longer present. The boot canopy used on the saloon was not provided on the Countryman. Instead, two straps clipped to the heel board also clipped to the top back of the rear seat to secure it when folded down.

Wing mirrors were fitted in anticipation of bulky loads obscuring the internal driver's mirror. In some early models the interior mirror was not provided, an omission which led to some criticism in the motoring press, but all three mirrors were provided on later models.

Tyre size was 5.60-13 and the overall unladen weight at 1710 lbs. was 70 lbs. heavier than the saloon.

A 5 cwt van version, with 31 cubic feet carrying capacity, was made for export only, window-shaped metal panels being fitted in place of the rearward side windows.

All but the most minor production modifications made to the Countryman and contemporary saloon models are presented in Table 3 in approximately chronological order. Production of the Mk 1 models ended in September 1961. Car serial numbers and UK production figures for these vehicles are shown in Tables 9 and 10.

**TABLE 3
PRODUCTION MODIFICATIONS TO THE
MK 1 MODELS OCTOBER 1959 ONWARDS**

CHANGE POINT*	MODIFICATION
(B)53774(S) (B) ? (W)	HEATER CONTROL PANEL: Bakelite moulding redesigned to incorporate choke control knob which had previously been on a separate bracket beneath the heater control panel.
(B)60709(S-RHD) (B)61513(S-LHD) (B) ? (W)	GLOVE-BOX: Finger pull incorporated in catch and quick release spring replaced by rubber buffer.
(B)62260(S-B) (B)59635(S-D) (B) ? (W)	REAR NUMBER PLATE LIGHT: Domed single-bulb type replaced by two-bulb bar type more suitable for lighting oblong number plates which had tended to replace the narrower square plates often fitted on early models.
(C)73476 (early 1960)	TOOL KIT: Tyre pump, tyre valve tool, screwdriver, grease gun, ignition and tappet feeler gauges replaced by tommy bar (for box spanner) and hub cap lever.
(B)76025(S) (B) ? (W)	DOOR APERTURE: Metal kicking strip fitted along bottom edge instead of the metal/cloth door seal.
(C)82888(RHD) &(C)82231(LHD) (early 1960)	REAR SPRING SHACKLES: Grease nipples for upper rear bushes discontinued. Rear shackle and top spring leaf modified and rubber bushes fitted to both pins of rear shackle.
(B) ? (W)	INTERIOR DRIVER'S MIRROR: Now provided on Countryman as well as saloon.
? (1961)	SEAT-BELT MOUNTINGS: Mountings provided on transmission tunnel, inner sills and rear door pillar.

*For explanation of codes see Appendix: Car and Body Numbers. The numbers quoted are for the first car or body to adopt the new feature.

A40 MK 2 SALOON COUNTRYMAN & VAN

The Mk 2 versions were developed under the project number AD044 and replaced the Mk 1 versions in September 1961 in time for exhibition of the new car at Earls Court the following month. They featured restyled bodywork, an extended wheelbase to give more room in the passenger compartment, a completely redesigned and more luxurious interior and improvements in power, road holding and instrumentation. A new range of body and trim colours was also introduced.

The 948cc engine continued to be used with the same compression ratios but the substitution of an SU HS2 carburettor and one-piece induction and exhaust manifold for the Zenith carburettor and separate induction and exhaust manifold of the Mk 1 raised the power from 34bhp at 4750rpm to 37bhp at 5000rpm. The saloon weighed 1750 lbs and the Countryman 1820 lbs. Although the Mk 2 was almost 1 cwt heavier than the Mk 1 the increased power raised the maximum speed from 72 to 75.2mph and acceleration was

improved throughout the speed range but fuel consumption was 3-9% greater (see Appendix II). A disposable, paper element air cleaner replaced the re-usable, oil-wetted type of the Mk 1. This was held in a pan-type container which could now be adjusted so that the air intake could be directed over the manifold in cold weather, thus preventing freezing of the carburettor. An SU electric fuel pump mounted in the boot replaced the AC mechanical type in order to supply the increased power output. Fuel tank capacity was increased from six to seven gallons and the fuel gauge was now a damped response, steady-reading unit.

Roadholding was improved by the provision of an anti-roll bar at the front and telescopic shock absorbers at the rear in place of the lever type dampers of the Mk 1. The steering side arm grease nipples were dispensed with and the offside arm was now adjustable to provide an alternative means of wheel alignment. The replacement of the rear frame cylinder of the Mk 1 by a single cylinder for each rear wheel now rendered the braking system fully hydraulic, although the compensator and rod mechanism was retained for handbrake operation. The tyre size for the Countryman and Van, 5.60-13 on the Mk 1, was now 5.20-13 as for the saloon.

The wheelbase was increased by setting back the rear wheels 3½ inches in the same overall body length. This enabled the rear seat to be placed two inches further back and the angle between its back and base to be slightly increased. Rear passenger comfort was thus improved by greater leg and head room and some reduction in the space taken by the inward protrusion of the wheel arches at the seat sides. The setting back of the rear wheels necessitated lengthening the rear springs by a little under three inches. These now consisted of seven leaves each 3/16 inch thick, compared with nine 5/32 inch thick leaves on the Mk 1.

The restyling of the bodywork is illustrated in Figs. 3 and 4. At the rear of the car a push-button boot lock mounted in a pulling bar replaced the rotating handle of the Mk 1 and the 'Austin A40' legend either side of the handle was transferred to the bottom left-hand corner of the boot. The BMC Farina Oxford/Cambridge series was also restyled at this time and there is a close similarity in the style of grille adopted for the Morris Oxford Series VI and the A40 Mk 2.

The somewhat spartan interior of the Mk 1 was completely redesigned for the new models. Trim panels had a pattern of parallel vertical lines, replacing the intersecting diagonal lines of Mk 1 panels, and both seats and trim panels were now in two colours, the main colour textured to simulate leather and the Damask Silver insets textured to simulate textile fabric. The seating was now stitched in a pattern of large plain panels instead of long thin panels. The front seats had four buttons each and the rear seat eight. The front passenger seat was now equipped with a holding device so that it would remain in position when tilted forward to allow passengers access to the rear seat.

The fascia panel was restyled and finished in plastic black crackle. The direction indicator control, formerly a switch on the centre of the fascia panel, was moved to the steering column as a lever arm conveniently close to the steering wheel. It was now cancelled by movement of the steering wheel rather than a clock mechanism. A metal plate, embellished with a 'Flying A,' was provided in the centre of the fascia. This could be removed for the fitting of a radio, with a speaker grille now in the centre of the fascia top. On the Mk 1 a radio had to be fitted below the fascia although there was a grille in the fascia centre to take a loudspeaker behind it. The lower edge of the fascia panel and the edge of the parcel shelf were now padded in addition to the top edge of the fascia panel. The ashtray, which on the Mk 1 had been fitted in the middle of the fascia top, was now enlarged and fitted below the parcel shelf.

The speedometer was redesigned and widened, the jewelled warning lights of the Mk 1 being replaced by a non-reflective type. The mileometer reading was now in one-tenths of a mile rather than whole miles only. Self-cancelling windscreen wipers were fitted and all heating controls were integral with the fascia, rather than being mounted on a separate bezel underneath.

A wider, side-pivoted, crushable sun visor was fitted instead of the centre-pivoted non-crushable type of the Mk 1 and the main door windows were now operated by a winder mechanism. The rear seat base, formerly fully removable, was

now hinged at the front edge to fold forward into the foot well. This allowed the back-rest to fold down to a completely horizontal position and the metal plate of the seat base formed a protective bulkhead between the front seats and loaded goods.

Export models were produced with left or right hand drive, speedometers in mph or kph and lighting and direction indicator lights to meet the requirements of individual countries. For the French market a screen suppressor cover was clamped over the distributor, one-part sparking plug leads and suppressors were supplied and the driver's mirror was fitted with a safety frame. For the French and USA markets special seatbelt fixing brackets were provided. Sealing plates were fitted at the backs of the front wheel arches for weather protection on cars destined for Norway, Sweden, Finland, Denmark, Iceland, Germany, Austria, Switzerland and Canada. The standard wing mirrors on the Countryman and van models were rigidly mounted with a curved pillar but for Norway, France and Switzerland these were supplied with straight, spring-loaded pillars. For exports to Finland a load floor, apparently of plywood, was provided for Countryman and van models from body no. 1394 onwards. This was supported on channels and provided a false-floor protection to the hinged boot floor.

De Luxe models differed from the basic version as in the Mk 1 series but in addition they were fitted with a windscreen washer, a water temperature gauge and fitted carpets instead of the rubber mats of the basic model. De Luxe models were finished in duotone body colours whereas basic models were in monotone.

Optional extras were provided on both basic and de Luxe models as follows: six-ply tyres; locking petrol filler cap and stainless steel wheel discs instead of the standard chrome-plated hub caps. The discs were an integral hub cap and trim, covering the whole of the wheel up to the rim. Alternative parts were available to enable a steering lock or combined steering lock and ignition switch to be fitted. Certain features which were included as standard on de Luxe models were offered as optional extras on basic models as follows: windscreen washer; fitted carpets instead of rubber mats and duotone body colour instead of monotone. Also, rubber mats could be had by request on de Luxe models.

An almost completely new range of colours was used on the Mk 2, with a choice of seven colours for external finish, only Horizon Blue and Black of the Mk 1 external colours continuing in use. The basic model was in monotone and the de Luxe model in duotone, which involved a contrasting roof colour of Black, Cumulus Grey or Snowberry White. Black had been the only roof colour available on the Mk 1. Wheels were painted either Snowberry White, cream or pale grey. The interior trim colour range was almost entirely new, only Horizon Blue and Black of the Mk 1 interior trim colours being continued.

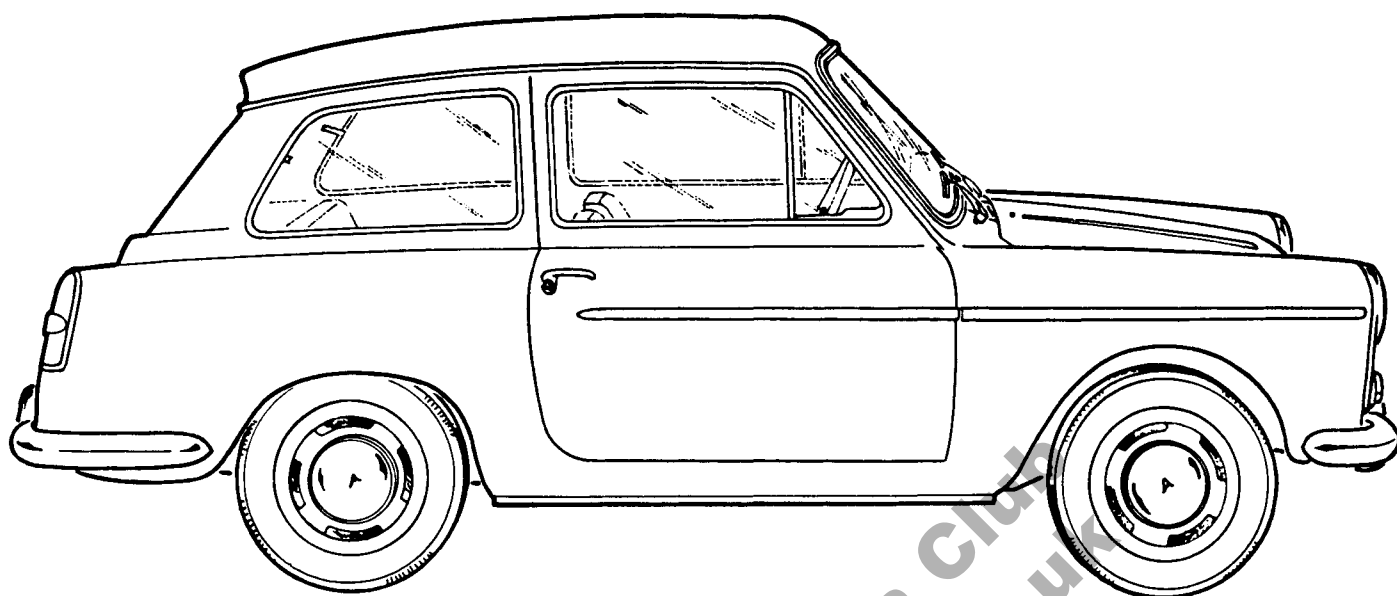
The exterior/interior colour combinations, presented in Table 4, were much more numerous than those of the Mk 1. Initially the interior trim was duotone, each main colour being combined with Damask Silver in sections of the seats and body lining panels. During the production run simplifications of the colour combinations took place, first by discontinuing the duotone interior trim in favour of a monotone trim, and later by reductions in the number of colours available for interior trim. However, throughout production the following finishes applied:

UNTRIMMED INTERIOR METAL: painted in main exterior colour.
ROOF LINING, SUN VISORS: pale cream vinyl.
FASCIA TOP, FASCIA BOTTOM EDGE, PARCEL SHELF EDGE: black vinyl.
RUBBER MATS: Black.

It appears that certain colour combinations were for the home market only and some for export only. Some sales brochures specified this but not all did so, so full information is not available at present. It is also not clear which colour combinations were used on cars assembled overseas.

Minor history was made on 1st January, 1962 when an A40 Mk 2 which rolled off the production line at Longbridge became the four millionth Austin produced.

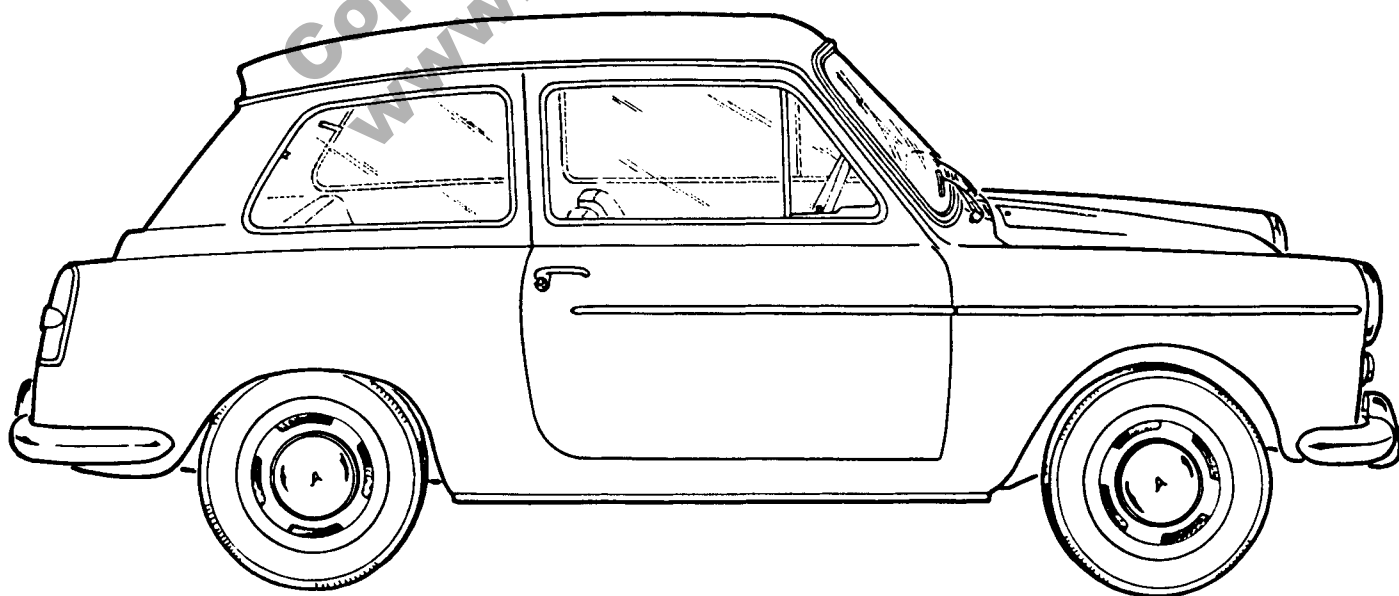
FIG. 3 - MK 1 AND MK 2 COMPARED (SIDE VIEWS)



The wheelbase of the Mk 2 (below) is 3½ inches longer than that of the Mk 1 (above) due to the setting back of the rear wheels in the same body length of 12 ft. 0¼ inches (without overrides). Consequently the Mk 2 rear wing is longer in front of the rear wheel, and shorter behind the rear wheel, than the Mk 1 and the Mk 2 rear bumper side pieces are correspondingly shorter.

The Mk 1 de Luxe version has an overall length of 12 ft. 2 inches due to the addition of bumper overrides. The Mk 2 de Luxe version is only 12 ft. 1 inch long due to the front overrides being offset onto the curve of the front bumper.

The rounded-section, stainless steel side strips of the Mk 1 were replaced on the Mk 2 by narrower, angle-section alloy strips.



**TABLE 4 - COLOUR COMBINATIONS:
EARLY 948cc MK 2 (TWO-TONE INTERIOR)**

The following combinations were available up to and including (B)A10086(S), (B)F5554(S) and (B)5544(W). (See Appendix: Car and Body Numbers for codes).

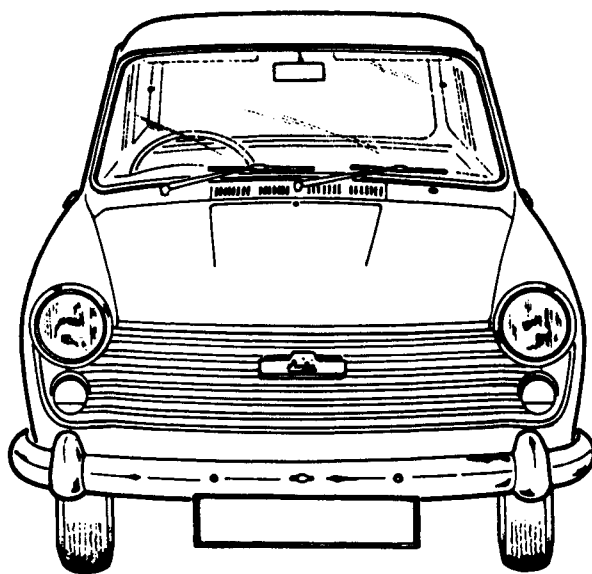
EXTERIOR		INTERIOR
Horizon Blue Horizon Blue	Black roof	Horizon Blue / Damask Silver
Agate Red Agate Red	Black roof	(Cardinal Red / " / (Satin Beige / " /
Black Black	Cumulus Grey roof	(Cardinal Red / " / (Cumulus Grey / " /
Snowberry White Snowberry White	Cumulus Grey roof	(Cardinal Red / " / (Cumulus Grey / " / (Horizon Blue / " /
Cumulus Grey Cumulus Grey	Snowberry White roof	(Cardinal Red / " / (Cumulus Grey / " /
Fern Green Fern Green	Snowberry White roof	(Green / " / (Cumulus Grey / " /
Embassy Maroon		Satin Beige / " / Cumulus Grey / " /

BOOT CANOPY: Damask Silver.
PARCEL SHELF, CARPETS (when fitted), DOOR SEALS: same colour as main interior trim.

FIG. 4 - MK 1 AND MK 2 COMPARED (FRONT VIEWS)



Chrome trim strip along bonnet centre; 'Flying A' at front end on early models. Lights mounted together on wing, completely surrounded by chrome bezel. Narrow grille of nine wavy bars, inset between wings. Shield-shaped 'Austin' badge on grille. Overriders (de Luxe models only) inset between lights.



No trim strip on bonnet, dished centre section. Headlights mounted on wing and surrounded by chrome ring. Side/indicator lights mounted on radiator grille. Wide grille of seven or eight straight bars, flush with front of wings. Oblong 'Austin' badge on grille. Overriders (de Luxe models only) mounted under lights.

MONOTONE INTERIORS INTRODUCED

The two-tone interior trim was short-lived and at some time after April 1962 the seats were redesigned to incorporate a ladder-type stitching pattern across the backrests and cushions and, along with the rest of the interior, were finished in monotone. At the same time the front seat adjustment was changed from a horizontally moved lever (inherited from the Mk 1) to a vertically moved frame bar and the seat base support was changed from the Mk 1 type webbing to a stretched rubber platform. The new colour combinations are shown in Table 5 and they continued until the black fascia was replaced with a wood-grain fascia in October 1964.

**TABLE 5 - COLOUR COMBINATIONS:
LATE 948cc AND BLACK FASCIA 1098cc
MK 2 (MONOTONE INTERIOR)**

The following combinations were available from (B)A10087(S), (B)F5555(S) and (B)5545(W) until (B)51841(S) and (B)20294(W) in October 1964 (see Appendix: Car and Body Numbers for codes).

EXTERIOR		INTERIOR
Horizon Blue		(Horizon Blue;
Horizon Blue	Black roof) (Black* with Horizon Blue door seals and carpets
Agate Red		(Cardinal Red; Satin Beige; Black
Agate Red	Black roof) (with Cardinal Red door seals (and either Cardinal Red carpets or Black mats
‡Embassy Maroon		(Satin Beige; Cumulus Grey;
‡Embassy Maroon	Black roof) (Black with Cardinal Red door seals and either Cardinal Red carpets or Black mats
‡Maroon B		(Satin Beige;
‡Maroon B	Black roof) (Cumulus Grey
Black		(Hazelnut; Cardinal Red; Satin
Black	Cumulus Grey roof) (Beige; Cumulus Grey
Snowberry White		(Cumulus Grey; Cardinal Red;
Snowberry White	Cumulus Grey roof) (Horizon Blue
Cumulus Grey		(Cardinal Red;
Cumulus Grey	Snowberry White roof) (Cumulus Grey
†Fern Green	Snowberry White roof	Green*; Cumulus Grey*; Black* with Green door seals and carpets
†Glen Green	Snowberry White roof	Satin Beige

*Not available with black rubber mats.

†Fern Green was superseded by Glen Green during 1963 at (B)36818(S) and (B)13131(W), at which point the Green interior trim colour was discontinued.

‡Embassy Maroon was superseded by Maroon B during 1964 at (B)46154(S), and (B)17494(W).

BOOT CANOPY, CARPETS (when fitted), DOOR SEALS: same colour as main interior trim unless otherwise stated.

PARCEL SHELF: same colour as the main interior trim except where black trim was used.

From (B)11107(S) and (B)6231(W), the parcel shelf was pale cream for all vehicles.

LARGER ENGINE INTRODUCED

In September 1962 the 1098cc 'A series' engine (engine number prefixes 10D or 10DD) replaced the 948cc engine. This occurred at (C)50201(S) and 50251(W) or (B)13802(S) and 12570(W). The new model in both saloon and Countryman form was exhibited at Earls Court the following month.

The increased engine capacity had been achieved by increasing the bore and stroke of the 948cc unit from 62.9mm x 76.2mm to 64.6mm x 83.7mm. The compression ratio was increased from 8.3:1 to 8.5:1 (an optional 7.5:1, increased from 7.2:1, was also available). Power was increased to 48bhp at 5100rpm and the back axle ratio was altered from 4.55:1 to 4.22:1. An improved gearbox was provided in which baulk ring synchromesh was fitted to the three upper gears to give smoother engagement and a ribbed casing was provided to

reduce transmission noise. Clutch plate diameter was increased from 6¼ to 7¼ inches and an improved spring centre, giving a smoother take-up, was incorporated.

These changes reduced the overall weight by some 20lb and raised the top speed from 75.2 to 78.5 mph. Acceleration at low to medium speeds was poorer than the 948cc Mk 2 but at higher speeds it was improved. Fuel consumption followed a similar pattern, being poorer than the previous model at medium speeds but superior at higher speeds (see Appendix II).

The front suspension swivel pin diameter was enlarged at the bottom, leading to modifications of the stub axle, lower metal bush and dust tube. The air cleaner container was now dome-shaped instead of pan-shaped. A windscreen washer was now included in the specification of the basic models whilst a heater or fresh air unit was now included in the de Luxe model, which was renamed the 'Super de Luxe.'

A few production modifications were made later in the run of the black fascia 1098cc Mk 2 models and all but the most minor of these are listed in approximately chronological order in Table 6.

**TABLE 6 - PRODUCTION MODIFICATIONS
TO 1098cc MK 2 BLACK FASCIA MODELS**

CHANGE POINT*	MODIFICATION
(B)22226(S) (B)A14004(W) (B)F15419(W)	DRIVER'S MIRROR: Mk 1 type without safety surround replaced by longer type with boxed back and safety surround.
? (during 1963)	RADIATOR GRILLE: Chrome-plated type with eight bars replaced by alloy grille with seven slightly thicker bars. With the chrome plated type, one of the bars passes between the head and side lights up to the grille edge but with the alloy grille, owing to the different bar spacing, this space between the lights is open.

*For explanation of codes see Appendix: Car and Body Numbers. The numbers quoted are for the first body to adopt the new feature.

FASCIA & TRIM REDESIGNED

In October 1964 at (B)51842(S) and (B)20295(W) both fascia and trim were redesigned. The metal fascia front was now finished in plastic simulated wood grain instead of black crackle. The fascia top was provided with two curved cowls, one over the glove box and the other over the speedometer/instrument panel, instead of a single long flat cowl. The green direction warning lights were deleted from the instrument panel, being replaced by a flashing green light on the end of the direction indicator switch fitted to the steering column. An oil-filter change warning light was added to the instrument panel and the other lights rearranged, the headlight full beam warning light being moved up to the other lights from a separate position just above the mileometer. The heater controls, previously operated horizontally, now moved vertically.

The trim panels were modified by the introduction of closer-spaced vertical lines. A finisher panel, trimmed in vinyl to match the seats, was now fixed to each central door pillar, which had previously been painted in the main body colour. The door finishers, previously of woven cloth, were now of a woven plastic material and the windscreen pillar finishers, until now painted in the main body colour, were covered with black vinyl. The stitched ladder-pattern seats were replaced by seats with a closer-spaced ladder pattern, heat-formed into the vinyl rather than stitched. The sun visors were now padded for safety and the driver's mirror changed to a safer collapsible type. This comprised a mirror with a plastic surround mounted on a bracket with ball-joints at both ends.

Cumulus Grey, Hazelnut and Black interior trim colours were deleted and the number of body-trim colour combinations reduced to those shown in Table 7.

TABLE 7 COLOUR COMBINATIONS: WOOD FASCIA MK 2 (MONOTONE INTERIOR)

The following combinations were available from (B)51842(S) and (B)20295(W) in October 1964 until the end of A40 production (see Appendix: Car and Body Numbers for codes).

EXTERIOR		INTERIOR
Horizon Blue Horizon Blue	Black roof	Horizon Blue
Agate Red Agate Red	Black roof	(Cardinal Red; (Satin Beige.
Maroon B Maroon B	Black roof	Satin Beige
Black Black	Cumulus Grey roof	(Cardinal Red; (Satin Beige.
Snowberry White Snowberry White	Cumulus Grey roof	(Cardinal Red; (Horizon Blue.
Cumulus Grey Cumulus Grey	Snowberry White roof	Cardinal Red
Glen Green	Snowberry White roof	Satin Beige.

BOOT CANOPY, CARPETS (when fitted), DOOR SEALS: same colour as main interior trim.
PARCEL SHELF: Black.

During production of the wood-fascia Mk 2 a number of modifications were made and all but the most minor of these are presented in Table 8. Production of the A40 Mk 2 ceased in November 1967 although a number of cars remained in showrooms and were first registered as late as 1968-9.

TABLE 8 - PRODUCTION MODIFICATIONS TO MK 2 WOOD FASCIA MODELS

CHANGE POINT**	MODIFICATION
(C)152441(S,RHD) (C)152302(S,LHD) (C)152130(W,RHD) (C)151710(W,LHD) (early 1966)	HUB CAPS: a slightly shallower cap with two steps at the edge replaced the three step type inherited from the Mk 1.
*(C)161472(S,RHD) (C)159315(S,LHD) †(C)161214(W,RHD) ‡(C)161047(W,LHD) (mid-late 1966)	BATTERY STAND: The L-shaped board inherited from the Mk 1 was replaced by a plastic tray.

*L-shaped board provided on (C)161982 - 162650(S,RHD)
†L-shaped board provided on (C)161926 - 162300(W,RHD)
‡L-shaped board provided on (C)161926 - 162751(W,LHD)

**For explanation of codes see Appendix: Car and Body Numbers. The numbers quoted are for the first car to adopt the new feature.

PRODUCTION FIGURES

The A40 Farina had a UK production of 342,408 during its nine years of manufacture. In the three years of Mk 1 production from 1958 - 61, 169,610 cars were produced with 66,700 produced in the peak production year of 1960. In the six years of Mk 2 production 172,798 cars were produced, 50,846 of those in the peak production year of 1962. The Mk 1 period was therefore more successful than the Mk 2. Car numbers and production figures are presented year by year in Tables 9 and 10. The A40 Farina Club car register suggests that the Countryman version constituted only 13% of Mk 1 production but 27% of Mk 2 production. The numbers of cars exported or assembled overseas are not available at present.

TABLE 9 - CAR SERIAL NUMBERS BY YEAR FOR CARS ASSEMBLED IN UK.

	MK 1	MK 2
AUG/DEC 1958	101 - 9409	
1959	9401 - 70899	
1960	70900 - 137599	
JAN/SEP 1961	137600 - 169710	
SEP/DEC 1961		101 - 13203
1962		13204 - 64049
1963		64050 - 104400
1964		104401 - 128199
1965		128200 - 149259
1966		149260 - 161629
JAN/NOV 1967		161630 - 172898

TABLE 10 - UK PRODUCTION FIGURES BY YEAR

	MK 1 948cc	MK 2 948cc	MK 2 1098cc	TOTAL
AUG/DEC 1958	9309			9309
1959	61490			61490
1960	66700			66700
JAN/SEP 1961	32111			32111
SEP/DEC 1961		13103		45214
JAN/AUG 1962		36997		36997
AUG/DEC 1962			13849	50846
1963			40351	40351
1964			23799	23799
1965			21060	21060
1966			12370	12370
JAN/NOV 1967			11269	11269
TOTAL	169610	50100	122698	342408

EXPORT MODELS AND ASSEMBLY OVERSEAS

A proportion of the vehicles assembled in the UK was exported to countries which included France, Norway, Finland, Malta, Guernsey, Jersey and the USA and sales brochures in both German and Dutch were produced. The van version was built solely for export and could not be purchased on the home market.

At the time of its introduction, export of the A40 to France was hampered by the imposition of a meagre quota of imported British cars - it was felt that the car would have found many eager French buyers judging by the interest shown at the 1958 Paris Motor Show. Exports to the USA started in 1959 but at \$1856 the de Luxe saloon did not compare favourably with Morris Minor (\$1495), Triumph (alias Standard) 10 (\$1699) or Hillman Minx (\$1699). American critics complemented the acceleration (which from 0-60 mph was just over two seconds better than the VW Beetle, which was selling well in the USA), braking and suspension but criticised the lack of instrumentation, poor turning circle, sharp clutch action, small wheels, inadequate fuel tank capacity and the small engine - it was felt

that the 1489cc 'B' series would have been more suitable.

There was some assembling abroad of the A40 from mechanical and body parts exported from the UK. From 1960 the Mk 1 was assembled at BMC Australia and from late in that year both the Mk 1 saloon and Countryman were assembled by Innocenti of Milan as their first venture into car manufacture to complement their Lambretta scooter production. At the time there was an import duty of around 50% on complete cars and a strict quota for UK imports, hence the incentive to assemble locally. The engine, transmission and body panels were sent by rail from Longbridge, the rest of the components, comprising 60% of the car's value, being locally provided. By late 1961 about 500 cars per week were being assembled at the Milan factory and there were 61 main dealers who stocked the Austin Innocenti A40. The price of 880,000 lire compared favourably with the Fiat 1100 at 890,000 lire and the VW Beetle at 990,000 lire.

The cars were left hand drive with kmph speedometers and had numerous detail differences from their British counterparts. The '3i' Innocenti symbol appeared on the hubcaps and on a bonnet badge at the front end of the bonnet strip, no grille badge being used. The front indicator/side light lens was white and orange direction indicator repeater lights were fitted below the front end of the trim strips along the body sides. A large bar-type rear number plate light was fitted and the bootlid bore the legend 'Innocenti Austin' to the left of the handle and 'A40' to the right. The interior featured additional speedometer warning lights, modified switches, a chrome surround to the driver's mirror and padded sun visors but otherwise looked much the same as the Longbridge version. Sales brochures illustrate cars in all-over white to de Luxe specification with red interior trim. The Countryman version was known as the 'Combinata.'

Production was superseded by the Mk 2 version which had an almost completely different interior from the British model. The fascia was white and surmounted by a curved black top without cowls and the speedometer and instruments were redesigned. A semi-circular chrome ring connected the steering wheel arms inside the rim. Ashtrays in the trim panels just below the front corners of the rear side windows, grab handles above the central door pillars and hinged door pull handles were provided. The interior trim was two-tone. Externally the positioning of the Mk 1 overriders was retained but the circular front sidelight/indicator lens was replaced by a white oblong version. The Innocenti symbol was now a single 'i.' By 1967 the 'Combinata' featured a one-piece rear door hinged at the top which resulted in the push-button bar handle being moved to half-way down the bootlid section and a single wing mirror was provided on the nearside. Sales brochures illustrate cars to de Luxe specification in all-over white with dark/light red interior trim. Sales of the Austin Innocenti A40 were confined to Italy.

PRICES

In September 1958 the price of the basic A40 Mk 1 was £676, or £4340 at 1983 values, but purchase tax at the time was a severe 50%. Substitution of 15% VAT for Purchase Tax gives a present day price comparable to that of the basic BL Metro. At the start of A40 production the Austin A35 saloon was priced at only £570, the Morris Minor 1000 saloon at £625 and the VW Beetle at £685.

In 1959 the basic A40 was £639, compared with the newly introduced BMC Mini at £496 and the Triumph Herald at £702. The following year the A40 price remained the same and the new Ford Anglia 105E was introduced at £589.

In 1962 Purchase Tax was reduced and the basic A40 Mk 2 was priced at £556. The four-door BMC 1100, new in that year, was £675.

In 1963 the basic A40 remained at £556 (£3336 at 1983 values) and the new Hillman Imp was introduced at £508 and the new Vauxhall Viva at £527. In 1967 the two-door BMC 1100 became available on the home market. This was priced at £639, compared with the A40 at £586.

During the Mk 1 period de Luxe models were priced at £12-£13 more than the basic models (£75-£85 at 1983 values) and during the Mk 2 period they were £34-£43 (£200-£250) more. Countryman models were £18-£22 (£90-£135) dearer than the saloon over the whole period.

It can be seen from these figures that the A40 faced strong competition on price both from within BMC with the A35, Morris Minor 1000 and Mini and externally from the Ford Anglia, Hillman Imp and Vauxhall Viva. Although in 1963 it was still the tenth biggest seller on the home market with some 34,400 cars sold, it was not as popular as the Morris Minor (36,600 sold), Ford Anglia (61,600), Austin 1100 (85,400) or the top-selling BMC Mini (136,100).

TUNING AND RACING A40'S

In the mid-1960's at least 17 firms offered conversions or modifications for the BMC 'A' series engine to improve acceleration and maximum speed. These could involve alteration of the cylinder head, camshaft, inlet and exhaust valve assemblies and manifold, balancing of the engine for smoother running, and fitting of modified silencers and alternative carburettors, such as the Weber conversion offered by Gerard Racing of Leicester and the twin SU conversion by Neris Engineering of Rye, Sussex. Some firms, such as Speedwell Performance Conversions of Finchley, offered complete modified engines whilst several also offered suspension modifications for BMC cars and alternative shock absorbers for improved roadholding. In addition BMC's Special Tuning Department at Abingdon would prepare customers' cars by request and supply certain special parts, although for full racing engines customers were usually sent to Downton Engineering of Salisbury.

The modified cars were used for everyday driving through to circuit racing and international rallying. The performance potential was perhaps set at Utah in August 1957 when an experimental prototype streamlined record car powered by a modified 'A' series engine broke nine international class records, achieving a maximum speed of 163 mph over a flying mile. Although not quite in this league, Alexander Engineering of Haddenham, Bucks, were offering a Stage One tuning modification on the A40 in 1959 which comprised a reshaped head, modified ports and polished combustion chambers, to give an 8.9:1 compression ratio; special valve springs; twin one inch SU semi-down draught carburettors on ribbed inlet manifolds; a full-flow centre exhaust manifold port adaptor bolted on to replace the existing siamesed port, which they machined off, and a pancake type air cleaner on each carb. The whole conversion cost £39 + £11.50 for fitting and resulted in a top speed in excess of 80 mph. Acceleration from 0-50 mph was achieved in a best time of 15.0 seconds and an average of 15.8 seconds with runs in both directions, compared with 21.4 seconds for the standard car. Corresponding figures for 0-60 mph were 21.6s, 22.6s and 35.6s and for the standing quarter mile 21.8s, 22.4s and 24.5s. There was no adverse effect on water temperature or oil pressure, the brakes were still thought to be entirely adequate and a 100 octane fuel consumption of 37 mpg on fast and moderate driving was achieved.

Also in 1959 Palace Gate Garage of London SW7 modified a Mk 1 de Luxe saloon (reg no VYY 474) by balancing the combustion chambers, opening out the ports, fitting exhaust valves with armoured seatings, lightening the rockers and tappets by machining and fitting a new aluminium manifold with two 1¼ inch semi-down draught SU carburettors without air filters. The compression ratio was raised to 8.6:1 and the modifications cost £58.50 on an exchange basis, including fitting. The resulting car accelerated from 0-60 mph in 21.2 seconds and had a mean maximum speed of 82.5 mph, compared with 72 mph for the standard vehicle.

Considerable success in racing modified A40 Farinas was achieved by Geoff Williamson, who exhibited his car at the Racing Car Show, Royal Horticultural Old Hall, Westminster in January 1959, and 'Doc' Shepherd who drove a very rapid Don Moore-tuned car which was quite capable of beating the big Jaguars on occasion. A 1959 A40 saloon (reg no 4901 N) was modified and driven by J R Normanton for the 1961 season. Of the 14 meetings attended ten firsts, two seconds and two retirements were collected. Class lap records were taken at Qulton (75.66 mph), Mallory Park (77.94 mph) and Snetterton (78.4 mph). At Silverstone the race for saloon cars up to 3000cc was won, the fastest lap being covered at an average 83.63 mph. The car was fitted with a Speedwell engine, a 9-spring clutch, Speedwell close-ratio gears and a 4.9:1 rear axle with ZF limited-slip differential. The suspension was modified by fitting reinforced wishbones, setting down the front

and rear springs 1¼ and 3½ inches respectively, and by fitting an anti-roll bar and competition shock absorbers at the front and Speedwell telescopic shock absorbers at the rear. The car stood on Sprite competition wheels with 5.25 x 13 tyres and eight inch diameter rear brake drums were fitted. Considerable weight reduction was achieved by replacing all side windows with 3/16 inch perspex, removing the interior trim and seats and fitting two fibreglass seats instead, and by removing the boot lid and panelling the aperture in 20 swg aluminium. The resulting car had an estimated power of 80 bhp and was regularly driven at up to 8000 rpm, which gave about 103 mph in top gear.

RALLYING A40'S

BMC first entered the international rally scene in 1955 but until 1959 they achieved relatively little success in the touring (ie saloon car) class. This was chiefly because their production models were relatively heavy and underpowered with indifferent roadholding. Touring class rules split the cars into three groups: Group 1 (standard production models), Group 2 (minor tuning improvements) and Group 3 (substantial changes permissible provided major components were retained). In all three groups the coachwork had to remain standard and the normal production weight was the minimum permitted. Given the basic unsuitability of their production cars for rallying, BMC Competitions Department at Abingdon reasoned that the only chance of success was to build specials which might succeed in Group 3. Information about their performance could be passed on to the Austin and Morris development departments.

Rallying success first came in 1956 in the Tulip Rally where an Austin A30 was outright winner and a Wolseley 6/90 first in its class. An A50 won its class at the Geneva Rally in the same year but until 1959 BMC had failed dismally in the Monte Carlo Rally. In January of that year they entered an A40 Mk 1 driven by Pat Moss and Anne Wisdom, which started from Paris with rally number 208 (shown in Fig. 5). The car, which still survives, was a Farina Grey de Luxe saloon with black roof and was registered XOE 778 on 1st November 1958. It was equipped

with a fully hydraulic braking system with discs at the front, Austin-Healey Sprite wheels, which were lighter and stronger than standard A40 wheels, and a non-standard back axle were fitted and the car was equipped with a wiper and washers for the rear windscreen, thus pre-dating by some 20 years what was to become common practice on production hatchbacks. An extra console of instruments was fitted over the loudspeaker grille area on the fascia and a long headlamp flasher switch was provided by the steering wheel. The anti-dazzle Lucas driving mirror could be dipped by a lever at the bottom when headlights dazzled from behind and the courtesy light was supplemented by a central interior roof light, handy for map reading. To aid cooling, large holes were drilled in the nearside of the radiator bulkhead and the bonnet was equipped with an external release.

Despite a fractured inlet manifold, which was welded up during the rally, the car was driven to a brilliant 10th place in overall classification, thus winning the Coup des Dames for the highest placed ladies team against strong opposition in bigger cars. This performance also won the RAC Challenge Trophy, which was open to British competitors only. Two other A40 Farinas were entered privately in the rally by Taylor and Tracy (No 104, Glasgow start) and by John Young and Graham Hill, but the latter car was withdrawn before the start due to illness.

Later that spring the Moss/Wisdom team won the ladies' section of the Lyon-Charbonnieres Rally in XOE 778. They also drove another Farina Grey/Black de Luxe saloon, registered XOK 195 with rally number 99, in the Alpine Rally of 1959. This had an engine built specially by BMC and was beating the larger saloons and making very fast time when regrettably the gearbox disintegrated! Another British-entered A40 saloon which competed in this event bore rally number 98 and registration number WNM 606. On the home front, A40 Farinas driven by J Waddington and K Liptrot took first and second place respectively in the best performance classification of the Yorkshire Sports Car Club's 466 mile Yorkshire Rally held in February 1959.

Spurred on by the success of the A40 in its first public competitive event, BMC entered another for the 1960 Monte Carlo. Once again Pat Moss and Anne Wisdom were driving

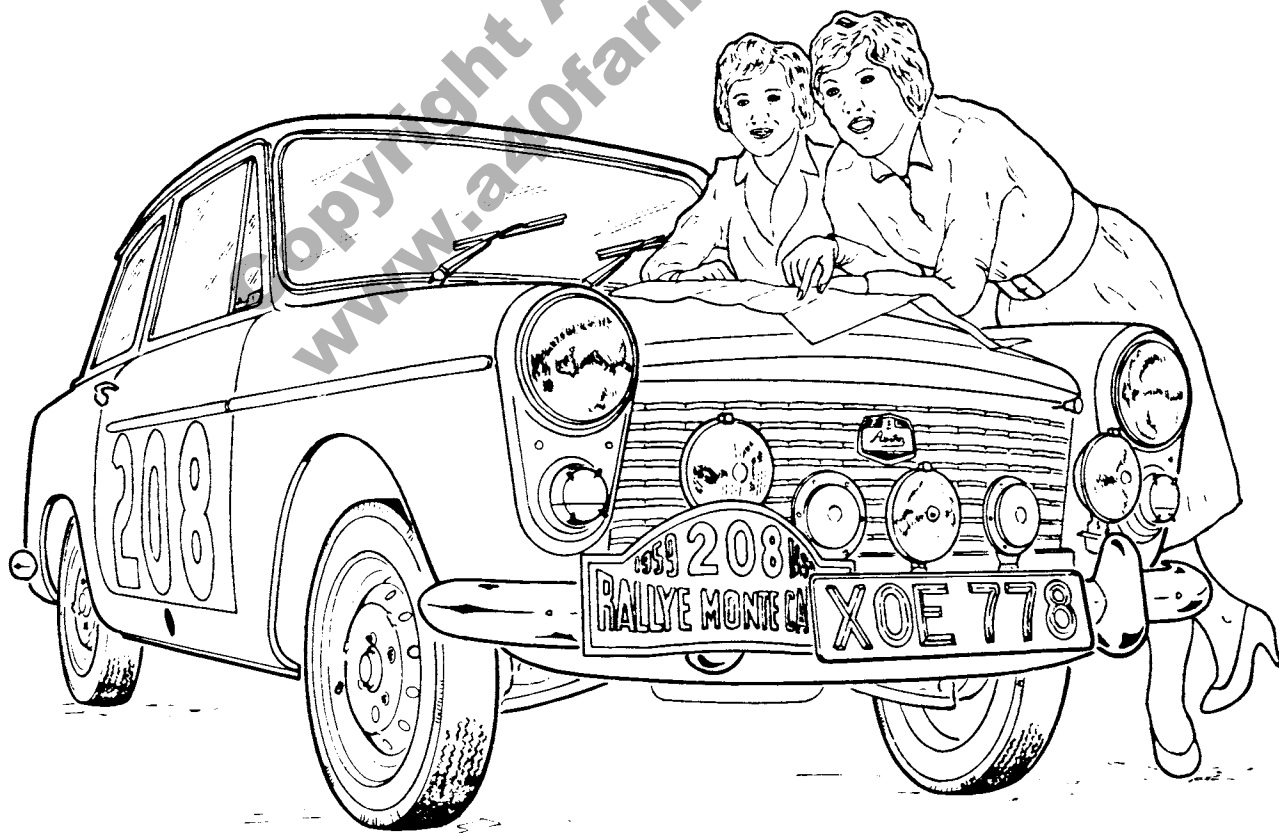


FIG 5 - PAT MOSS (RIGHT) AND ANNE WISDOM WITH THEIR 1959 MONTE CARLO ENTRY.

but this time it was a late 1959 Tartan Red/Black de Luxe saloon registered 947 AOF, which together with six Minis made up the BMC entry. The A40 was entered in group two and had a polished head and ports and a 9:1 compression ratio. A tall chimney air intake was mounted on the standard carburettor choke tube to eliminate a flat spot at low engine revs. The registration plate and three auxiliary lamps were fitted to the radiator grille and the headlamps were protected by clear plastic shields held by quick-release straps. A lidded toolbox was built onto the inside of the bootlid and the car ran on Dunlop Durabrand tyres which had tungsten steel spikes projecting slightly from the tread. Prior to the rally Pat Moss could be seen practising at the Wolvey Anti-Skid School in another A40. The car bore rally number 26, started from Oslo, and for the second year running enabled the Moss/Wisdom team to capture the Coupe des Dames.

This further A40 success nerved BMC to enter no less than three of the cars for the 1961 Monte Carlo, accompanied by three Minis. The A40's all started from Stockholm. Car numbers 90, driven by Seigle-Morris and Elford, and 60 (Riley/Ambrose) were entered in group two and had balanced engines with gas-flowed and polished heads and 9.3:1 compression ratio. Pat Moss and Anne Wisdom were given 947 AOF again but this time drastically modified to enter group three, as BMC's most highly developed rally entry. The car, which bore rally number 96, was lightened by judicious drilling of holes and removal of excess metal, including the overriders, but when rally-equipped was a few pounds heavier than standard. Disc brakes at the front and improved brakes at the rear, with Ferodo AM4 linings, were accompanied by Sprite wheels, shod with Dunlop Weathermaster tyres. Two spare wheels were carried in the boot. The engine was balanced, equipped with an underbonnet electric fuel pump, twin 1½ inch SU carburettors and a specially designed free-flow manifold, and had a 9.55:1 compression ratio. A close-ratio gearbox was fitted, extra instruments on the dash for both driver and navigator were provided, the driver's seat was built up, the navigator's seat was fully reclining, and a rear window demister was fitted.

The BMC cars were challenged by six A40's entered privately by British drivers, namely Sprinzel and Turner, Blockley/Broomfield (who started from Warsaw in car No 123), the Miller husband and wife team, Newbold/Glazebrook, Franklin and Burgess, who all started from Glasgow in car numbers 280, 302, 312 and 315 respectively. The Blockley/Broomfield and Sprinzel/Turner teams were plagued by punctures but Pat Moss and Anne Wisdom scored an undeniable success by finishing second in their class, only to be cheated of any awards by the rally formulae used, which heavily handicapped the car due to its extensive modifications and which also received considerable criticism at the time.

No further A40's were entered by BMC in subsequent Monte Carlo rallies but 947 AOF was purchased by Duggie Hambin of the BMC Competitions Department and loaned to Bill Meredith-Owens, who entered it in the 1962 Monte Carlo under rally number 264 starting from Oslo. Other British drivers to enter A40's were Blockley/Broomfield (No 346, Warsaw start) and Brinkman (No 89, Glasgow start). Contemporary photographs show a 948cc A40 Mk 2 lined up for the Glasgow departure. Bill Bradley, Meredith-Owens's co-driver, turned in one of the most outstanding performances on the circuit tests with an aggregate time which made him seventh fastest of the day and the pair were placed sixth overall in the Grand Touring up to 1000cc class. The swan song of the A40 in the Monte Carlo was represented by a 1098cc Mk 2 entered by Brinkman and Wall for the 1963 rally, starting from Glasgow under rally number 141. The A40 had been remarkably successful in rallies compared with its BMC predecessors and built a firm foundation for the corporation in this field before giving way to the superior road holding and performance of the Mini Coopers.

WORKING AND EXPERIMENTAL A40'S

The A40 found some popularity with fleet car owners, particularly when fitted with the low-compression engine which tolerated less expensive fuels. In addition the Birmingham Police Force took delivery of a fleet of at least 40 A40 Mk 2 saloons in late 1966 - early 1967 for use as Panda Cars. These

were to basic specification but were equipped with wing mirrors, a siren bolted to the nearside of the radiator and an illuminated 'POLICE' sign on top, complete with flashing beacon. The cars were finished in pale blue with a white band encompassing both doors and the front half of the roof, with 'POLICE' emblazoned on the middle of each door.

Although the van version was not sold on the home market, a pair of A40 Mk 1 Countrymans were converted to vans by Pollards Garage Ltd., Hornchurch, Essex, a long defunct BMC agent. As well as blanking off the rear side windows, the rear seat was removed and a false boot floor was fitted. One of the vehicles was converted to the order of a local florist.

In June 1960 a study report was prepared for BMC by the British Aluminium Company Ltd., on the use of brightened anodised aluminium instead of the standard chrome plated steel or stainless steel trim. The advantages claimed were permanence of finish (no rusting, flaking, peeling or chipping), reduced weight and lower cost. A Mk 1 de Luxe was equipped with full exterior aluminium trim to the standard patterns, except for the front bumper, the rear bumper centre bar, all overriders and handles, where chrome plated steel was retained due to its greater strength. In addition, the drip channel mouldings, air intake grille and the fascia panel loud-speaker grille were finished in aluminium. This exercise may have influenced the adoption of light alloy radiator grille and trim strips on the Mk 2 model.

THE A40 IN PERSPECTIVE

The A40 Farina was undoubtedly expected by BMC to be a high-sales popular small car but, notwithstanding its merits, expectations were not fully realised. When planning began the general development of the small car was, compared with what was to come, fairly unadventurous and slow-moving, but by the time it was in production enterprise and pace were increasing acutely. It was the beginning of a design boom and sharp competition came not only from outside but also from within BMC itself.

In 1946 Austin had quickly reverted to commercial car manufacture from war munition work with what were mainly continuations of pre-war models, whilst new models were under development. In two years 95,000 cars were made of which 82,000 were pre-war style Eights and Tens. In 1947 the new models appeared, amongst which were the four door A40 Devon and two door A40 Dorset, heavy and robust 1200cc cars, which were superseded in 1952 (the year Austin and Morris merged to form the British Motor Corporation) by the 1200cc four door A40 Somerset. These were the smallest Austin cars for some years until the A30 appeared in 1952 and no doubt the type of car was dictated to some extent by the Government's severe export requirements for acute economic reasons at that time. From 1947 to 1952 344,000 Devons and Dorsets were made, of which 265,000 (77%) were exported.

The four-door 803cc A30 provided the market with a small and economical car in much the same way as the Austin Seven, the most successful British car of its period, had done in the inter-war years. In appearance it had the rounded body-lines reminiscent of the A40 Somerset and others in the Counties series but coupled with remarkably low fuel consumption.

In 1954 the Somerset was superseded by the A40 Cambridge, with a re-styled body which was also used for an A50 version of 1500cc. Altogether some 600,000 A40 Counties series were made.

In 1956 the A30 became the A35 with a change of engine from 803cc to 948cc, the Morris Minor also having the same engine change.

When the planning of the A40 Farina began in 1955 the smallest BMC family cars were the A30 and the Morris Minor. The A40 Farina was arrived at as something roomier than the A30/A35, more stylish in appearance than either the A30/35 or the Morris Minor, both of which were in a period style going back some years, and of a performance which, if it could not be expected to be as good all round as the smaller and lighter A30/35, would certainly be competitive with the Morris Minor. This, with the enterprise of its styling and the innovation of its flexible carrying facility, should have proved successful, but it was only a limited success.

The fuel crisis arising out of the Suez affair of 1956, bringing back petrol rationing for six months, focussed manufacturers' thoughts on small economical cars. BMC, who had had in mind for some time the use of a transverse mounted engine with front wheel drive, applied this in the production of the Mini, another revival of the Austin Seven spirit, exploiting space-saving to the limit in a very small and light car with a very low fuel consumption. Designed by Issigonis and launched in 1959 at Cowley, it had an immediate and wide appeal, extending into market areas not normally touched by very small cars. The A40 Farina Mk 1 was then one year old, the A30/35 saloon, seven years old, ceased production that July and the Morris Minor was then eleven years old.

Given the advantages and success of the Mini, it was inevitable that the transverse engine and front-wheel drive would be applied to a larger model and this materialised in the BMC 1100, for which planning began in 1958. The body was Farina designed like the A40 but with some compromise in styling necessary for all the possible space benefits available from the mechanical condensing to be fully exploited. The 1100 was only 1¼ inches longer than the A40 Farina and less than one inch wider. However, the shorter engine compartment and the extended wheelbase (6½ inches longer than the A40), which took the internal wheel-arch protrusions away from the rear seat sides, together with somewhat squarer body lines, made the car markedly roomier. This, with an improved ride from hydrolastic suspension and longer wheelbase, improved handling and road-holding, and quite competitive performance figures, made it a very attractive proposition.

The 1100 also had all the manufacturing advantages of badge-engineering. It first appeared as a Morris version in 1962 when the A40 Farina Mk 2 was a year old, and a year later in an Austin version with other badges following. A 1300 version was introduced in 1967, the year the A40 ceased production.

The traditional mechanical layout of the A40 had gone and its Farina body style, somewhat modified with the 1100's shorter bonnet, corner-placed wheels and four inches lower height (made possible by the absence of rear wheel drive), were small aesthetic compromises in style for the practical benefits.

Production duration and figures in Table 11 show the relative fortunes of the A40 Farina and its competitors. In the figures for the BMC models the closeness of the launching of the A40 Farina to the peak production years of the Morris Minor and the A35, of the launching of the Mini to the peak production year of the A40 Mk 1 and the launching of the 1100 to the peak production year of the A40 Mk 2, emphasize the time factor stress in car manufacturers' production plans and the fierce internal competition that the A40 was faced with and did not entirely overcome.

APPENDIX I: CAR & BODY NUMBERS

The car serial number is on a plate attached to the nearside door pillar, hinge side.

The body number is stamped on top of the bonnet-lock panel in front of the radiator or on a small plate in front of the wind-screen wiper motor.

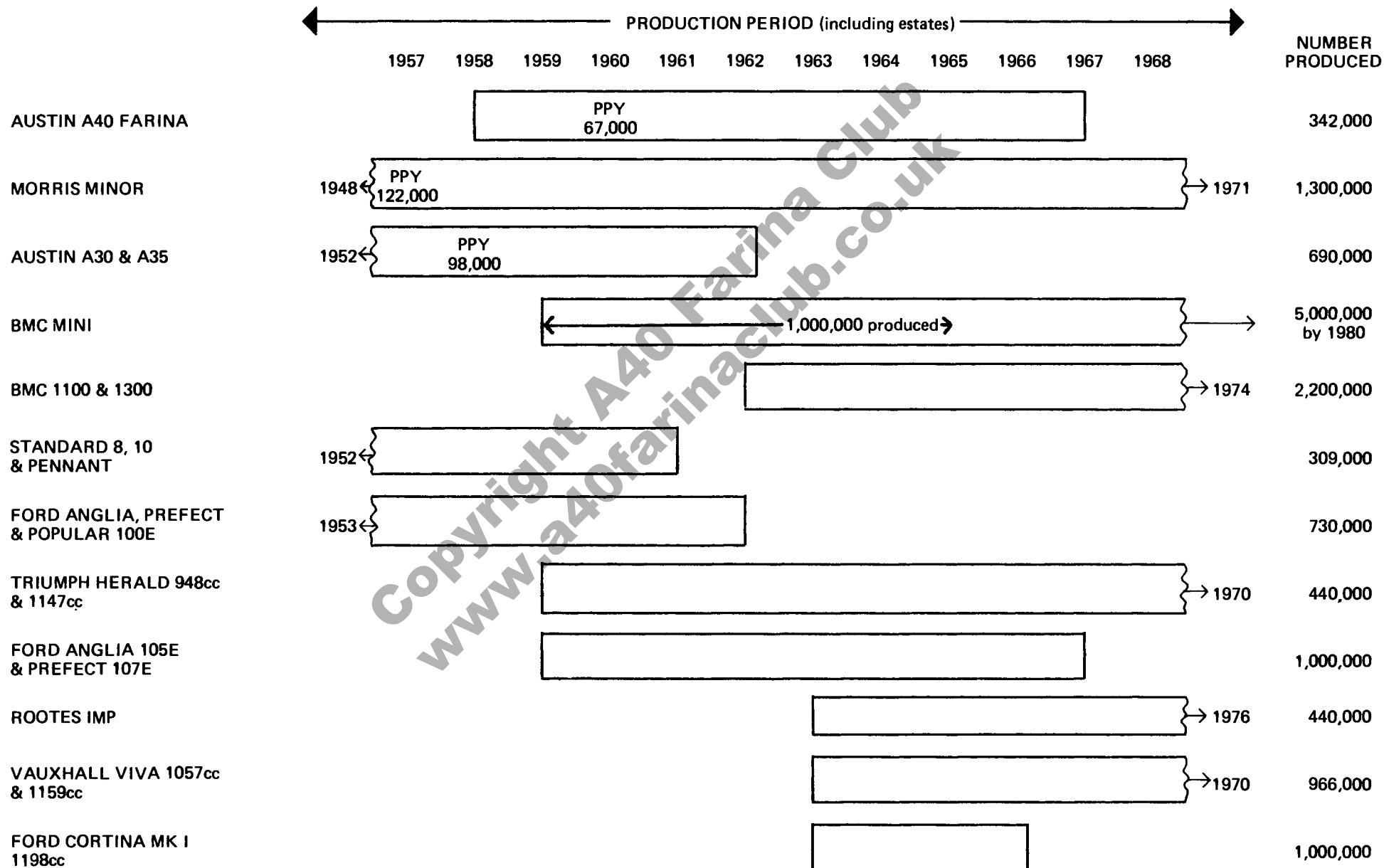
There is a separate car number series, embracing both Saloon and Countryman models, for each of Mk 1 and Mk 2, whilst there are separate body number series for each type of body in each mark series.

The prefix to each car number is coded as follows: the first A = Austin; the second A = 'A' series engine; 2S = two-door Saloon or W = Countryman or Van; 6 = 6th series of model (Mk 1) or 8 = 8th series (948cc Mk 2) or 9 = 9th series (1098cc Mk 2); L = Left hand drive.

Where car or body numbers have been used in the text the following codes have been used before the number: (C) = car number and (B) = body number. After the number: (S) = Saloon; W = Countryman/Van; (LHD) = left hand drive; (RHD) = right hand drive; (B) = Basic and (D) = de Luxe.

TABLE 11 - PRODUCTION FIGURES AND PERIODS FOR THE A40 AND ITS HOME-PRODUCED COMPETITORS

Production figures are approximate and include estate versions where manufactured. PPY = peak production year.



APPENDIX II: PERFORMANCE COMPARISON OF A40 SALOON MODELS

Note: data has been taken from 'Autocar' road tests.

	A40 MK1	A40 MK2 (948cc)	A40 MK2 (1098cc)
FUEL CONSUMPTION (97 OCTANE)			
In top gear at constant			
30 mph	52.7 mpg	51.0 mpg	45.0 mpg
40 mph	49.4 mpg	45.5 mpg	43.2 mpg
50 mph	42.6 mpg	39.0 mpg	40.7 mpg
60 mph	36.0 mpg	34.0 mpg	37.4 mpg
70 mph	-	28.6 mpg	31.5 mpg
Road test (hard country and city driving)	38.0 mpg	32.1 mpg	30.5 mpg
Normal range	36 - 51	30 - 44	29 - 42
ACCELERATION			
From rest through gears to 30 mph	7.3 secs	6.7 secs	6.5 secs
40 mph	13.0 secs	11.1 secs	10.1 secs
50 mph	21.4 secs	17.3 secs	15.7 secs
60 mph	35.6 secs	27.1 secs	23.9 secs
70 mph	-	48.0 secs	42.6 secs
Standing quarter mile	24.5 secs	23.7 secs	22.9 secs
From 10 - 30 mph in 2nd gear	6.0 secs	5.7 secs	6.0 secs
in 3rd gear	9.2 secs	8.5 secs	10.1 secs
From 20 - 40 mph in 3rd gear	9.7 secs	8.4 secs	8.9 secs
in top gear	13.2 secs	12.1 secs	14.9 secs
From 30 - 50 mph in 3rd gear	12.7 secs	10.8 secs	9.9 secs
in top gear	15.1 secs	14.0 secs	17.3 secs
From 40 - 60 mph in top gear	21.7 secs	18.2 secs	17.0 secs
MAXIMUM SPEEDS			
Top gear (mean)	72 mph	75.2 mph	78.5 mph
Top gear (best)	73 mph	78.0 mph	82.5 mph
3rd gear	57 mph	58 mph	68 mph
2nd gear	33 mph	34 mph	41 mph
1st gear	22 mph	22 mph	29 mph
MAXIMUM GRADIENTS CLIMBED			
At steady speed in top gear	1 in 12.5	1 in 14.9	1 in 14.7
3rd gear	1 in 8.9	1 in 9.7	1 in 8.9
2nd gear	1 in 5.7	1 in 5.5	1 in 5.5
STOPPING DISTANCES			
From 30 mph in neutral with pedal load of			
25lb	68 ft	151 ft	177 ft
50lb	40 ft	63 ft	49 ft
75lb	-	40 ft	39 ft
80lb	32 ft	-	-
100lb	-	36 ft	32.7 ft
TURNING CIRCLE (minimum)	34ft 6ins	34ft 6ins	34ft 6ins