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NO. 8

MAR. 1982



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Typed or neatly handwritten items to:

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BY 20 APRIL PLEASE

COVER PICTURES

FRONT & BACK (UPPER): Club member Keith Hallock's Mk.II Saloon. Finished in all-over Snowberry White with Cardinal Red upholstery, the car was registered on 23.8.63 and has covered just under 25,000 miles. It has been in Keith's family since new and was stored under cover from 1973-8. After freeing an engine valve and replacing the tyre valves it ran well until early 1981, when the main and big end bearings were replaced, probably necessary due to low oil during the first 8,000 miles. Keith lives at Upper Belvedere, Kent.

BACK (LOWER): Club member Peter Liversidge's 1959 Mk.I Saloon at the Bromley Pageant of Motoring last year - an article on this event in this issue gives further details of the car, which has been resprayed to approximate to the original Horizon Blue/Black finish. Peter lives at Deptford, London.

FARINA  
EDITORIAL

by PAUL STAPLETON

As from this issue I shall be taking over the editing, production and distribution of 'Farina News' from Cynthia Hiller. In doing so I should like to thank Cynthia for writing and producing our magazine virtually single-handed since the club started in late 1979.

This winter there has also been some other reorganization of club officials, whose details will now be found either on or inside the back cover of every 'Farina News'. Phil Thomas has taken over the job of spares secretary from Alan Barton, whilst Alan is now responsible for co-ordinating Local Groups as well as his other tasks. Ed Evans and Phil Thomas can be contacted for technical advice and I have taken over as secretary from Cynthia Hiller. This seems an appropriate time to thank Cynthia for founding our club, which now has more than 175 members.

Our magazine and Members' Newsletters have also had to be rationalized due to lack of club finances, rising postage costs and a wish to improve the quality of production of 'Farina News' to that of other car club magazines. Consequently Members' Newsletters will no longer appear (unless some urgent news has to be circulated) but their contents will be incorporated into 'Farina News' which will appear in March, June, September and December. As the club grows there could be scope for a two-monthly magazine if subscriptions are raised, more articles are submitted by members and more help is given with production of the magazine.

Personal experience and contact with members leads me to understand that some of you may not have received 'Farina News' for many months. I do not understand why this is but I can only apologize on the club's behalf and promise that while I am editor all members will receive all issues from now on. If you have not received your magazine by the end of the appropriate month then get in touch with me at once. I would also like to receive from members articles, hints and tips on A40's in particular or motoring matters in general and comments, criticisms and suggestions about the magazine - if your letters are particularly interesting I will print them. I am also looking for good-quality black and white or colour photographs of A40's or club events for the front or back cover. If you would like your car to be famous please send me your photos, ideally 15cm wide by 10cm deep, although slightly smaller will be acceptable, and a couple of sentences about the subject(s). Larger prints (up to 21cm x 15cm) are acceptable for the back cover only. Photos will be returned after use with your copy of 'Farina News'.

## LOCAL GROUPS

The names of two Local Group Secretaries appear inside the back cover and more will be added as they come forward. The purpose of these groups is for nearby members to meet socially and to discuss A40 matters or anything else that interests them. Some secretaries may be keen enough to organize excursions or events at weekends whilst others may prefer just to have, say, a two-monthly evening meeting at a member's home. The minimum work involved is initially to circulate all members in your area asking if they would be interested in local group meetings, or better still, inviting them to an initial meeting at your home. Those that express an interest can be kept informed about subsequent activities which it is the Local Group Secretary's job to organize. The area you can cover depends on the activities: people may travel up to 50 miles for an all-day event but perhaps only half that distance for an evening meeting.

If you are interested in becoming a Local Group Secretary then send an S.A.E. to Alan Barton for the names and addresses of members within a 50 mile radius of your home (or less if required). He will then send me your details for regular publication in 'Farina News' so that new members or interested members outside your area can contact you. I would also like to receive reports from Local Group Secretaries on their group's activities for 'Farina News'.

## FLYPOSTERS

Help boost our membership by furtively sliding one of these under the windscreen wiper of any A40 you see on the road! This could be embarrassing if the owner is sitting inside at the time, in which case ask if he/she is a member of the club and if not offer them a flyposter in case they are interested in joining. I find that most owners are interested to hear that such a club exists and if they do not seem interested in joining they may do so later on. The leaflet gives details of the club's activities and Alan Barton's address and copies can be obtained free from me on receipt of a large SAE (or they can be enclosed with your magazine).

## EQUIPMENT LIBRARY

Alan Barton has the following equipment available at Colchester for loan to club members (deposit required in brackets):

Lifting Hoist (£10)  
Low Voltage Welding Equipment (£10)  
Eezi-Bleed Brake Bleeding Kit (£6)  
Piston Ring Clamp (£3)  
Ball Joint Separator (£3)  
Workshop Manual (£3)

If you have any tools you are prepared to lend members, please send me details and conditions of lending for publication in 'Farina News'.

## CLUB T-SHIRTS/SWEATSHIRTS

A profit of about £1 is made on each of these for purchasing scarce spares for the club. They are available in white, pale or dark blue, red, yellow or dark green and are of good quality. Prices, including V.A.T. and postage, are as follows:

<u>SIZE</u>	<u>T-SHIRT</u>	<u>SWEATSHIRT</u>
Small (34-36")	£3.85	£7.00
Medium (36-38")	£4.20	£7.75
Large (38-40")	£4.30	£8.05
Ex-Large (40-42")	£4.35	£8.25

Please send size and colour required to Alan Barton and allow plenty of time for delivery.

## ANNUAL GENERAL MEETING

I have written to two hotels, recommended to me by a friend in the Rover Sports Register, and to a University (which can offer accommodation out of term time) to ask if they can accommodate club members for a social weekend, which would include the A.G.M. and perhaps an informal rally. The aim is to hold this in April or July in the Midlands, the location and duration of the event being aimed particularly at members in outlying areas so that they can stay for one or two nights before the long haul back. If any members can recommend suitable hotels in the Midlands, with plenty of parking space, will they please let me know immediately so that I can contact them. Picking the brains of anyone you know in other car clubs may produce some possible venues. In the meantime please try and keep your April/July weekends free - you will be sent booking forms and details as soon as I have any success.

## RALLY

I have written to the A30/A35 Club asking if they would be interested in holding a joint rally with us, either at the time of their National Rally, or as a separate event, or alternatively whether they would invite us as guests to their 1982 or 1983 National Rally. Since our cars have so much in common I feel contact between the two clubs could be valuable and it would also help us to gauge how many A40 Farina Club members might turn up to an A40 rally. If anything comes of this you will be notified.

## BROMLEY PAGEANT OF MOTORING 1982

'Practical Classics' magazine who are sponsoring this event again have asked if we would like to enter a Club Stand. This would probably comprise up to three cars, suitable decorations and information on the club. Alan Barton has already contacted the Kent membership but if anyone else is interested will they please contact Alan immediately for further details. An article on last year's Pageant appears elsewhere in this magazine and this year it will be held on 31 May.

## FARINAS IN PRINT

Recently A40's have penetrated the motoring press in quite a big way. As well as the intermittent articles in 'Practical Classics' on restoring a Mk.I, an interesting, well-illustrated article on the car's history and a guide to buying appeared in the November 1981 issue of 'Thoroughbred & Classic Cars', in which our Technical Advisor Ed Evans played a major role and obtained some useful publicity for the club. If you missed it, the issue will be sent to you if you forward a £1.50 cheque payable to 'IPC Business Press' to: Sundry Sales, IPC Business Press (S&D) Ltd., Quadrant House, The Quadrant, Sutton, Surrey SM2 5AS. Appropriately an article on dealing with rust appeared in the same magazine, presumably to be read as soon as you have purchased your A40!

'Practical Motorist' have also purchased a Mk.I for restoration, which they intend to do 'from the point of view of someone working at home, not necessarily with a workshop or even a garage in which to work'. The first article appeared in the January 1982 issue and introduces the project as well as covering initial dismantling, with copious illustrations. The February 1982 issue covers testing and rebuilding the engine. Back issues will be sent to you for 90p each and are obtainable from: IPC Magazines Ltd., Post Sales Dept., Lavington House, 25, Lavington St., London SE1 6PF.

## FULL CIRCLE

I was amused by a recent advert in 'Civil Service Motoring' proclaiming 'Cosworth technology cuts motoring costs! New FILTERON Air Filter for Ford and BL cars never needs replacing'..... I wonder if they've ever looked under the bonnet of a Mk.I A40?

# SPARES FARINA

compiled by PHIL THOMAS

I have just taken over the spares secretary job from Alan Barton and at the moment I am trying to sort out the spares situation. This is where you can help me. If you know of any genuine BL parts going spare anywhere or have had to chase around for spares and found items that are surplus to your requirements, then please write to me. Also, if you have difficulty in obtaining something then I would like to know.

According to Alan's lists, some of you were asking for spares but as such a long time has elapsed since they were originally asked for you may have already obtained them. If you still urgently require something perhaps you could remind me, then by the time the next 'Farina News' comes out I shall be in a better position to let you know. Please enclose an S.A.E. when writing and quote your membership number. My address is inside the back cover.

The following parts have been requested by members. If you have any of the following for sale please write to me quoting your membership number and enclosing an S.A.E. if a reply is required:

Door Locks; Front Grille Mk.I & Mk.II; Rear Springs; Seats; Trim Parts; Rear Window Rubber; Wheel Trims; Bumpers; Chrome Headlight Rings; Tail Light Chrome; Boot Lids; Front Wings; Front Aprons.

### PARTS AVAILABILITY

There is a wide range of parts still available for the A40. The only difficulty is body parts and trim. Most engine, gearbox and axle parts are still available from BL agents. Quinton Hazell have quite a range of parts including steering bush kits, track rod ends, clutches, bearings etc. Lockheed still have all the braking parts even including brake drums.

### EXHAUSTS

Quinton Hazell are selling off their exhausts to clear their stocks. The prices are: Mk.I £11.36 complete and Mk.II £11.80 complete. Anyone interested can contact Peter Wood of Quinton Hazell on 0676-32131 who will arrange to have the items delivered to a stores near you.

An even cheaper source of Mk.II systems is the Austin A30/A35 Owners Club who have several complete systems available at £7.50 each and some front pipes at £2 each. The parts are with Mr. E. Bentley, 2, Byron Close, Hallows, Dronfield, Sheffield S18 6NG. He is not on the phone but can be contacted via his colleague Mr. S. Atkins on Dronfield 419527.

### CHROME HEADLAMP SURROUNDS Mk.I

These may still be available from Unipart - to find out, confront them with the part number 47H5059 and ask if it can be ordered. Last year they were priced at around £8.

### CHROME HEADLAMP RING Mk.II & REAR LIGHT UNIT Mk.I & Mk.II

These are obtainable from Vintage & Classic Car Spares Co., Lambert Works, Colliery Road, Wolverhampton W11 2RD. (Phone 0902-55561). Prices

last year were £3 and £10 respectively.

### WINDSCREEN RUBBERS Mk.I & Mk.II

These may still be obtainable on order from Unipart - the part number is 14A5617 and the price last year was £7.

### RUBBER GEAR LEVER GAITERS Mk.I & Mk.II

These are identical to those used in the Austin-Healey 'Frogeye' Sprite and are obtainable as such from Moto-Build Ltd., 128 High Street, Hounslow, Middlesex. (Phone 01-570-5342 or 5437). Price £1.85 + V.A.T. and carriage.

### NEW SPARES

Chrome headlamp surrounds Mk.I £3.50; front sidelight units £5; rear light units Mk.I and Mk.II £12; stainless steel surrounds for door windows Mk.I and Mk.II De Luxe models £2; front bumper overrider Mk.I De Luxe £4.50. All prices excluding carriage. Darryl Swift, 25, Clarendon Road, Wallasey, Merseyside L44 8EH. Phone 051-638-4053, best after 9.30 p.m.

### NEARSIDE DOOR Mk.II

Complete with hinges; new genuine BL part. £20. Tim Knight, 22 Burchell Road, Speen, Newbury, Berks. Phone 0635-30526.

### SECONDHAND SPARES

Radiator £5; offside door Mk.II £5; rear shockers Mk.II £3; battery charger £10; footpump and gauge £4; four halogen spotlamps £8; stereo car cassette player £10 or £40 the lot. Scrapping a 1964 Mk.II. Anything else on the car free if the above lot is bought. Mr. L.E. Hawkins, Green Owl Tavern, Camber Sands, Rye, Sussex TN31 7RE. Phone 07975-284.

### 'GOLDMINE'

Club member Graeme Orr tells us of a good scrapyards with about four A40's in it, two of them undercover. The owner is Mr. C. Smith, phone Melbourne (Yorks.) 300 (STD code 07593).

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# FARINA WINDSCREEN

BROMLEY PAGEANT OF MOTORING 1981

by Paul Stapleton

This annual event was held at Norman Park, Hayes on Sunday, 28 June and for the first time was sponsored by 'Practical Classics' magazine. Their offer of a free entry pass to readers, thus saving 50p, had to be weighed against personal doubts as to whether my rather scruffy-looking A40 Mk.I saloon was good enough to enter. The deciding factor was the opportunity this event would give to publicize our club, so I spent the previous weekend busy with stencils to produce a small publicity board

inviting interested parties to take a free leaflet and then drove from Hereford to my parents' home at Epsom on the Friday, hoping that the prominence of grey primer on my car would be offset by my being the furthest-travelled participant!

After a busy Saturday evening with soap and water, and metal polish ably wielded by my mother, the car looked smarter than it had done for years, especially when I reattached, by means of wire loops, some chrome trim which had tired of life on the wings and dropped off some years ago.

The pageant, which was to consist of a concours display of the best-kept cars, displays of three cars by various owners' clubs, and a 'one-make' car park for the hoy-paloy which included myself, was held at a spacious sportsground-cum-park in north-west suburban Kent and included entertainment for the family in the form of about 40 sales and craft stalls and various sporting events throughout the day. On arrival soon after 10 a.m. we were efficiently waved through by various marshalls until we reached the Austin park, where I reversed in next to an A90 Hereford and was followed by an A40 Devon pick-up. I had noticed an A40 Mk.I already there and was also pleased to see a gleaming Mk.II come in a few cars later. After wedging the publicity board in the windscreen and attaching the fly-posters to a wiper arm my mother and I started on the coffee and were pleased to be interrupted by several people who had spotted the board and wanted to chat about their A40's, or friends' A40's, or the club. For me the event was memorable not so much for the cars but for the friendly, informal chats one could have with complete strangers about common interests.

I first wandered round the concours park, where there were a few pre-war vehicles but mostly '50's and '60's cars, including a number Super Snipe Series IV which had featured in a 'Practical Classics' article, a nicely turned out cream A35 and a Lotus Cortina Mk.I. In the club displays there were entries from the Jensen, Vanden Plas and Minor Clubs and Rover P4 Drivers Guild, among others, each of which showed three cars in beautiful condition. An added bonus was a handful of stalls selling spares and publications (including 'Practical Classics' who brought along their newly-acquired Riley 1.5). In the 'one-make' parks it is easier to record which cars weren't there. In the Austin line-up there was an A50, a Somerset and a Devon (but surprisingly no A30's) and opposite was a wide variety of Mini's. In spite of the event coinciding with the Ford 100E Rally there were a few of these at Bromley, as well as several Consul Classics. There was a good turnout of some very nice Sunbeam Rapiers and Triumph Herald's and it was also good to see a PA Cresta, and a pair of immaculate Standard Tens entered by one household. I was interested to see a Unicar, a '50's micro-car of which I had never heard, entered for the 'Bravest Restoration' competition.

I was also interested to inspect the two other A40's and compare notes with their owners. Knowing the maximum speed of a Mk.I to be around 72 m.p.h. I was a little surprised to be told by the owner of the Mk.I (Mr. Peter Liversidge, now a club member) that he had taken it up to 80 m.p.h. but found the gearstick vibrated so he preferred to cruise at 70! All was explained when we looked under the bonnet and found he had a Mk.II 1098cc engine and accessories. With the lighter Mk.I body that must be quite a nippy car. Other Mk.II features included a bootlid and back seat. Radial tyres from a DAF had been fitted, so the car sat a little low but now corners beautifully compared with using cross-ply's. I was also interested to hear that a tailpipe and silencer off a Mk.II had been fitted, so this part, although not identical with the Mk.I version, appears to be interchangeable.

The Mk.II saloon had come all the way down from Manchester, driven by a club member (my apologies - I forgot to ask your name!). A nice touch was to pick out the wheel nut cover 'A's' in red paint. A Mk.I wing had been ingeniously converted at the front to fit.

Another owner told me he had got 50 mpg out of his Mk.II on holiday (who needs a Metro?!). A recurring theme in discussion was the importance of greasing the swivel pins and lower outer fulcrum pins. The general consensus was that this should be done at least every 1,000 miles if you cover only a few thousand miles per year, otherwise the grease that is in there solidifies, preventing any more being injected, and rapid wear of the swivel pins and their metal bushes ensues which can lead to heavy steering and can cost around £50 per side to put right at the garage. Unfortunately this advice came a little too late for me but that will be the subject of another article! One sad tale was related by the friend of an A40 owner who had got through several sets of swivel pins and was seriously thinking of giving up his car because of the expense. Fortunately his friend had been able to pinpoint the problem (the garage doing the servicing was failing to grease the suspension properly) and rebuilt the suspension for him. So make sure your garage is pumping grease in until it oozes out of the suspension joints and grease more frequently than the recommended 3,000 mile interval in the Mk.II handbook (which was my downfall) unless you do an average mileage of 12,000+.

In conclusion, a very enjoyable event, which included a handful of cars scruffier than mine so you don't have to own a concours example to come along. I look forward to meeting more A40 owners next year if I can make it and hope I can get rid of even more club leaflets than the 16 that were taken this time.

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## G A R I N A

REPLACEMENT FRONT WINGS (PART I)

by Ed Evans

As anyone who has tried to obtain a new replacement front wing will know, they are virtually impossible to purchase. So what are the alternatives?

- The dreaded fibreglass wing.
- Having a one-off wing fabricated (O.K. for millionaires!).
- A good used wing from a scrapped car.

The removal of the replacement wing is not as difficult as one may think, thanks mainly to B.M.C.'s sparing use of spot welds! Provided one has reasonable access to the car i.e. it is not the top car in a pile of five in a local breakers, the job should take between one and one and a half hours.

The procedure for removal is as follows:

- Carefully remove grill, bumper, wiring, lights, trim etc.
- Remove bonnet stop rubbers and (on nearside wings) bend back bonnet safety catch plate.
- Remove the two bolts that hold the outer wing to the bulkhead. This job will be easier if the bolts have been soaked beforehand with penetrating oil. One bolt is accessible from

inside the car at the rear of the dashboard, above the trim abutting the end of the parcel shelf. The other is on the door pillar, just above the top hinge.

- 4) Remove nuts and bolts joining front of wing to upper and lower skirts/valances.
- 5) Break the spot welds holding the rest of the wing to the car. The easiest way to do this is to drill out the first two or three spot welds with a 3/16" twist drill. Next, split the remainder using a very sharp wide bolster chisel. Take it slowly and check both sides after each cut for excessive tearing and distortion.

**COST:** From breakers, the going rate for wings is between £6 and £12, depending on condition, but remember, it is worth spending time looking for a good wing, as they can still be found.

**NEXT EDITION:** Cleaning and renovating the wing and a separate article on overhauling the wheel cylinders and bleeding the brakes (A40 Mk.II).

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compiled by PHIL THOMAS

#### Mk.I SALOON

1959, Sutherland Green, 92,000 miles. Reg. no. EDJ 210. All original, including (unused) tool kit, except for new tyres and exhaust. Undersealed. MoT and all papers available. In magnificent condition according to the owner and a bargain at £500. Mr. H. McCulley, 90, Mulberry Avenue, Eccleston, St. Helens, Merseyside. Phone 0744 30435.

1959, Agate Red all over, 78,700 miles. Reg. no. 117 FYC. Good Mk.II 1098cc engine and gearbox, new clutch and tyres. Failed MoT Sep. 1981 on split exhaust pipe and worn kingpins. Bodywork above-average: front and rear panels rust-free except for panel surrounding radiator; no rust in doors or bulkhead, not even in the 'mud trap' at the back of wings. Front wings very good except for rust around headlamps and in panels adjoining radiator grill. Rear wings rusted immediately behind rear wheels and also at back on offside. Nearside outer sill just starting to rust through. Inner sills and floors solid except for around front passenger footwell, where inner sill and floor have corroded through. Bootlid slightly rusty in outer skin only.

Black and red interior, Mk.II front seats. Parcel shelf and one or two dashboard items missing. Inspected by Paul Stapleton, this would make a tidy (and nippy) car with a little work and is a good buy at £50 o.n.o. Contact the owner: Pete Downey, Cap House, Llangula, Pontrilas, nr. Hereford. Phone Golden Valley 240242.

1960, Sutherland Green, 71,000+ miles. JKE regn. Failed MoT in 1976 on rusty outer sills, garaged since. Gearbox, engine and differential are good secondhand units. Bodywork above-average: front and rear panels and bulkhead rust-free except for minor rust in panel surrounding radiator; inner sills and floors solid except for small area around front passenger footwell.

Wings a little dented but above-average: rear only slightly rusted at back; front somewhat rusty at back and adjacent to radiator grill. Virtually complete bar parcel shelf and boot canopy. Carpets above-average. Inspected by Paul Stapleton, this car is mechanically sound and should only need attention to the brakes, which have partly seized, and two new sills (available with the car) for its MoT. The owner, Mr. M. N. Brazier, 50, Royal Drive, Epsom, Surrey (Phone, office hours, 01-688-8206) is offering it FREE with a useful quantity of spares (including a differential, half-shaft and light units) to anyone willing to get it back on the road. To stop the car going for spares a deposit of £40 is asked for which will be gladly returned when the car has passed its MoT.

Club member Mr. P. R. Liversidge has kindly reported one in good condition offered at £750 by Wadham Stringer, 43, Eltham High Street, London. Phone 01-850-3801.

#### Mk.II SALOON

1963, Horizon Blue, 31,500 miles. Offers to Mr. D. Ryan, 123, Patton Road, Biggleswade, Beds. Phone 313869.

1967, was Cumulus Grey, resprayed blue. Low mileage, red interior. Failed MoT on bodywork. Offers to club member Hugh Thomas, 27, Newberries Avenue, Radlett, Herts. (Daytime: phone 01-253-8455 Ex. 283. Weekends only: phone Radlett (09276) 5190).

#### Mk.II COUNTRYMAN

1962 for spares. Red, reg. no. SES 687. Engine and gearbox O.K. Contact club member Mrs. Mary Fordham, 5, Garrington Close, Maidstone, Kent. Phone Otford (09592) 2509.

1963, Cumulus Grey, 56,000 miles, reg. no. 149 HBF. Inspected by Phil Thomas. £195. Contact P. Wood, 'The Hollies', Church Street, Rugeley, Staffs. Phone Rugeley 2999.

F registration. Failed MoT on shock absorbers, kingpins and wings. Willing to split for spares. Contact Mr. J. H. Hammond, 46, Church Lane, Heacham, Kings Lynn. Phone 0485 70274 (evenings).

One available for spares or repair. Contact club member Graeme Orr, 7, Marchmont Crescent, Edinburgh. EH9 1HN. Phone 031-229-3215.

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#### A40 FARINA CLUB OFFICIALS

PLEASE ENCLOSE A STAMPED ADDRESSED ENVELOPE IF MAKING AN ENQUIRY BY POST.

##### SECRETARY & 'FARINA NEWS' EDITOR:

Paul Stapleton, 7, Rosemaund Drive, Preston Wynne, nr. Hereford. HR1 3PF.

##### MEMBERSHIP SECRETARY & TREASURER:

Alan Barton, 5, Othello Close, Colchester, Essex. CO4 3LB. (Col. 861677).

##### SPARES SECRETARY & CAR SALES:

Phil Thomas, 29, Hartlands Road, Eccleshall, Stafford. ST21 6DW.

##### TECHNICAL ADVISORS:

Ed Evans, 206, Chester Road, Watford, Herts. WD1 7RJ.

Phil Thomas (address above).

##### LOCAL GROUP SECRETARIES:

ESSEX: Steve Wooldridge, 16, Whytewaters, Vange, Basildon. (0268-554834).

SURREY/SUSSEX: Cynthia Hillier, 15, Holly Hedge Close, Frimley, Camberley, Surrey. (0276-24607).

