



FARINA NEWS

NO. 1

MAY 1980

EDITORIAL

At last, the first edition of our club newsletter! Membership is currently growing daily - as is the offer of spares and discount from various firms (some of which are recorded under "Farina Spares/Sales" in this edition of Farina News). Many thanks to those of you who have already telephoned me offering spares (and enthusiastic support!) and requesting spares (and sometimes just for a chat); please continue to do so. Obviously more information concerning firms offering spares and services will appear in the Club Handbook, and it is hoped to circulate the first part of this by the end of next month. It will be in loose-leaf form, so that additions can be made easier. I have already written a great many letters to firms, and some members have also put me in contact with helpful manufacturers - if you know of anyone who you feel may be able to offer spares/services to the Club please contact me.

As you might expect, I should also like to request assistance in producing Farina News. If you have any helpful hints, etc. which you feel may be of value to other members please let me know. Some of us feel it may also be interesting to know more about the other club members - so how about telling us about yourself and your A40? You will see, too, that there is a section "Farina Travel". We all come across 'off the beaten track' places which I'm sure other members would like to hear about.

I'm currently exploring the possibility of the A40 Farina Club attending the Surrey Horse Show one Sunday in July. It appears that on the Sunday there is to be a display of vintage/veteran cars, and the organisers are interested also in having a Classic Car Club present. Any volunteers to assist if this does come off?

In the Summer, too, perhaps we could also think about an A40 rally. How about near Oxford, along the A40?

Cynthia Hiller

SP FARINA RE SALES

Mk. II Saloon. Registered 1.9.65.

Light grey roof. Red interior trim. Mileage only 7,166. Garaged. £1,000 o.n.o.
Mr. G. R. Baker, 22 Station Road, Kenilworth, Warks. CV8 1JJ (0926-59765)

Brand new BMC Gold Seal Gearboxes for sale. No longer available. To fit Austin A40
Devon, Somerset, A40, A50, A55, Farina, etc. £50 each o.n.o.
Telephone 0492-46778 (evenings)

MK. II 'D' Registration.

Pale green, with white roof. 33,000 miles. Garaged. Tax and M.O.T. from May. £495 o.n.o.
Mr. Dickson (Walton-on-Thames 45297)

New estate lower tailgate for sale. £15 (plus carriage if necessary).
Cynthia Hiller - telephone 01.661.9807 (evenings)

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Available, post free, from: Mr. T. J. Davis, 22 Kipling Way, Harpenden, Herts.
Tel. 68418 (evenings and weekends).

King pins and bushes sets (948 c.c.)	£12.50 per set/pair
(1098 c.c.)	£14.50 per set/pair
with fulcrum pins (948 c.c.)	£15.50 per set/pair
(1098 c.c.)	£16.50 per set/pair
Front suspension rubber bush kits (all models)	£6.00 per set/pair
Major front suspension repair kit (includes king pins, bushes, fulcrum pins - upper, lower and inner, rubber bushes, etc.) (948 c.c.)	£23.50 per set/pair
(1098 c.c.)	£27.50 per set/pair
Track rod ends (for centre rod)	£8.00 per pair
Side track rods (fixed rod)	£16.25 per pair of rods
Side track rods (adjustable rods)	£9.00 per pair one side
Inlet engine valves (948 c.c.)	£1.50 each
Exhaust engine valves (948/1098 c.c.)	£2.00 each
Inlet engine valves (1098 c.c.)	£1.50 each
Inlet & exhaust valve guides (all)	£0.70 each
Set of inlet & exhaust valve springs (948 c.c.)	£5.00 per set
(948 - extra strong)	£5.00 per set
(1098 - extra strong)	£5.00 per set

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Radiator for Austin A40 Devon model. £10.

Bill Haverly, 1 Holly House, Brambles Close, Isleworth, Middlesex. (01.560.0522)

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H I FARINA T S

Carrying out repairs on the older car can sometimes be a problem, with the infuriating phenomenon of the stubborn nut, bolt or joint which just refuses to budge - despite all persuasion - and as a member of the so-called weaker sex I personally find this a particular problem. One or two hints may, however, help you overcome this particular difficulty.

Obviously, bangs with the hammer, chiselling and sawing invariably damage the parts and distort them beyond repair, and heating destroys hard to get fibre washers etc. A more gentle persuasive alternative is to use dry ice; you need a fist sized lump preferably well wrapped up. It is extremely cold and if you touch it, it will remove your skin instantly, so make sure you wear thick gloves when working with it. Break up the lump, put it in a plastic bag and then fix the bag round the obstinate part. Leave it for about an hour, then remove the bag and lightly heat the part with a cigarette lighter. The vast temperature differential will cause the stubborn joint to crack apart with an audible snap. A comparatively easy operation - but take care with the ice!

As anyone had any problems opening tins of touch up paint, or the metal cap of the brake/clutch fluid reservoir? As you know, the threads can become blocked up with deposits of fluid and dirt (though hopefully this is never a problem once the car is being properly maintained!). Wrap a large rubber band round the cap a few times, to provide a bit more friction, this immediately giving a much better grip and facilitating easy removal of the previously stubborn metal cap.

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FARINA U N

A wife phoned her husband at work to tell him that the car had water in its carburettor.

"Where is it?" he asked. "I'll get it seen to."

"At the moment," she replied, "it's in the river."

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Recently a gentleman fulfilled a long-standing ambition and bought a second-hand sports car. Discussing its merits with a mechanic, he asked, "How often can I expect it to break down?"

"Listen," he replied, "when you pay that much for a car, it won't break down. It will malfunction."

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Motor oil was in the sale at a local department store, and the owner of a near-by restaurant was lured by the price and bought four cans. He drove to a garage and asked the owner to drain the old oil and put in the new. After a questioning stare, the main said, through tight lips, that there would be a £1 charge for the labour. The next morning, the man from the garage strolled into the restaurant, grinned slightly and said to the owner, "Scrambled eggs, please." Then he took out three eggs from a carton and handed them across the counter.

S FARINA V I N G

..... THE DRIVER

Reprinted from "The Pennywise way to Driving"

That petrol can be saved there is no doubt but it takes forethought, some self discipline and great attention to detail. There are two main aspects: the mechanical condition of the vehicle (to be considered in the next issue of Farina News) and the skill of the driver:

Easy on the choke: When starting from cold, reduce idling time and use of the choke to the minimum. Warm up as you drive off and push the choke in as soon as possible. Starting off in first gear will take less power consequently fewer revs than are necessary to move away in second, although this is advantageous when starting off down hill.

Watch your speed: Driving at a moderate speed and keep a steady pace. On open roads the most economical speed is around 55/60 m.p.h. and by backing lightly off the accelerator, once a touring speed has been attained, it will be found possible to retain that speed and use less fuel. Fierce acceleration from a standstill is extremely wasteful of petrol. Do not use the intermediate gears to excess. Furthermore, do not coast - it reduces control over the vehicle especially when steering and breaking Editors Note: any comments from members re the last point?)



Anticipate: Look well ahead so that changes in the road or traffic pattern can be anticipated and minor variation in speed carried out by use of acceleration or deceleration. Good road observation makes it possible to precede braking with a period of deceleration, which gives relaxed braking, and sometimes obviates the need for it altogether.



Brake carefully: Use the breaks to stop the car. Do not change down through the gears to lose speed - it wastes petrol, is slower and less effective. Try not to maintain acceleration up to hold-ups in the traffic and then brake late. It takes more power - and more petrol - to get a car moving than it does to keep it moving.



Reduce weight: Remove a roof rack or any items accumulating in the boot the moment they cease to be needed.

Plan your route: Plan your route before you leave so that you take the shortest way, avoiding road works and bottle-necks. By allowing yourself plenty of time for the journey you escape the need to hurry.



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