

F A R I N E W S A



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CONTRIBUTIONS FOR NEXT ISSUE: Typed or neatly handwritten items and sharp photos (minimum size $\frac{1}{2}$ in. x $\frac{5}{8}$ in.) to the Editor:

Paul Stapleton, 31 Prentice Close, Longstanton, Cambridge CB4 5DY

BY 20 OCTOBER PLEASE

COVER PICTURES The Bromley Pageant of Motoring, 26 June, photos courtesy of Tim Hinton.

FRONT: The Club Stand - a trio of Mk.2's in similar formation were to the right of the tent.

BACK (UPPER): 'And what the blazes do you two think you're doing - I thought I told you to polish those Mk.1's !!!'. Peter Beattie in action on the club stand.

BACK (LOWER): The Club Secretary feeding his face in the one-make parking area amidst a cache of spares from the Autojumble and backed by cars belonging to (from right to left): London member John Cahagan; the Essex Group Secretary; the Spares Secretary and the Secretary. Contrary to popular opinion the latter vehicle was not entered for the 'Bravest Restoration' Competition!

A40 FARINA CLUB SERVICES (continued from inside back cover)

CLUB PUBLICITY MATERIAL: Flyposters from Alan Barton (Memb. Sec.) or Paul Stapleton (Sec.). Various windscreen posters (inviting people to take flyposters) from Paul Stapleton. Extra club windscreen stickers from Alan Barton @ £0.50 each.

'FARINA NEWS' BACK NUMBERS: Detailed contents and price list of all issues from Paul Stapleton (Sec.). Copies from £1 per magazine inc. p&p from Mervyn Taylor, 5, Buffett Way, Colchester, Essex.

STEEL WINGS/BODY PANELS/REPAIR SECTIONS: Details from Radford Panel Co. Ltd., 2, Wise Terrace, Leamington Spa, Warwickshire CV31 3AS. Tel. 0926 313801. Please quote your membership number.

EQUIPMENT LIBRARY: Lifting hoist, arc welder, Bezi-bleeder, piston ring clamp, ball joint separator, workshop manual for loan from Alan Barton (Memb. Sec.).

F A R I N A EDITORIAL

by PAUL STAPLETON

Thank you to all those who supported the Club's second 'AGM & Social Weekend' at Ancaster Hall, Nottingham University on 9 - 10 July. We were well pleased with the turnout of 97 members and guests, an increase in attendance of 64% over last year which exceeds the increase in members over the same period. Next year's event has been booked at the same venue for the second or third weekend in July, so please keep these dates free. An illustrated report on this year's event will appear in the next 'Farina News'.

A40 FARINA SILVER JUBILEE BOOKLET

Thank you to those who pre-booked their copy of this definitive history of the A40 Farina. A late flood of bookings at Nottingham has given us the confidence to print in A4 format on art paper with a heavy-duty glossy coloured cover and I can assure you that the quality of reproduction will be exceeded only by the quality of the information inside! A lot of fascinating material has been accumulated over the past few months. We will doubtless acquire more in the future and solve some of the contradictory facts that still remain but for the time being I think this booklet will be a worthy tribute to 25 years of the A40 Farina and it should give the Club much valuable publicity next year.

All being well the 20 page, illustrated booklet will be circulated with the next 'Farina News' to all those who have ordered one. Copies may be ordered from Keith Hallock (address inside back cover) at £1.75 including postage and packing (cheques payable to 'A40 Farina Club').

CLUB SHIRTS

Children's sizes are now available in a limited range of colours and T shirts are now available in round neck or V-neck form. Full details appear inside the back cover.

ANNUAL GENERAL MEETING

Despite the bumper attendance at the rest of the Club week-end at Nottingham University, only 25 members and 11 guests attended the AGM, held at 2.15 pm on Sunday 10 July. This was a similar number to last year but constituted less than 7% of the membership. We hope this is a sign that you are happy with the Club as it is!

The Secretary's Report stated that an encouraging 13% of the membership turned out to the Club's first national event in July 1982. In the following 12 months we lost 82 members but enrolled 208 new ones. Current membership stood at 374, a net increase of 51% over the year. We were not aware of anyone leaving due to dissatisfaction with the Club but if anyone knows of a member leaving for this reason we would like to hear about it. Thanks were given to Jean & Stan Stapleton, Anne and Charles Vallender and Phil Thomas for circulating 'Farina News'. The Club still remains in need of a legal advisor.

The Spares Secretary's Report stated that we had acquired a Supercessional Parts List, giving all changes in BL part numbers, and a vehicle Application fiche, listing parts common to the A40 Mk2 and other BMC/BL cars. There was currently no problem in obtaining the majority of A40 spares but where an item became obsolete the Club would arrange remanufacture if sufficient demand existed.

The Treasurer's Report for the period 1.6.82 - 3.5.83 showed an income of £2182.94 and an expenditure of £1698.92.

The present committee was re-elected unopposed but no one came forward to fill the vacant committee post.

During discussion it was pointed out that a large Club banner could be made for around £15. Local Group Secretaries might like to raise funds to purchase these for use by their group when attending rallies.

We were often notified of rallies too late to publicize them in 'Farina News'. To overcome this problem it had been hoped that the vacancy on the committee would be filled by a Publicity Officer also responsible for co-ordinating club attendance at rallies. Alternatively this job could be done by a non-committee member. Anyone interested in taking on this task should contact the Secretary for further details. Local Group Secretaries were advised to contact local groups of other car clubs as these were often well informed as to coming events.

After an unsuccessful attempt last year the Treasurer had succeeded in contacting the Classic Vehicle Clubs Committee for details of membership. It appeared that legal advice could be obtained by joining and there was general approval that we should join.

CAR RESTORATION EVENING CLASSES

The Colchester Institute is to run a 32' week evening course on the restoration and care of classic cars, covering accident and corrosion damage, trim and upholstery repairs, engine overhauls and the maintenance of other mechanical components. Further details are available from G.B.Scott (Head of Auto Engineering) Colchester Institute, Sheepen Road, Colchester, Essex Tel (0206) 570271. Those of you who cannot attend this particular course might like to enquire whether your local Adult Education services are running anything similar and if not, encourage them to do so.

LOCAL GROUPS

ESSEX: Attracted eight members to its latest meeting.

KENT: Have really been flying the flag for the Club this season. Peter Beattie exhibited his Mk.2 Countyman at the Wrotham Classic Show and arranged a team entry for the Biggin Hill International Air Fair, where four A40's arrived on the Saturday and five on the Sunday. Piece de resistance was undoubtedly the Bramley Pageant of Motoring where the Club had a double stand of six cars, complete with tent, Club banner, information desk and photographic display. In addition about 20 club A40's turned up in the 'one make' park. Thank you to those who put in the hard work involved in the Club stand - it was a credit to the Club.

A special joint meeting with the Kent Group of the A30/A35 Owners Club will be held on 17 September at the Cock & Horse, Detling, nr.Maidstone. Further details from Peter Beattie (address inside back cover).

SCOTLAND: met on the 22nd May at the Glasgow Museum of Transport with an excellent turnout of members but only three A40's! However several major rebuilds are in progress. There was much useful swapping of information and spares sources. Robert Bonfield deserves a mention for enthusiasm as he and his family travelled all the way down from Aberdeen to attend. The Museum can be recommended, having a good collection of cars manufactured in Scotland. What's more, despite folklore about the Scots, entry is free!

SURREY: As well as supporting KENT at Biggin Hill and Bromley, also met at Nonsuch Park, Cheam on 2 May to attend the Transport Spectacular and Fair. Four members attended, of whom two entered cars in the event, and two Kent members came along as guests. The event was interesting but a little commercial, disco music over the public address system not really being in keeping with the age of the cars present. However, despite the usual rain and mud which accompanies a Surrey/Sussex group meeting, everyone enjoyed the day!

MAKING CONTACT

Several members have asked whether we will publish lists of member's names and addresses. After discussion we decided against this as such lists could get into the wrong hands and be used for receiving junk mail. Also some members may regard being telephoned by other members as an invasion of privacy. However,

to help members contact one another locally where there is no local Group we can offer the following service. Compose a short letter giving your name, address and telephone number(s) and inviting local members to contact you. Send up to 20 copies in A5 (ie. 'Farina News') size or smaller to Paul Stapleton to arrive by the copy deadline for the next 'Farina News' and these will be circulated with the magazine to the members nearest you free of charge. If nothing happens you can always try again, circulating members further afield.

DO YOU WANT TO BUY AN A40?

Only some of the cars we are offered for sale appear in 'Farina News', many being of the 'must shift it by next Saturday' category about which we can do nothing. However, if you want details of all cars for sale notified to you personally, please state which models/colours/price ranges you are interested in and send a supply of stamped addressed envelopes to Paul Stapleton, who will send you details as they arrive.

COMING EVENTS

10-11 September Tonbridge Steam & Country Fair, Hall Place, Leigh, Tonbridge, Kent.
Dover Transport Museum Society, Waldershore Vintage Weekend, Waldershore Park, Eythorne, nr.Dover, Kent.

BUREAUCRACY GONE MAD

If any of you have a car which has not been issued with a blue, computer-printed Vehicle Registration Document you must apply for one by 30 November 1983 or else you will lose its present registration number. To apply, send the vehicle make and registration number to DVLC, Longview Road, Swansea SA6 7JL, stating your name, address and postcode. Enclose an old log book, tax disc or MOT certificate if you have them and if you want them returned, state this clearly.

After 30 November any vehicle without a VRD will be allocated a different registration number when this document is applied for. I have seen two A40's re-registered due to member plate transfers and in each case a mark of the same year and registration authority was issued - some small consolation although I am not sure whether this is still the practice.

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HALF A HALF SHAFT by DUNCAN RUSSELL

CAUSES AND SYMPTOMS

The halfshaft can be broken quite easily by either letting the clutch in very sharply (ie. 'dropping the clutch') or by letting the clutch up to engage a forward gear while the car is rolling backwards or even by starting in gear. The symptom is a sudden loss of drive to the rear wheels and the immediate thing to think is that it is a worn clutch, but you get no drive at all and this can be accompanied by a horrible grinding noise! If you suspect a broken half-shaft then it is quite safe to have the car towed.

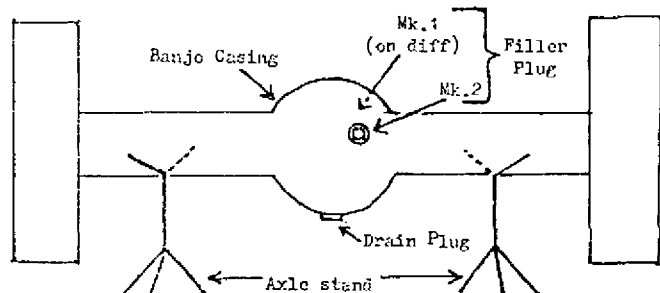
PARTS REQUIRED

One replacement halfshaft (common to Morris 1000's and early Midgets and Sprites with steel wheels) BL part no. 8TA 806 @ £32.25 + VAT; one differential gasket: BL part no 2A 7027 @ 20p + VAT; two halfshaft gaskets: BL part no. GFG 110 @ 8p ea. + VAT; two pints (approximately 1 litre) of EP 90 oil. You may also

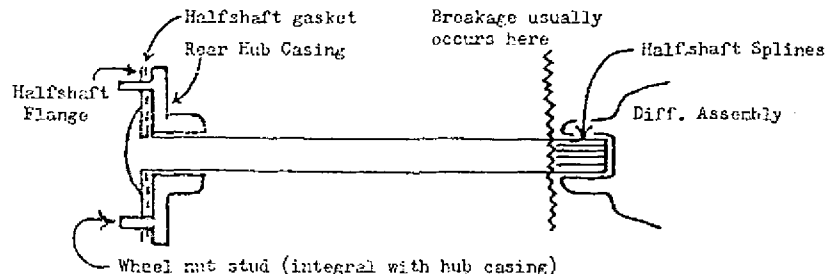
require two rubber O rings: BL part no.ATA 7225 @ 46p ea. + VAT.

DISMANTLING

The car should be placed on a hard level surface and the front wheels chocked. It should then be jacked up at the rear and placed on axle stands as shown below. The propshaft rear flange and the differential flange which abuts it should be marked with a chalk or a dab of white paint so the propshaft can be replaced in the correct position to preserve the balance. The propshaft is fixed to the differential by four set screws with nylock nuts which are easily removed by rotating the propshaft or rear wheels to gain access to each one. Once removed



a clean rag should be wrapped around the gearbox end of the propshaft to keep out grit and it should be stored out of harm's way. The banjo drain plug can now be removed and the old oil drained off into a suitable receptacle such as an old washing-up bowl or a plastic jerri-can with one side removed. While this is being done the rear wheels should be removed and the handbrake fully released. The rear brakes should be slackened off by turning the square adjusters on the back plate anti-clockwise (Mk 2 cars) or the serrated clicker wheel inside the brake drum anti-clockwise (Mk 1 cars). The brake drums are now removed by unscrewing the two Philips screws and simply pulling off the drums. Tap the edge of the drum from behind with a soft headed hammer if necessary.



You should now see the end of the halfshaft, a domed shape with a single Philips screw holding it in place. This can be undone and the halfshaft removed, taking care not to drip oil onto the brake linings. If necessary tap the halfshaft flange on the side with a soft-headed hammer to loosen. Once both halfshafts have been removed you can remove the differential by undoing the eight nuts on the outside of the casing in opposite pairs so as to keep equal pressure on the casing. By wiggling the diff. it should come out but if not a few blows with a soft hammer will crack the seal. Take care when it is free as it is quite heavy. You should now see the broken end of the halfshaft lodged in the differential wheel. It can be tapped out by using a long thin-bladed screwdriver from the opposite side. You should inspect the diff. for damage by broken bits of metal but hopefully they will have dropped to the bottom of the banjo casing. The casing should be cleaned out with a clean rag.

REASSEMBLY

If everything is alright you can replace the diff. with a new gasket, remembering to tighten the nuts up equally in opposite pairs. Each halfshaft can now be replaced after fitting a new halfshaft gasket and placing the large rubber 'O' ring in the rebate in the hub casing. Once you have lined up the Philips screw hole in the halfshaft flange with the threaded hole in the hub casing, push the halfshaft in as far as it will go, then manoeuvre it up and down and from side to side, rotating slightly until the splines engage with those in the differential. Replace the Philips screw. Once both halfshafts are refitted and the brake drums replaced and secured with their screws the drain plug can be cleaned and replaced and the filler plug removed. New EP90 oil is added until it starts to overflow out of the filler hole. Then replace the filler plug. The propshaft can now be put back taking care to align the flange marks. The brakes are adjusted back up, the wheels fitted and you are in motion again.

Two tips from Phil Thomas:

- 1) I always fit two halfshaft gaskets to each halfshaft, one on top of the other, to give a better seal as oil is prone to leak here.
- 2) I once removed the broken end of the halfshaft without removing the differential at all, by pushing a long, tight-fitting plastic tube (such as that from a vacuum cleaner) over the halfshaft end and then pulling it out.

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compiled by PHIL THOMAS

SPARES SUPPLEMENT

Thank you to all who contacted me about the spares supplement with your compliments and criticisms. Did you notice the errors and omissions? On page six the Mk.1 rear spring should read part number 21A 475 and not 21A 457. On the same page, the window winder regulator which fits the drivers' or passengers' doors should read 14A 8266 and not 14A 8226. There are also some important parts missing as tabulated overleaf.

If you have just joined the Club and would like a copy of this 8 page list of current A40 spares then send Mervyn Taylor (address inside front cover) a £1 cheque or P.O. for a copy of 'Farina News' No.13 which is on sale at this special price while printed stocks last.

LEAF SPRINGS

Member R J Lyon has informed us that L V W Motor Factors Ltd., PO Box No. 5, Sandford Street, Birkenhead, Merseyside L41 1HR Tel 051-647 9527 can supply MK2 rear springs for £21.78 + VAT less 5% for A40 Farina Club members. He also tells us that there is a pair of MK1 rear springs for sale from Mr. T Moore, 25, Southgate, Barnsley, S.Yorks. Tel 0226 64764. (MK1 rear springs are still available from BL @ £10.20 each + VAT. See p6 of the spares supplement).

CHROME PARTS

We have had details of ornamental castings and chrome parts for classic cars. They are made by Ashwater Forge and Foundry, 34, Fore Street, SEATON, Devon EX12 2AD (tel. Seaton (0297) 20878). If you send them a chrome pattern they can manufacture it for you. Please send an SAE with all enquiries. We would like feedback on anyone using this firm.

	BL		QUINTON HAZELL		MOPROD		AP-LOCKHEED	
BRAKE PARTS - ALL MODELS	PART No	£	PART No	£	PART No	£	PART No	£
Brake Master Cylinder	GWC 153	23.80	-	-	-	-	4222-163	23.57
Repair kit (early type)	8G 8258	3.50	BMR 2120	2.87	M71535	3.06	KL71535	3.45
Repair kit (later type)	BIM7125	3.40	-	-	-	-	SSB 959	3.34
Front wheel cylinder RH	GWC 108	8.15	-	-	-	-	4241-551	8.07
Front wheel cylinder LH	GWC 109	8.05	-	-	-	-	4241-552	7.99
Repair kit	8G 8230	1.15	BWR 2508	1.22	M553	1.32	SSB 553	1.47
Front brake hose	GBH 105	4.90	BFH 4170	4.24	BH 225	4.48	KL100709L	4.87
Rear hose (MK2)	GBH 110	4.05	BFH 4167	3.80	BH 222	4.42	KL100705L	4.39

STAINLESS STEEL LINERS FOR WHEEL CYLINDERS

David Vanev tell us that J.C. Pollard, 'Peacocks', Outgate, Ambleside, Cumbria are able to line brake master and wheel cylinders with stainless steel liners.

The prices are £40 for master cylinders and £12 for wheel cylinders. The MK1 frame cylinder is £10. Once this operation is done the cylinder is rust free for life. J.C. Pollard offer A40 Farina Club members a 15% discount. Postage must be prepaid for return of the reconditioned units.

WINDSCREEN RUBBERS

We are still awaiting quotations for rear windscreen rubbers from BL heritage and Edgware Motor Accessories. Details will be given as soon as we get the information.

Member Peter Addiscott tells us that he has adapted a Hillman Hunter front windscreen rubber to fit the A40 rear window. The top and side measurements are almost the same but the bottom needs to be cut and re-joined to make it fit. With a little effort it does the job but a different plastic type trim is also required. The price was around £10 + VAT.

Thanks go to Peter for negotiating a special price for front windscreen rubbers of £10 + VAT and carriage. The firm concerned will fit the rubber free if the car is taken to them. They are Highway Windcreens, Sutton House, Guilden Sutton Lane, Chester. Tel Chester (0244) 311750.

Birmingham Safety Glass have written to ask us to add vat and carriage to the prices quoted in the spares supplement and in Farina News No.12.

CARBURETTOR PARTS

Club member Duncan Russell would like to recommend B.G. Carburettors Ltd. 87, Hillingdon Hill, Hillingdon Village, Uxbridge UB8 0JQ (Tel. Uxbridge 35747) who stock a range of parts for the A40 Mk.2 carburettor.

SPARES FOR SALE

BREAKING FOR SPARES 1961 MK1 COUNTRYMAN due to accident damage to front end NS. The car has a new battery, reconditioned engine 948cc, new clutch plate, reconditioned carb and a reconditioned 1098cc gearbox. Mr. G Darnell, 14 South Terrace, Suxton, Chorley, Lancs. Tel Chorley 63861 most evenings.

BRAND NEW BL MK1 FRONT GRILLE £5 + VAT and carriage. Williams Automobiles Ltd., Eastville, Bristol BS5 6SB. Tel Bristol (0272) 511767. Ask for Mr. Desmond or Mr. Edwards. Thanks go to member Richard Veevers for this information).

NEW BL 4.55 : 1 ratio differentials (suitable for 948cc engine cars) £35 + VAT and carriage. Morris Minor Centre, Parade Service Station, The Parade,

Birmingham Bl. Tel 021-236 1341. (This part is still available from BL part No. DTA 1345 for £34 + VAT). Thanks go to member Simon Evans for this information.

REAR SIDE BUMPERS for MK1 and MK2 cars £4 each + carriage. Alan Vasa, c/o Pangbourne College, Pangbourne, Berks. Tel Pangbourne (07357) 4596.

NEW NON-BL PISTON RINGS 2.4775 diameter - 948 cc, Also + 10 and + 30 oversize £3 per set. Mr. A E Jenkins, Saratoga, Ponsarn, Carmarthen, Dyfed SA31 2JY.

SECOND HAND SPARES Countryman rear doors £18. Engine and gearbox £20. New near-side fibre glass wing plus many more items. Mr. P Duncan, The Craft, Station Rd., North Kilworth, Lutterworth, Leics. LE17 6ER Tel 0858 880642.

ALL NEW GENUINE BL PARTS unless otherwise stated. MK1 Fuel Tank 2A 2143, MK1 Front bumper second hand very good. MK1 fuel tank sender unit 2A 404R. 2 off MK1 rear silencer and tail pipe 2A 2111. MK2 Countryman boot lid BLA 2082. MK2 rear nearside quarter panel BLA 1905. Countryman rear window seal 14A7218. Countryman boot lid seal 14A 7268. MK2 handbrake cable 21A 987. Front RH wheel cylinder GWC 108. Track rod end RH thread 21A 1074. Brake Master cylinder (early type) GMC 101. MK1 Saloon boot lid used but in very good condition. MK2 complete side panel. Mr. G Ryan, 16 Paignton Close, Billinge, Wigan. Tel 0744 893445 after 6pm.

SECONDHAND kingpins, wishbones, stub axles and rubber bushes only 3 months old. Tel. 01-302-5830 (Sidcup). £19.50.

RECONDITIONED 1275cc Engine from 1967 Sprite will fit A40. Offers to Mike Hobbs, 222, Chessington Road, West Ewell, Surrey Tel. 01-393-1270.

NEW FRONT APRON & CROSSMEMBER in one piece. Fits MK1 & MK2 cars. £22. P. Janc, 650, Western Boulevard, Nottingham NG8 5GN.

NEW QUINTON HAZELL STEERING PARTS. King pin kits for 948cc QP314TC and 1098cc QP623TC £14.50 per set. King pin kits with fulcrum pins 948cc QP314 TCF £12.50, and 1098cc QP623 TCF £17.50 per set. Major repair kits QSK79A and QSK 136 £34.75. Centre track rod ends QR1 196 (with grease nipple) or QR804 (without grease nipple, £8.50 per pair. Fixed side rods QDL1069 £7.50. Adjustable side rod (MK2 only) QR1068 £11.50. All prices include postage etc. (vat not applicable). J Davis, Vintage & Collectors Car Spares, 1, The Cloisters, Grange Court Road, MARPENDEN, Herts. Tel 05827 68418. (Details of these kits are in the spares supplement in Farina News No 13).

BRAND NEW BL PANELS. Nearside door £25 ono. Countryman boot lid (lower) £30. Also 1963 Countryman breaking for spares - offers to Mr G Carlisle Tel Chester (0244) 319410.

1 MK2 BONNET, 3 rear lamp units, 4 MK2 headlamp rims, 4 sealed beam units, 2 MK2 control boxes, 1 wiper motor, 1 1098cc distributor, 2 beige sun visors, 1 speedo cable complete, 2 MK2 front grilles, 2 water valves, 1 horn, 2 headlamp backing rubbers, 1 flasher unit, new handbrake cable (not sure if MK1 or MK2), clutch master cylinder 3 months old, 1 MK2 manifold, 1 heater motor, 2 gear lever grommets, 1 new brake pedal rubber, 1 MK1 boot handle and lock, 1 complete boot handle MK2, 2 glove box lid locks, 1 starting handle, 1 MK2 diff. assembly, 1 1098cc engine in good running order, 4 new king pins (not sure if MK1 or MK2), 6 hub caps, 2 MK1 air filters, 2 MK2 air filters, selection of wheels and tyres, 1 boot rubber mat, 1 halfshaft, MK1 and MK2 wing and door chrome strips, plus many more items. Offers to Mr. K Frost, 74, Russell Lane, Whetstone, LONDON N20. Tel. 01-361 0835.

MK1 and MK2 HEATER KNOBS, 948cc lay shaft cluster, 948cc flywheel, 948cc starter ring, MK2 throttle cables plus many more parts which need identifying. Offers to Mr D Allen 01-303 8818. (Our thanks to Keith Hallock for this information).

MK2 SPEEDOMETER complete with auxiliary gauges £10. MK2 Rear brake shoes (set of 4) £6. MK2 front flasher/side light lens 50p. MK1/MK2 door lock push buttons RH and LH 27H 9725 and 27H 9726 £3 each. Pair MK1/MK2 countryman boot lid hinges 14A 7221 and 14A 7222 £1.50 each. All above parts are new. 2 used front coil springs £5 the pair. Peter Addiscott, 26, School Lane, Guilden Sutton, Chester, Cheshire CH3 7ET. Tel. Mickle Trafford (0244) 300502.

NEW BL PARTS: MK1: N/5 front wing, 2 outer sills. MK2: front bumper, rear centre bumper, 2 rear road springs, 2 headlamp rings. Offers to C.F. Griffin, 212, St. Vincent Road, Dartford, Kent DA1 1UX, Tel. Dartford 75562.

NEW A40 PARTS: radiator bottom hose GRH202 £2.50, MK1 petrol tank £17.50; MK1 front indicator/sidelight £7.50; rear stop/tail lamp unit (no bulbs, incomplete) £6.50; MK2 front indicator/sidelight lens £4; speedo cable £4.50; gasket sets £5; L/H front wheel cylinder £7.50; MK1 rear shock absorber £15; MK1 handbook, as new, £4.50; MK2 handbook, almost as new, £4. B.Swift, 25 Clarendon Road, Wallasey, Merseyside L44 8EH. Tel 051-638-4053.

PARTS FROM DISMANTLED GREY 1965 MK2 COUNTRYMAN: Sound gearbox and engine (minus head and needs sump replacing). Back axle, glass (inc.v.good windscreen). Two good doors with all trim. Rear doors with some rust but above-average condition. Grille, bumpers, dash and other trim. Fuel tank, two wheels. Seats (faded but not badly marked, red). £20 the lot. A.J. Heuston, 4 Williams Grove, Corsham, Wilts. SN13 9HH. Tel. Corsham 713238.

FOR A40 MK1: 2 front grilles, one pair of head/side light surrounds, 2 wheels with partly worn tyres, 1 wheel with new remould tyre, 948cc engine and gearbox minus clutch. Offers to A G Canvin, 107 Ashbridge Road, Chesham, Bucks. HP5 2PZ. Tel. Chesham 775647.

NEW PARTS: 1098cc clutch cover, plate and release bearing £30; oil filter B5p, air filter MK2 £1; contact set and condenser £1; MK2 front indicator/sidelight lens (2 off) £1 each. Chrome petrol cap £1; 1 pair MK2 rear brake shoes.

Also 'PRACTICAL CLASSICS' 12 issues commencing with vol.1 No.2 @ 50p ea. Tim Coulson, 123, Gosscops Drive, Gosscops Green, Crawley, W.Sussex. Tel. (0293) 518151.

SPARES WANTED

STEEL TRIM STRIPS for doors and front wings of Mk.1 A40. Contact Peter Jane, 650, Western Boulevard, Nottingham NG8 5GN.

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compiled by PAUL STAPLETON

MK 1 SALOON

1959, Black, 55,000 mls., reconditioned engine, new starter, dynamo, fuel pump, carb. Reg.No. WLU 257. Failed MOT due to corrosion of front member and panel. £50 o.n.o. C.Gould, 23 Cambridge Street, Tunbridge Wells, Kent TN2. Tel. (evenings) Tunbridge Wells 27040.

1959, Green/Black, 24710 miles on clock, reg. No. XUK 658. No tax or MOT. Bodywork fair but requires new sills, wishbones and kingpins. Set of new kingpins and bushes available. New pistons, clutch and brake overhaul approx. 3,000 miles ago. £100 o.n.o. D.Newstead, 136, Westwood Lane, Welling, Kent DA16 2HH. Tel. 01-304-5747.

1960, Black, no MOT or tax. Useful for spares, some parts recently replaced and new short engine 3 years ago. £20. Mrs. J Clark, 9 Maryborough Grove, Colchester, Essex. Tel. (eve.) 0206 67558.

1961, Sutherland Green/Black, 77,528 miles, MOT until 16.9.83. Reg. no. 936 FCH. Two owners, fully serviced. Requires rear o/s leaf spring, exhaust, and some work on front wings for next MOT. Speedometer not operative at present but otherwise

V.G.C. and an excellent runner. Offers to: Ruth Sims, 'One Ash', 1 Rykneld Road, Littleover, Derby. (Tel. Derby 513533).

MK2 SALOON

1962, 948cc, white, reg.no. TBF 964. Two owners. Failed MOT in February due to floor corrosion and worn king pins. New fuel pump and sealed beam unit. Offers to Mrs. O.M. Rogers, 37, Meadow Lane, Willenhall, West Midlands WV12 4PR.

1964, Glen Green, 102,428 miles, reg. no. BDM 792B MOT until 17 December 1983, no tax. Engine reconditioned 12,773 miles ago, some spares included in price. £100 o.n.o. R.J. Edwards, 'The Geans', Trewern, Nr. Welshpool, Powys SY21 8DX. Tel.: Trewern 296.

1965 Glen Green/White roof. 77,000 miles, reg. no. BEJ 164C. MOT until Sep. 1983. No tax. Offers to Sarah Twiddy, 7 Albert Grove, Great Crosby, Liverpool L23 5AP. Tel. (daytime) 051-430-2000 ext. 3248.

1965, Maroon, 94850 miles, reg.no. CPV 256C. MOT until September. £65 o.n.o. R. Finch, 3, Lower Barn Farm, Dedham, Essex.

1966, Maroon, runner, £30. Mr. Smith, 36 Cuxton Close, Bexleyheath, Kent. Tel: 01-301-0365.

1966, Maroon, 28,000 miles, reg.no. JLP 532D. No MOT. FREE to anyone who can collect. D.E. Phillips, 48, Greville Ave., Selsdon, South Croydon, Surrey CR2 8NL. Tel. 657 3329.

MK2 COUNTRYMAN

1962, Blue, reg.no. 663 BBD. MOT until 16.10.83, no tax. All underbody welding done, including sills. Offers to L.G. Wildman, 3, Lincoln, Stantonbury, Milton Keynes MK14 6AG.

1965, no MOT but running. Mr. Beech tel. 021-254-8309 (Sutton Coldfield).

1965, Agate Red/Black, 93,000 mls., reg. no. ENJ 262C. MoT until June 1984, tax until Dec. 1983. £270 o.n.o. J. Goppel, 53, Westfield Road, Surbiton, Surrey KT6 4EJ. Tel. 01-399-7021 evenings.

1966, Snowberry White, Cardinal Red interior. 110,000 genuine miles. Reg. no. GHM 301D. No MoT, taxed until September. One owner from new, new exhaust, good battery, all original engine. Clutch replaced 10,000 mls. ago, along with front shockers. Papers, bills, log book, sales brochure. Goes well, a genuine car. Offers to E. D. Good, 42, Church Lane, Loughton, Essex. IG10 1PD. Tel. 01-508-1098.

1967, 99% complete, no MoT, garaged for last 2 years. £25 o.n.o. Mr. Wilner, 7, The Sycamores, Kempston, Beds. MK42 7JL.

LATE ENTRIES

1958 Mk.1 saloon. Blue/Black Roof, 65,617 miles, reg. no. WCI 950. Completely resprayed 12 months ago, MoT just expired, no tax. Offers to Mrs. S. Andrews, 14, Martley Road, Worcester WR2 6HG. Tel. Worcester 421377 evenings.

1960 Mk.1, model unspecified. Reg. no. 343 BOE. Needs attention. offers to Mr. & Mrs. Lander, 8, Wales Lane, Plumpton, East Sussex BN7 3AG. Tel. Plumpton 890680 after 6pm.

1963 Mk.2 saloon, Agate Red/Black roof, 57225 miles, reg. no. WCF 747. MoT and tax expired at end of July. One owner, now retired from driving, hence reason for sale. Everything original, slight body rust, interior immaculate. £150. R. Manfield, 'Hunters Moon', Parsonage Lane, Lt. Welbetham, Bury St. Edmunds, Suffolk IP30 0DB; tel. Bury St. Edmunds 4122.

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A30/A35 Owners Club

When I last rebuilt the front suspension and steering on my A35 I fitted an A40 Mk.1 steering box which Leyland had been selling off cheaply. I already knew from a friend that it could be done but in doing the job myself I found out all the tricky bits and feel that some knowledge of these would be useful to anyone contemplating such surgery. I will consider various aspects of the A35, A40 Mk.1 and A40 Mk.2 boxes, which are all fundamentally the same but differ in minor details.

LENGTH OF COLUMN: The A40 Mk.1 and the A40 Mk.2 are both two inches shorter than the A35. This slight change is hardly noticeable in use and, in my opinion, is a definite plus factor, especially when combined with a smaller wheel. The A40 Mk.2, incidentally, has a cut-out for self-cancelling indicators.

SPLINES: The splines for the steering wheels are the same for all three, so steering wheels are interchangeable. Splines for the steering arm, however, are not as simple. Both the A40 Mk.1 and A40 Mk.2 have larger diameter splines but since all the steering arms are identical in shape, the simple solution is to use an A40 arm with an A40 box (A40 Mk.1 and A40 Mk.2 are interchangeable i.e. the splines are the same).

CLAMPS: There is no problem with the clamp under the dashboard since all outer diameters of the steering columns are the same. The clamp in the engine bay, however, poses problems. The clamps differ in two important ways. Firstly, both A40 Mk.1 and Mk.2 clamps are larger than the A35 in that the bolt holes are further apart and consequently don't line up (throw the A40 clamps in the bin or at the neighbour's Morris 1000 !!). Secondly, the part of the box that is clamped differs in size on all three types. The A40 Mk.1 is slightly larger than the A35, the A40 Mk.2 is a lot larger. This means that the A35 clamp is not a straight swap. The answer is to judiciously open up and file out the A35 clamp to fit the A40 Mk.1 box. Unfortunately there is not enough metal to do this for the A40 Mk.2 box and so a special part would need to be fabricated in order to clamp it. Incidentally, the different size of the clamp holes for the steering idlers means that they are not interchangeable either.

CONCLUSIONS

The A40 Mk.1 is basically an easy swap, provided you can obtain an A40 steering arm as well (scrapyards are full of them). The A40 Mk.2 is a lot more difficult because of the clamp and should be considered only if you are desperate!

If you are looking for a new box then this should have considerably widened your scope. Be prepared for all steering joints to be extremely tight, especially the tapered splines on the steering arm joint. A proper separator or the use of heat is advised if you don't want loads of agro !! The manual says that hammering can damage the box and it doesn't work anyway. I can vouch for this as I have tried it, on my old box of course, the main problem being inaccessibility i.e. lack of room to swing a big enough hammer!

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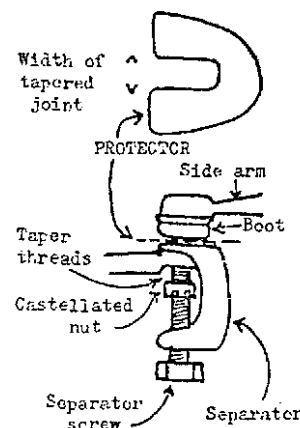
If anyone has tried fitting a Mk.2 box to a Mk.1 or vice versa I should very much like to hear from them - Ed.

NUT LOOSENER. If you are struggling with a rusted up nut and bolt dash into the house, grab the vinegar and use as WD40 oil. (Peter Janc).

HIGHLIGHT YOUR FRONT BRAKE ADJUSTERS. If the screw adjusters are hard to see other than on bright sunny days, remove the drum and paint the slotted heads white. This will make them clearly visible. (Richard Byard).

JACKING POINT PROTECTION. If you don't use your jacking points in the outer sills then fix the rubber grommets to the sills permanently with Evo-stick or similar to prevent water getting in and rotting the sills. (Carol & Jim Leddy).

BALL-JOINT BOOT SAVER. When removing the steering side arms I found that use of a ball-joint separator often tore the rubber boot which protects the joint from dirt. I therefore cut out a protector as shown from the top of a tin can and slid it around the tapered joint below the boot before inserting the separator. This prevents damage to the boot provided the edges of the protector are filed flat to protect both your fingers and the boot. After using several times it gets rather mangled and another has to be made. I did experiment with 22 gauge steel but found this did not flex sufficiently for the separator to be inserted. (Paul Stapleton).



BOOT FLOOR OPENER. I got two old pennies, drilled a hole through each one, threaded a string through each one and tied a penny to each retaining strut on my Countryman tailgate. They are now always handy for undoing the slotted fasteners which hold down the boot floor. (Charles Vallender).

APRON DRAINER. The front apron between the radiator grille and the radiator on the Mk.2, and in front of the radiator grille on the Mk.1, fills with water after a rain shower or a car wash. To cure this, drill some 1/4 inch holes at the lowest point of the apron to release the water. (Richard Byard).

FRONT WING REPLACEMENT (continued from articles in Farina News No.8 & No.9). Having prepared the new wing to be fitted the next stage is to remove the old wing from the car and prepare the area ready to take the new wing. If the old wing is beyond repair the best way to detach it is to follow the procedure described in Farina News No.8 i.e. remove the locating bolts and then, using a very sharp bolster chisel, break the spot welds holding the wing to the front door pillar and to the front crossmember. This can be done with the door still on the car. Leaving the door on makes lining the new wing up much easier.

The remainder of the wing is detached by chiselling it off along the channel where it is spot-welded to the top of the inner wing, leaving the spot welded flange intact. Once the wing is removed this flange can be removed from the inner wing by centre punching the middle of the spot welds and then drilling them out with a 3/16 inch (4.5mm) twist drill. Alternatively the spot welds can be ground off. The inner wing flange can then be ground or filed flat.

Before fitting the new wing, now is the time to check the condition of the parts normally hidden by the wing. Clean these up to bright metal, repair any

holes and then apply a couple of coats of a metal primer followed by a coat of a protective paint such as 'Hammerite'. At this stage it is advisable to replace the outer sills if necessary as the original BL type sill extends into the wing and is normally inaccessible. For similar reasons repairs to the bulkhead 'mud trap' at the back of the wing should also be made now.

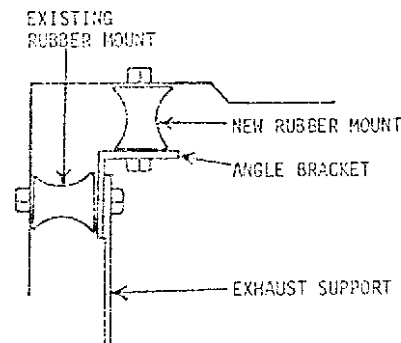
SAFETY NOTE: When working with a chisel on steel always wear thick protective leather gloves as the sharp edges created by the chisel can cause deep cuts. (Ed Evans).

NON-FLASHING MK2 INDICATOR. If the front indicator light does not work but the front sidelight flashes instead, your indicator light is not earthed properly. It should be earthed through the radiator grille, which often proves unsatisfactory. The sidelight has a separate earth. To cure this problem run a wire from the indicator unit to a suitable earthing point on the car body. (Richard Byard).

A40 CARAVAN. I can sleep very comfortably in my A40 by taking out the back cushion and the passenger seat and installing a platform to give a flat surface at the front of the car, level with the back when the squab is folded down. (Genia Goetz).

SEE WHERE YOU'RE GOING SAFELY. Make use of the metal dashboards on both Mk1 and Mk2 cars to clamp your route instructions on with the aid of a small magnet or a piece of refrigerator door rubber, which is also magnetic. This enables you to keep your eyes on the road and just glance at the directions when required. (Colin Birch).

DON'T EXHAUST YOUR EXHAUST MOUNTINGS. I modified the middle exhaust mounting as shown by installing a right angle bracket and another rubber mount on top. My bracket was not quite long enough to take another A40 rubber mount (part no. GEX7251 from BL). A slightly longer rubber mount with longer threads is also available from BL - part no. GEX 7117. Both parts cost around £1 each + VAT. This gave me a little more flexibility. I installed the bracket to take some of the weight off the original rubber mounting. It has now been in place for 18 months with no signs of sagging. (Peter Addiscott).



COOL IT. The A40 tends to suffer from over-cool water in the radiator and overhot oil in the sump, as do the Minor 1000 and A35. A way of partly remedying this at small cost is to mount the registration number plate on the radiator grille, thus allowing less air to the radiator and more to the sump. An engine which runs at its correct temperature will probably last longer and be more efficient. Also the number plate gets damaged less easily in this position. (Michael Smith).

MK1 REVERSING PROBLEM. On several occasions I was puzzled why it was difficult to move my car in reverse after leaving it overnight. It was like trying to reverse it over a couple of bricks, the engine pulling but nothing happening. By using extra rove it did eventually shift but to the accompaniment of a groaning noise. The problem did not normally recur during the day. I checked the half-shafts and differential but could find nothing wrong - then it dawned on me! The rear brake expander units were seized onto the backplates due to slight rusting and the back brake shoes had been binding onto the drums, thus preventing the car from moving. Once the car was under way binding did not recur until it was left overnight again, when perhaps some more rusting occurred. Anyway, the cure was to tap the expander units up and down gently with a soft-headed hammer until free and then to inject a small quantity of oil between the expander units, their guides and the backplates, being careful not to contaminate the brake shoes or the rubber boots behind the backplates. (Paul Stapleton).

A40 FARINA CLUB OFFICIALS

PLEASE ENCLOSE A STAMPED ADDRESSED ENVELOPE IF MAKING AN ENQUIRY BY POST
CHEQUES/P.D.'s SHOULD BE MADE PAYABLE TO 'A40 FARINA CLUB'.

COMMITTEE MEMBERS

SECRETARY: Paul Stapleton, 31 Prentice Close, Longstanton, Cambridge CB4 5DY.

MEMBERSHIP SECRETARY: Alan Barton, 5 Othello Close, Colchester, Essex CO4 3LB.
Tel. Colchester (0206) 861677, 6pm - 9.30pm only.

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

TREASURER: Keith Mallock, 16 Calvert Close, Upper Belvedere, Kent DA17 6EU.
Tel. Erith 35624.

Committee meetings are held every three to four months. Members wishing to raise matters for discussion should forward them to the Secretary.

LOCAL GROUP SECRETARIES

ESSEX: David Webster, 19 Hollyford, Billericay CM11 1EF. Tel. Billericay 54846.

FYLDE/NORTH LANCS: Philip Openshaw, 76 Lydersdale Avenue, Ankersholme, Blackpool.

KENT: Peter Beattie, 1 Pope Road, Bromley. Tel. 01-464-1326. Meet jointly with A30/A35 O.C. on 4th Saturday of the month at 'The Coach House', Dormansland, Lingfield, Surrey. 7.30 pm.

NORTH MIDLAND: Richard Byerd, 6 Belfit Drive, Wingerworth, Chesterfield. Tel. (0246) 78485.

SCOTLAND: James Laddy, 132b Henderson Street, Bridge of Allan, Stirling. Tel. Bridge of Allan 832784.

SURREY/SUSSEX: Tim Hinton, Holt Cottage, Littleworth Road, Seale, Farnham, Surrey. Tel. Runfold 2719.

WEST MIDLANDS: Nick Bayliss, 328 Sarehole Road, Hall Green, Birmingham B28 0AQ (Tel. 021-777-2397) and Simon Evans (tel 021-705-4508). Meet on 2nd Tuesday of the month at 'Ye Olde Saracen Head', Balsall Common.

If you would like to meet members in your area and start a Local Group, please contact Alan Barton (Membership Secretary) for further details.

TECHNICAL ADVISORS

Mk1 and Mk2 cars differ fundamentally only in the rear brakes/handbrake mechanism, fuel pump, carburettor, dashboard instruments and door window mechanism, so advice on other aspects may be sought from any Technical Advisor.

MK1 CARS: David Vane, 19 Kitchener Road, Sally Park, Birmingham B29 7QE. Tel. 021-472-7633, 6-8pm only.

MK2 CARS: Ed Evans, 34 Clifton Avenue, Stanmore, Middlesex HA7 2HP.
John Legg, 26 Rock Farm Road, Whittington, Lichfield, Staffs. Tel. (0543) 432814.
Phil Thomas (Spares Secretary).

***** A40 FARINA CLUB SERVICES *****

CLUB SHIRTS: Good quality, non-shrink, club badge (10cm diameter) in contrasting colour. T-shirts (child), red or navy blue, sizes 20in. - 32 in. £3.20 + £0.39 p&p. (Adult) round neck: cream, black, red, navy blue, white; v-neck: white. Small, medium, large, ex. large. £3.50 + £0.39 p p. **SWEATSHIRTS (child):** red, navy blue or black, sizes 20in. - 32in. (Adult) cream, brown, black, red, navy blue, dark green; sizes 36in., 38in., 40-42in., 44in. All £6.50 + £0.78 p&p. C.W.O. and membership no. to Keith Mallock (Treasurer). Save postage by collecting your order from any committee member. Order in January, April, June or October for delivery the following month. (This section continues inside front cover).

