

F  
A  
R  
I  
N  
E  
W  
S  
A



NO. 17

JUN. 1984



TECHNICAL ARTICLES IN THIS MAGAZINE ARE VETTED BY A CLUB TECHNICAL ADVISOR BEFORE PUBLICATION. WHILST EVERY EFFORT IS MADE TO ENSURE THAT ACCURATE INFORMATION AND ADVICE IS GIVEN IN SUCH ARTICLES, NEITHER THE CLUB, ITS OFFICIALS AND MEMBERS, NOR THE AUTHORS ACCEPT ANY LIABILITY FOR SUCH INFORMATION AND ADVICE. MENTION OF ANY GOODS, FIRMS OR SERVICES IN THIS MAGAZINE DOES NOT IMPLY A RECOMMENDATION.

# FARINA INDEX

FARINA EDITORIAL .....	1
FARINA GARAGE : Blast cleaning techniques .....	9
FARINA SPARES .....	12
FARINA MAILBAG .....	15
FARINA CAR MART .....	19
A40 Farina Club Officials & Services .....	21

**CONTRIBUTIONS FOR NEXT ISSUE:** Typed or neatly handwritten items and sharp photos (minimum size 3½in. x 5¼in.) to the Editor:

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

**BY 23 JULY PLEASE**

## COVER PICTURES

**FRONT & BACK (UPPER):** An Innocenti Austin A40 Mk. II photographed by Alan Barton while on holiday at Cesenatico, Italy last year. Note the extra large rear number plate lamp, the repeating side indicators, modified front sidelights and the positioning of the front overriders as for the A40 Mk. I. Further details of these cars are given in 'The History of the A40 Farina', available from the club now (see inside back cover).

**BACK (LOWER):** The rather special engine bay of Martin Fowler's racing A40 Mk I - see 'Farina Mailbag.'

## STOP PRESS ..... STOP PRESS ..... STOP PRESS ..... STOP PRESS .....

**MK.I & MK.II STAINLESS STEEL EXHAUST SYSTEMS** made to order. Anne Dowsing, 4 Burnham Road, Knaphill, Woking, Surrey.

**MK.I S/H SPARES:** Petrol tank £5, wishbones £4 ea., back axle £15, propshaft £5, speedo £2, dash panel with grille £5, 4 off 145 SR 13's on rims £5 ea., 2 off 165 13's on rims £5 ea., windguard (driver's side) £3, bumpers £3, back window £4, 948cc engine/gearbox, full working order £40. Also many A30/A35 spares. Errol Friend, 39 Fulwell Road, Teddington, Middlesex TW11 0RH. Tel: 01-977-9925.

# F A R I N A E D I T O R I A L

by PAUL STAPLETON

## HELP! HELP! HELP!

No, I'm not exaggerating this time. Your present committee is being stretched to the limit by the unexpected, relentless (and thoroughly gratifying) increase in club membership and unless we get some help both on and off the committee, then I am afraid that it is unlikely that new services will be made available to club members without the withdrawal of some of the services we already have. I will mention some of the jobs we need volunteers for in some detail, so that you can weigh up exactly what they involve:

**WINDSCREEN RUBBER DISTRIBUTOR:** the person concerned will receive orders from club members for rear windscreen rubbers and pack and despatch these, retaining cheques for forwarding to the Treasurer, along with his/her expenses incurred. This job would be particularly suited to someone in the Birmingham area who could collect from our manufacturers there, but no doubt delivery to other parts of the country could be arranged.

**EVENTS & PUBLICITY OFFICER:** the person concerned should be a good letter-writer with legible handwriting or access to a typewriter. They would receive notification of motoring events and draw up a summary events calendar for forwarding to the editor of 'Farina News' each quarter for publication. They would then forward the details of events received to the appropriate Local Group Secretary so that they would receive them in good time to plan their attendance (at present we do not, unfortunately, operate such a system). The other task would be to send details of club events and progress to the major 'classic car' magazines on a regular basis (a standard letter each quarter or six months could well see us in the press more often than we have been recently). Club stationery would be provided and expenses should be listed and sent to the Club Treasurer for reimbursement.

**'FARINA MAILBAG' EDITOR:** the person concerned would receive members' letters for publication after editing by the 'Farina News' editor. These letters would need to be typed or rewritten in edited, titled form (although some letters are so neat they won't need rewriting!) to form 'Farina Mailbag', which is then returned to the 'Farina News' editor for publication. Neat writing or a typewriter is essential here and all expenses will be reimbursed. This job may not be necessary every quarter.

**'FARINA HINTS' EDITOR:** the person concerned will receive club members' hints and tips direct, or via the 'Farina News' editor, and will edit them, check that they are technically correct, and write or type them out to form 'Farina Hints,' which will be forwarded each quarter to the 'Farina News' editor. All expenses should be listed and submitted to the Treasurer for reimbursement.

**LOCAL GROUP NEWS EDITOR:** the person concerned will receive Local Group Secretaries' reports on their activities and forthcoming meetings and events and each quarter will write them into a local group news bulletin for forwarding to the 'Farina News' editor for final editing and publication. Neat writing or typing ability is essential. Stationery will be supplied and expenses listed and forwarded to the Treasurer will be reimbursed.

**A FIFTH COMMITTEE MEMBER:** we need a general helper to fill this longstanding vacancy who will be prepared to write a few letters, obtain quotations and generally assist with whatever skills they have. The committee meets three times a year and also attends the AGM at Nottingham. I am trying to hire a central meeting place at Milton Keynes so that members can travel there and back in one day. We usually meet on a Saturday from 10 am to 4 pm at the latest and a member who can contribute useful suggestions to the discussions will be particularly welcome.

If you would like to volunteer for any of the above, even if just on a trial basis, or would like further details, then please write to Paul Stapleton straight away, or to Phil Thomas if you are interested in the windscreen rubber distribution. Please help, because we want the club to grow and flourish.

## ANNUAL GENERAL MEETING & SOCIAL WEEKEND 1984

Bookings are well up on this time last year with 22 members and 14 guests booking meals and/or rooms so far. There is still time to book and this may be possible right up to 30 June, but to be sure please book **now** with the form in 'Farina News' No. 16. Booking acknowledgments are being circulated with this magazine. If you are about to book and require an acknowledgment, please enclose a stamped addressed envelope with your form.

The agenda for the weekend is as follows (please bring this magazine along as no other agendas will be issued):

### SATURDAY 21 JULY

8.30 am	Breakfast in dining room (self-service).
10.00 am onwards	Members arrive, are marshalled into car park and should all register with the club desk in Ancaster Hall foyer. Outstanding bills and attendance fees should be paid there.
11.00 am	Coffee & Biscuits/Iced fruit juice in car park (if weather fine) or in Dining Room (if raining).
12.30 pm	Lunch in Dining Room (self-service).
2.00 pm	Gathering of cars on grass. Members of the Cambridge-Oxford Owners Club have been invited. We would like as many people as possible to participate in informal judging of the cars so that certificates for the three best Mk. 1's and Mk. 11's can be awarded, as well as certificates for the A40 most improved since Nottingham 1983 and for the best non-A40 present. Simple judging instructions and forms available in the foyer. A certificate will also be awarded to the A40 travelling furthest to the event.
4.00 pm	Tea & Biscuits/Iced fruit juice served in the car park.
5.30 pm	Raffle draw and prizegiving, followed by photographs of winning cars and group photograph.
7.00 pm	Dinner in Dining Room (waitress service)
8.15 pm	Showing of club video in common room
9.15 pm	Second showing of club video in common room.

The bar will be open at lunchtime and in the evening until 10 pm.

### SUNDAY 22 JULY

8.30 am	Breakfast in Dining room (self-service).
9.15 am on	Members arriving for the first time should register in the foyer of Ancaster Hall and settle their outstanding bills and attendance fees.
9.15-10 am	Members with spares to sell should set these up in the car park or on the grass (or in the Music Studio if raining).

10.00 am	<u>ALL BEDROOMS MUST BE VACATED PLEASE.</u> Spares Mart & Spares Information Service begins.
11.00 am	Coffee & Biscuits/Iced fruit juice served in the car park (or Music Studio if raining).
11.30 am	Showing of club video in Common room.
12.30 pm	Spares Mart & Spares Information Service ends. Removal of spares by members involved.
1.00 pm	Lunch in Dining Room (self-service).
2.15 pm	Annual General Meeting in Music Studio (details below). Non-members welcome as observers.
3.45 pm	Tea & Biscuits/Iced fruit juice in car park (or Dining Room if raining). General tidying up and dispersal.

I assure you it won't be as formal as it sounds! Those attending in previous years have commented on the relaxed and enjoyable time they have had and there is no obligation to attend all the events each day. Anyone needing to contact Ancaster Hall during the weekend should phone Nottingham 56101, Ext. 3001. A direction map is overleaf.

When you are driving on the university campus please observe the 20 m.p.h. speed limit. Telephones, toilets and showers are located in the foyer of Ancaster Hall.

IF YOU HAVE JUST JOINED OUR CLUB and wonder what all this is about, let me explain. The above events will be held at Ancaster Hall, Nottingham University and constitute the Club's third annual national meeting. If you don't require meals or accommodation then turn up on either or both days and register once at the club desk in the foyer of Ancaster Hall, where a fee of £1 per member (or £1 per car, whichever is the smaller sum) for the whole weekend is payable to cover insurance and other expenses, although anyone wishing to attend only the A.G.M. may do so free of charge. Meals and accommodation charges (including VAT) are: Bed & English Breakfast £10.70 per person; Lunch £4.31; Dinner £5.18. If all these are taken only £17.08 is charged. Reduced rates are available for children aged under 16. Meals and accommodation must be booked in advance using a booking form obtainable from Paul Stapleton on receipt of a stamped addressed envelope.

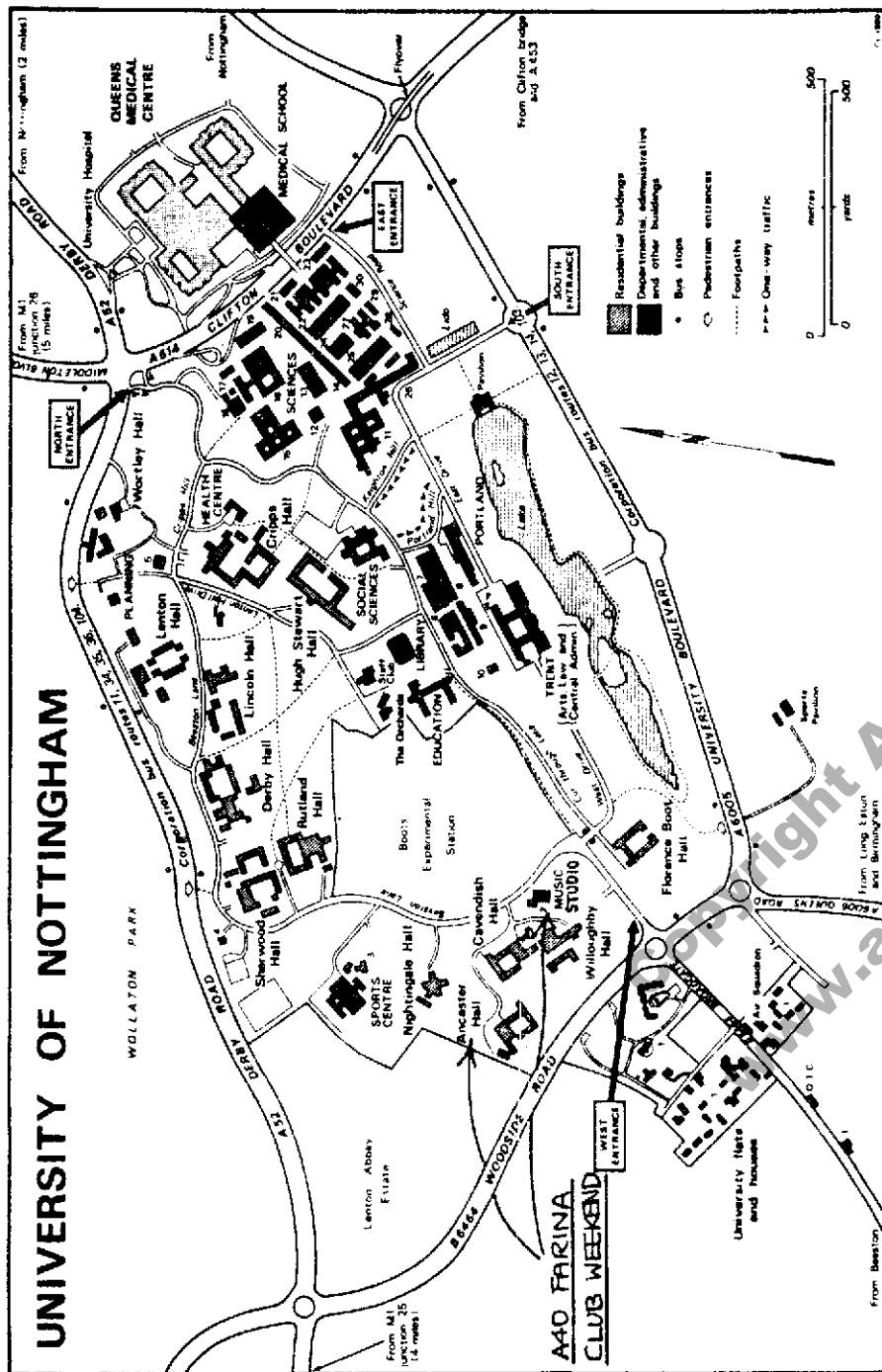
Tea and coffee will be available at 26p per cup and Iced fruit juice at 14p per glass. These do not need to be booked.

## LOCAL GROUP NEWS

At a recent committee meeting we discussed how we could give financial help to Local Groups in order to help them publicize the club. We decided that we should make funds available to local groups for the purchase or manufacture of club banners and displays at local motoring events. We would like to consider each case on its merits so if you wish to apply for finance, please list in detail what you want to make or get and how much it will cost and forward it to the Club Treasurer. You will get an answer after the following committee meeting. We certainly cannot finance silk screen banners at £150 a time, but we did refund the cost of the Kent local group's banner which came to less than £10. No doubt Anthea Beattie will be pleased to tell other local groups how she managed to produce such an effective item for so little! Why not give her a ring on 01-464-1326?

At the same meeting we also decided to invite one local group secretary (or their representative) at a time to attend both as an observer and to give their views on items directly affecting the general membership. We will also arrange an annual meeting for all Local Group Secretaries (or their representatives) to attend and express their views.

The club's history of the A40 Farina can be sent to Local Group Secretaries for sale at their meetings and rallies on a sale or return basis. Please let Keith Hallock know how many you want - it all helps to raise club funds.



PLAN OF UNIVERSITY SITE

# UNIVERSITY OF NOTTINGHAM

Finally, Tim Hinton has kindly agreed to provide a standard club display board for those Local Groups who wish to use them for publicity at events. This consists of an enlarged club symbol and six large, high quality black and white prints of club activities all professionally mounted on a thick card display board. These will be financed from club funds but because of the expense (£4 per board) only one will be supplied to each Local Group. Those Local Group Secretaries who wish to order a board should write to Tim Hinton, Flat 48, Mathias Close, West Street, Epsom, KT18 7RX, by **7 JULY, 1984**. The boards will all be produced soon after that date and brought to Nottingham for distribution. If you are unable to collect from there, they can be posted to you instead. When you have received your boards, please make sure they are protected with a close-fitting plastic bag, 'clingfilm' or similar if rain seems imminent.

**HUNTS./BEDS./CAMBS.** had a turnout of five to their first meeting at 'The Territorial' pub, Huntingdon. The secretary had had a 300 word article and photograph from the club published in the Cambridgeshire Weekly News and this had resulted in over a dozen enquiries, many of which had resulted in new members. It was agreed that three cars would be entered for the Marshall's Motoring Milestones Pageant at Peterborough on 29-30 September. Entry forms for this event are available from Paul Stapleton on receipt of an SAE.

**KENT** held a successful joint rally at Old Elthamians Sports Club, Chislehurst and Anthea Beattie kindly sent in the following report:

Sunday 22 April 1984 saw the first attempt at a local rally organised by the combined efforts of the Kent & Surrey Group of the A30/35 Owners Club and the Kent Group of the A40 Farina Club. Like any other rally the weather was all important but as early as the Thursday before we expected fine weather and that was the way it was. Bright sun all day with thin, high cloud to stop it being too hot.

Early arrivals parked neatly on the hard standing of the car park just as they came. Those coming later were set off on the green Rugby field, paintwork and chrome shining against the grass. A40, A35, A30, there was no discrimination as to where they were placed. Luckily there was enough space to accommodate all the enthusiasts that were expected and more. Auto jumbles and buying, selling and swapping all added to the enjoyment of the day. Superb refreshments were provided by the A30/35 Owners Club and were available all day too.

Business meetings were completed in the time allotted and the high point of the day was when David Horton, recently featured in Practical Classics, presented the prizes: Best Mk. I J. Stanley; runner-up J. Lang; Best Mk. II A. Bexley, runner-up K. Hallock. Peter Beattie was elected Kent Group Secretary and Rally Sec. Anthea Beattie was elected Kent Group Treasurer.

Meetings for Kent members will be held on the first Monday of each month at 7.30 pm, starting in June, at the above-mentioned rally venue, which is off Perry Street (A222) and is the road which passes the YMCA building and is signposted on the main A222 road.

The Kent Group will be entering teams at the Biggin Hill Air Fair (19-20 May) and the Bromley Pageant (24 June). The latter is the biggest outdoor motor event in the south of England and will be held at Norman Park, Bromley, on the A21. As well as a variety of entertainment laid on by the organisers, there is an enclosed area set aside as a childrens' playground (with swings and things). Do visit the club stand to admire the two teams entered, see the club photos and display and to meet the other A40 Farina Club members and national officers.

**DEVON** held their first meeting on June 3rd at the house of their secretary, Genia Goelz, 'Full Circle,' Chagford.

**SCOTLAND** Jim Leddy reminds all club members that we are invited by the Scottish Branch of the Morris Minor Owners Club to attend their rally on 10 June in the magnificent setting of Hopetown House, South Queensferry, near Edinburgh. The 'house' is an Adam masterpiece set in a hundred acres of landscaped grounds with views of the famous Forth Bridges 1 1/2 miles away. A display area for A40's has been reserved so do come.

The group will also attend the Doune Classic Car Rally on August 24-26. This is the premier event of all Scotland's car rallies and is set in the grounds of the Doune Motor Museum, Doune, Perthshire. Over 18 car clubs will be represented and our club has been given a display area with space for up to eight cars. Any club member is welcome. The event features convoy drives, concours, auto-jumble, driving tests, trade displays and an evening disco. Free camping and caravan facilities are available to participants. Contact Jim Leddy for further details of both these events as soon as possible.

On Feb. 26 the Scottish Group decided to make a raid on one of the centres catering for that arch rival, the Morris 1000, the target, the Ask For Morris Centre, Cockenzie, E. Lothian. In the event perhaps it was more of a case of fraternisation with "the enemy". A great day was had by all who turned up on that rather cold, raw February day, the winds really cutting as they blew in off the Firth of Forth. Dave Gorman who runs the centre had gone to a great deal of trouble to put on a display for the members. Four cars at various stages of restoration had been put on high ramps for our inspection. A beautiful Series MM Minor in its final stage, a Pickup, similarly almost complete after a £2,500 rebuild of mammoth proportions - new chassis upwards. A Convertible - more of a rebuilt bodysell than a car - and finally "Mighty Morris" a phenomenal development of a MM 1000 for rallying purposes. This car with its striking white paintwork and faired in boot and rear wings was to be rallied in the Jim Clark Memorial Rally in March. The car is really a wolf in sheep's clothing, the rear suspension has been totally redesigned, the interior fitted with a complete rollcage and the engine, well what can I say! It is a 1098cc unit pushing out 90 bhp fed by a massive twin choked Weber carb. Several A40 members required helping off the ground after being told of these performance figures. The "Morris Men" were very cagey about how this was achieved but after leaving, reports from A40 members were pooled, a snippet gleaned here, a fact dropped there and the secret was out. This was no basic unit, but a very advanced and expensive development. After a tour of the workshops, we walked along to the parts shop. An Aladdin's cave for Morris Minors, wings, engines, trim, chassis, repair sections and thousands of other items. Well worth a visit because the mechanics fit our cars. Our members purchased some £40/£50 of parts and Dave also gave everyone a free gift - leather key fobs, paper weights and brass name plates were available. Unfortunately only one A40 was there that day, May Kohn's Mk. II, its first club outing after an extensive rebuild and very smart it looked too. Some five members (plus family and friends) turned up that day. Please support your local group!

**SURREY/SUSSEX** secretary, Tim Hinton, has a new address - see introduction to this section. Local member Jim Dowdall will be attending the Cambridge-Oxford Owners Club Rally at Bodiam Castle, Sussex on 15 July, to which our club has been invited. Any other takers should write to Pete Simpson (Events Co-ordinator C.O.O.C.), 173, Old London Road, Hastings, East Sussex, TN35 5LU, for further details.

**WEST MIDLANDS** must be congratulated on getting an article on their local group published in The Times (the Birmingham Times I presume!). The venue for local group meetings is the Coach & Horses, Weather Oak, Nr. Wythall, on the 2nd Tuesday of every month. Phone Nick on 021-777-2397 for further details and please read his letter on this local group in 'Farina Mailbag.'

## ANNUAL GENERAL MEETING

VENUE: Music Studio, Nottingham University, 2.15 pm, 22 July, 1984.

- AGENDA:
1. Minutes of previous meeting. Copies will be available beforehand in the foyer of Ancaster Hall, Nottingham University.
  2. Matters arising from 1983 AGM.
  3. Secretary's Report.
  4. Spares Secretary's Report.
  5. Treasurer's Report.
  6. Election of Officers. The following are willing to offer themselves for re-election:

Secretary: Paul Stapleton  
Membership Secretary: Alan Barton  
Spares Secretary: Phil Thomas  
Treasurer: Keith Hallock

The fifth post on the committee is vacant - please read HELP! HELP! HELP! above and see if YOU can fill this important gap. Anyone wishing to stand for any post on the committee is encouraged to do so and should find two members who will propose and second them at the AGM.

7. Any Other Business. Members who are unable to attend should forward any matters they wish to have discussed to the Secretary.

VOTING: will be on the basis of one membership card, one vote and members will be asked to hold up their current membership card when they vote. If you have mislaid your membership card please send a stamped addressed envelope to Alan Barton for a replacement. Due to lack of time replacements cannot be issued at Nottingham. However, those members who would normally receive their new membership cards with their September magazine may collect their cards from Alan Barton at Nottingham before the AGM.

## BRING YOUR SPARES & RAFFLE PRIZES TO NOTTINGHAM!

Bring as many spares to sell as you can manage to the Spares Mart at Ancaster Hall (set up shop at 9.15 to 10 am on Sunday, 22 July) but please bring newspapers, old blankets or plastic sheet to protect the grass or tables.

Two members have kindly offered to donate prizes for the club raffle which will be held on Saturday, 21 July to offset insurance costs for the weekend and keep entrance costs to a minimum. We do need more prizes so please bring anything you can spare to the club reception desk at Ancaster Hall on Saturday morning.

## 1984 RALLY CHECKLIST

Peter Beattie has kindly compiled a list of forthcoming car rallies and those occurring after mid-June are listed below. We hope that the list will encourage both local groups and individuals to enter their cars at these events and publicize the club. Those dates marked \* are unconfirmed and should be checked with the rally contact or by reference to classic car magazines, 'Worlds Fair' weekly or the 'Steam Yearbook' for 1984/85.

Remember that your car does not have to be in concours condition to attend many of these events and even scruffy examples are often welcomed. If in doubt, check with the rally contact.

### JUNE

17 CUSTOM & CLASSIC CAR SHOW, Rayleigh, Essex. Contact: P. Richards, 6 The Courts, Rayleigh, SS6 8EF.

AUSTIN 7 CLUB RALLY, Attingham Park, Shrewsbury. A40 Farina Club invited. Contact: C. Chambers, 17 Coton Crescent, Shrewsbury.

17 NORTH TUDDENHAM COUNTRY FAIR, Norfolk. Contact: Mrs. G. Elliott, Old Hall Farm, Hall Lane, Dereham, Norfolk NE20 3DU.

- 23\* STAMFORD STEAM RALLY, Stamford, Lincs. Contact: L. Beard, Stamford 52647.  
 23 OATHALL HISTORIC & CLASSIC CAR SHOW, Haywards Heath, Sx. Contact: C. Gow, Oathall School, Appledore Gardens, Haywards Heath, RH16 2AQ.  
 24\* ROTHERHAM VINTAGE VEHICLE RALLY, Yorks. Contact: E. Bentley, 1 Alms Hill Glade, Parkhead, Whirlow, Sheffield.  
 24\* WINGS & WHEELS, Bath. Contact: R. Allsop (0749) 4336.  
 24 BROMLEY PAGEANT OF MOTORING, Kent. A40 Farina Club in attendance. Contact: PPG Publishing, 5 Rectory Road, Beckenham, Kent.

23-24\* SADBURY MAMMOTH OLD TYME RALLY, Suffolk. Contact: P. Pearson, 7 Malvern Way, Gt. Horkesley, Colchester, Essex, CO6 4TZ.

29-1 July\* AUTOFAIR '84, Ipswich. Contact: (0284) 2382.

30-1 July\* PENSHURST SPECTACULAR, Kent. Contact: Tonbridge 351180.

JULY  
 7-8 ARDINGLY HISTORIC VEHICLES SPECTACULAR, Sussex. Contact: 01-647 7000.

7-8 KNEBWORTH PARK STEAM & CLASSIC CAR SPECTACULAR, Herts. Contact: 'Thoroughbred & Classic Car' Magazine. 01-661-3500.

7-8 FESTIVAL OF TRANSPORT, Potterspurty, Northants. Contact: Mrs. Pye, 7 Meadow View, Potterspurty, Towcester, Northants. NN12 7PH.

15 AUTO SUNDAY, Hillingdon, Mx. Contact: L. Dobbin, 29 Fairfield Road, Uxbridge.

15 T.W.S.S.C. VEHICLE RALLY, Sheffield. Contact: A. Fields, 9 Linley Lane, Normanton Springs, Sheffield, S13 7BG.

20-21\* NETLEY MARSH STEAM & VINTAGE RALLY, Hants. Contact: D. Bundle, Totton 863033.

AUGUST  
 4\* CLASSIC VEHICLE CONCOURS, Culzean Castle, Ayrshire. Contact: Mrs. Sinclair (0563) 34435.

11-12\* YEOVIL FESTIVAL OF TRANSPORT, Somerset. Contact: S. Burrige, 9 Quarr Drive, Sherbourne, Dorset.

12\* AUSTIN RALLY, Ashover, Derbyshire. Contact: M. Eggelyton, 40 New Road, Firbeck, Worksop, Notts.

27 MERTON CONCOURS, Surrey. Contact: F. Jones, 96 Hartfield Road, Wimbledon, London SW19 3TF.

26-27\* WHEELS AT LONGLEAT, Wilts. Contact: 431 Bromley Road, Downham, Bromley, Kent. BR1 4PH.

27\* GOSPORTEERS CAR RALLY, Stokes Bay, Hants. Contact: Town Hall, Gosport, Hants. PO12 1EB.

SEPTEMBER  
 1-2\* A30/A35 O.C. Southern Counties Rally. Contact: Norman Dobson, Worthing 65593.

1-2\* STEAM & TRANSPORT RALLY, Detling, Kent. Contact: (0732) 883739.

9\* BLUEBELL RAILWAY VINTAGE SUNDAY, Sussex. Contact: D. Ryder, (082572) 2797.

15 750 MOTOR CLUB RALLY, Welwyn Garden City, Herts. A40 Farina Club invited. Contact: A. Martin, 49 Rowelfield, Luton, Beds.

\*\*\*\*\*

G  
A  
F  
A  
R  
I  
N  
A  
C  
L  
U  
B  
R  
A  
L  
L  
Y

BLAST CLEANING TECHNIQUES  
 by R.F. MANN

Most people concerned with the restoration or care of classic cars have, at some time or other, had components blast cleaned using one of several available methods. The particular method used on any one component is critical. On the one hand the part could be ruined and on the other you could be paying for a far better finish than you actually need. In this article I hope that sufficient information has been given for you to be able to select the most suitable process for your requirements.

All blast cleaning processes remove metal. Dry grit blasting using a coarse grit will remove a lot of metal; Vapour Bead blasting will remove very little. Metal removal means 'damage.' A classic case of wrong process choice often occurs with motorcycle mudguards, or indeed any thin metal panel. How often have you seen such items come back from the blast cleaners looking like lacework? It is inevitable that some holes will appear where the metal has rusted through but in most cases these panels are blasted using a coarse grit at too high a pressure. Result - Even where there is good metal underneath the rust, that too is blasted away. Remember that it is much easier afterwards to restore a panel which is thin in places than one which has had good metal blasted away leaving a hole. I have listed below the various processes in order of aggression.

1. Dry shot blasting
2. Dry grit blasting (with pressurised grit supply)
3. Dry grit blasting (with suction grit supply)
4. Dry bead blasting
5. Vapour bead blasting

1. **DRY SHOT BLASTING** - Although most people regard any blast cleaning process as shot blasting, technically 'shot' blasting refers to blasting with round steel balls. That is a very aggressive process and because of this it is totally unsuitable for the car restorer.

2. **DRY GRIT BLASTING (with a pressurised supply)** - With this method, the container of grit is actually pressurised and like shot blasting is very aggressive but it does have its uses. It will remove heavy rust and thick paint deposits from steel both quickly and cheaply. On large areas, therefore, such as car chassis, it is probably the best process to use. Remember though, that it is really only suitable on thick steel parts. The reason for this is that a firm which carries out this type of blasting would normally use a coarse grit operating at a high pressure. If this were the case then it would be all too easy to blast through a thin section such as a car wing or even to distort it because of the 'peening'

## ADVERTISEMENT

- INTERESTED IN - REDUCED AUTOMOBILE MAINTENANCE COSTS?
- REDUCED AUTOMOBILE OPERATING COSTS?
- LONGER ENGINE LIFE?
- IMPROVED ENGINE PERFORMANCE?

*OUR PRODUCTS WORK !*

FOR INFORMATION WRITE:

Michael Dumiak

Canadian Professional Marketing (U.K.) Ltd.

P.O. Box 12

St. Ives

Huntingdon

Camb. PE17 3SW.

PHONE: 0480 - 301808

effect of the grit. Moral: Go to a firm who are experts in the field of blast cleaning. If you are having a chassis cleaned, remove all components which may be damaged in the process. This means such items as brake callipers, brake pipes or wiring. Any items which cannot be removed and which may become damaged must be masked off. One layer of masking tape is NOT adequate. It requires several layers of, for example, PVC insulation tape. Finally the chassis must be completely free of grease or the rubbery type of underseal. This is because they absorb the grit and in the time it takes to blast off a blob of grease or underseal, the surrounding area will have been well and truly 'over blasted' or even blasted straight through. After any component has been grit blasted, paint it as soon as possible with a good quality anti-corrosion primer. It's surprising how quickly rust will form on clean, oil-free metal.

3. **DRY GRIT BLASTING (with a suction grit supply)** - Instead of being forced to the gun, it is sucked and because of this the concentration of grit at the gun is much lower. This form of grit blasting is therefore less aggressive than that described in (2) above. It can be used for removing rust and paint from most metal items without too much damage being done to the metal underneath. Again, remove any parts which may become damaged - oil seals must be either removed or well masked off. This is probably the best process for such things as suspension springs, links or any other relatively small item which is to be repainted.

4. **DRY BEAD BLASTING** - This is more of a cosmetic finish and uses glass beads instead of grit. Because the beads are spherical, they do not have a cutting action. They will therefore remove contamination and finish surfaces without destroying critical tolerances of the parts being treated. Bead blasting is a much slower process than grit blasting and is therefore more costly. Use it on parts where the surface would otherwise be damaged. As a true decorative surface, I consider that it is over-rated. Although a freshly bead-blasted surface is beautifully clean and has a slight sheen, it does tend to be a 'spikey' surface and because of this, it becomes dirty quickly and is difficult to clean.

5. **VAPOUR BEAD BLASTING** - The least aggressive form of all the cleaning techniques. Absolutely ideal where you do not want to damage the component. Vapour blasting uses glass beads and compressed air, but in addition it also uses water under high pressure, the glass beads being suspended in this high pressure water/air jet. Because of this high pressure water jet, each small glass bead is cushioned by the water when it hits the surface being cleaned. The result is that the vapour blasting process actually smooths and polishes the surface, unlike the dry blast process which tends to roughen a surface the more it is processed. Vapour blasting is the only process I know of which will reproduce the original, bright, shiny finish as seen on new aluminium castings such as cylinder heads, blocks or gearbox casings. The surface literally shines just as it did when first manufactured. Unlike dry blasting, the surface will not mark easily and when it does become dirty it can be cleaned easily because of the 'closed' texture of the surface. This 'closed' surface texture also means that the component will be far less susceptible to corrosion. For this reason it has been found that alloy wheels, when vapour blasted and lacquered will resist corrosion far better than the original polished/lacquered surface.

If you take components to be vapour blasted, it does not matter, within reason, if they are oily and greasy because de-greasing and cleaning is carried out in one operation. In addition, rust inhibitors are added to the water so that steel items will not subsequently rust. This is not a permanent rust proofing process, but will give protection for one to two weeks - long enough at least to prime the parts. Vapour blasting is the most expensive of the five processes described because it is the most time consuming to perform and because the equipment costs around six times more than for other blast cleaning processes. Roughly, if an item were to cost say, £5.00 to have it dry bead blasted, then to have it vapour blasted instead would cost around £7.00.



Description of the five different types of blasting is, of necessity, generalised. As an example, type (2): a very fine finish indeed can be obtained with this method if a fine grade of grit is used at low pressure. Indeed, car wings can be processed like this without distortion and with minimal surface damage.

Blast cleaning plays a very important part for anyone restoring an old car or indeed any piece of equipment. Indeed, clean, rust-free metal should form the basis for any good restoration project. Chemical rust proofing agents are now extremely reliable and play an important part in neutralising rust. I would certainly advocate their use in difficult areas where it is impossible or impracticable to blast clean. My own opinion, however, is that their use should be limited only to these areas. Other items which can be removed should be blast cleaned. There is nothing quite like painting a freshly blasted, rust-free component for renewing lost enthusiasm in a restoration project when the car is just one big box of bits.

Generally a specialist blast cleaning firm will be able to advise you on the most suitable process for your requirements, but make sure that they are able to offer the various different types of process - obviously if they have only one type of process then they may well give a biased opinion. A firm, however, which has several processes to offer will be able to give good unbiased advice - some of your components may require fine grit blasting, some coarse grit blasting, and some vapour blasting. I have seen a set of early Rolls Royce wheels which were blasted using a very coarse grit - They were fit only for the scrapyards. "They only cost £2.00 a wheel to have blasted ..."

Written for general guidance by R.F. Mann of LANGTHORPE BLASTING SERVICES, The Old Stables, Brewery Yard, Langthorpe, Boroughbridge, YORK. Tel: Boroughbridge (09012) 3154. **EFFICIENT MAIL ORDER SERVICE AVAILABLE.**

\*\*\*\*\*

S  
P  
A  
R  
E  
S

F  
A  
R  
I  
N  
A

compiled by PHIL THOMAS

#### SPARES AND SERVICES INFORMATION

An updated Spares and Services booklet is enclosed with this magazine. Extra copies can be obtained at £1 each from Mervyn Taylor (address on back page).

#### REAR WINDSCREEN SURROUND RUBBERS

These are available for saloon models remanufactured to B.M.C. pattern from BL part number 14A 5623 for £14 each including postage from Phil Thomas (address on back page).

Member J. Bradt tells us that Henleys of Shepherds Bush, London W12, tel: 01-749 0211 have over 100 later type hub caps in stock. The part number is 88G 341. The early type hub cap was a better fit - part number 1A 8617. The prices are £1.90 each for 88G 341 and £6.30 each for 1A 8617. Both parts are still available from BL.

#### VINYL REPAIR SERVICE

Vinyl Repair Services, 10 Wensleydale, Luton, Beds. LU2 7PN (0582) 450613 can repair vinyl seats and trim. Telephone or write for individual quotations.

#### NEW BL PARTS AT HALF PRICE

John Black (Fenton) Ltd., Premier Garage, Victoria Road, Fenton, Stoke-on-Trent ST4 2LJ. Tel: (0782) 45551 are offering the following parts strictly to A40 Farina members at half price. The full retail price is shown against each part; please deduct 50% off these. VAT and post and packing must be added to every order and please quote your membership number.

ALA 4739 bumper bolt 30p, 14B 8710 catch assembly - glove box £1.85, BLA 808 bracket - jack reinforcement 30p, 24G 1482 Pin - heater control 13p, GBS 705 Front brake shoes - axle set £11.60, GBS 733 Brake shoes - axle set - rear £8.70, GEX 1289 front pipe 948cc £5.10, GEX 3236 tailpipe and silencer £3.00, GEX 7059 strap 23p, 1H 2139 throttle link 20p, 7H 1566 carbon spring 5p, 7H 1643 carb. spring 10p, 7H 6401 top steering felt 20p, 13H 318 pin - boot floor 5p, 13H 321 lamp rim £15.20, 60678 lens number plate lamp £1, 17H 6796 lock stem 5p, 22H 1337 dust cover cyl. arm £1.60, 37H 68 escutcheon - dash 5p, 37H 9528 quarter light catch LH 20p, 37H 9529 quarter light catch RH 20p, 47H 5064 lens rear flasher £3.06, 5L 214 temp. gauge £2.00, PMZ 304 screw - bonnet emblem 6p, GBS 703 rear brake shoes £9.00, 21A 895 steering idler £7.10, BLA 768 gear lever cover £3.50, 14A 6802 Austin motif 52p, 27H 1193 cable clamp 4p, ARA 1359 vent bracket RH 50p, ARA 1360 vent bracket LH 50p, 21A 709 steering side rod £6.40, BTA 352 compensator support £1.70, BTA 357 compensator pin £1.10, 2A 5175 spring bush 17p, BTA 662 bearing £4.80, 27H 9726 push button £2.80, 21A 274 spring shackle 62p, 17H 3486 side rod £2.90, 17H 3487 side rod end £4, 2A 9119 number plate lamp £12.10, 2A 5562 pedal pad 28p, GWC 108 front LH wheel cylinder £16.10, GWC 109 front RH wheel cylinder £16.10, 14A 5614 weatherstrip - door £1.10, GRH 202 bottom hose £2.35, 8G 8230 wheel cyl. repair kit front £1.15, 12G 123 conn. rod (No. 2 & 4) £31.75, GEX 3236 exhaust front pipe - MK1 £14.80, GEX 3237 exhaust front pipe MK2 £18.20, 2A 9126 courtesy switch 54p, 14A 764 check strap plate 3p, 14A 1777 mirror bracket 20p, 14A 4525 seat clip 3p, 14A 5470 bumper bracket 10p, 14A 5471 bumper bracket 10p, 14A 5556 pin trunk hinge 3p, 14A 5565 wing moulding £2.00, 14A 5566 £2.00, 14A 5571 plug - gack hole 38p, 14A 5574 bonnet buffer 30p, 14A 5634 channel - B post RH £1.00, 14A 5635 channel B post LH £1.00, 14A 5688 pivot quarter vent RH 20p, 14A 5689 pivot quarter vent LH 20p, 14A 5691 pivot quarter vent LH 20p, 14A 5851 door lock LH £10.70, 14A 6536 turn button 89p, 14A 6537 eyelet plate 3p, 14A 6538 plate eyelet 3p, 14A 7112 trunion - heater cable 5p, 14A 7266 seal - backlight door countryman £3.60, 14A 9112 door seal rubber £3.60, 21A 168 fuel tank unit £5.50, 21A 669 sink stabiliser bar £4.70, 24A 218 collar nut 10p.

#### RECOMMENDATIONS

Thanks go to Chris Wright who would like to recommend a mobile welder: Mr. R.W. Hutcheson, 6 Church Lane, Great Paxton, St. Neots, Cambs. PE19 4RJ. (Tel: 0480 75459). He has done an excellent job on welding spring hangers and sills and his charges are very reasonable at £25 for five hours' work.

Chris would also like to recommend R & M Engineering Ltd., P.O. Box 155, Maidenhead, Berks. (Tel: 0635 27056) who can supply reconditioned wishbones for £12 (£14.00 with fulcrum pin) and stub axles with new kingpin, reamed bushes, fulcrum pin, cotter pin, washers, etc. for £12. These are on an exchange basis and postage is extra.

#### SPARES FOR SALE

NEW HEADLAMP SURROUND believed to be MK1. F. Hayward, Wivenhoe 3052. SECOND HAND MK1 spares: pair of doors (reasonable frames), good bonnet, fuel tank, front valance, half shafts, windscreen and nearly new rubber, various trim. £12 the lot. Will deliver in Greater Manchester area. Edwin Tomlinson, Motram (0457) 63342.

BREAKING FOR SPARES 1964 MkII Countryman. Most parts available at low prices including: 1964 1098cc engine, 86,000 miles, 1968 1098cc engine, 34,000 miles, brand new petrol tank £10, excellent beige seats £25, sound O/S rear quarter panel £10, rechromed Mk1 front bumper, gearbox and four rear light units. Becky Mitchell 021-777 4661 (Birmingham).



BREAKING 1965 MkII SALOON good 1098cc engine, gearbox, tyres, new king pins etc. Any reasonable offers. R. Hazel 04017 278 (Hull).

THREE NEW LH INNER WINGS genuine BL part number BLA 1577. £15 each. George Ryan 0744 893445 (Wigan).

FRONT O/S WING made to pattern £50, BL front skirt panel BLA 1596 £8, front skirt panel made to BLA 1596 pattern £8, pair of sills made to pattern £5 each, pair of rear wing arch repair sections 4" wide £8 each, rear wing N/S rear repair section 10" high £10, pair of rear wing front repair sections £10 each, rear skirt panel complete made to BLA 1988 pattern £20, front bumper new BL part £30, second hand rear bumper £10, two second hand boot lids fair condition £3 each, instrument panel without instruments £5, ignition barrel assembly and key £2, gearbox suitable for rebuild £10, three new pedal rubbers 2A 5562 50p each, second hand complete distributor £10, new gear lever grommet £2, two new rear wheel bearings AMK 777 £1 each, two rear hub oil seals BTA 108 50p each, pair of new rear springs complete with shackles and bushes £20 the pair, three new bottom hoses £1 each, second hand stabilizing bar connecting link 50p, new top hose £1, second hand number plate lamp chrome cover 50p, two rear light lenses £1 each, second hand SU carb £5, window winder mechanism £2. Will accept near offers for most parts. Mr. S.B. Winton, 18 Balcombe Avenue, Worthing, Sussex BN14 7RU. Tel: Worthing (0903) 202799. FOUR WHEELS and crossply tyres as new £35 ono. A. Middleton 0785 49475 (Stafford). MKI AND MKII SPARES for sale mostly second hand. Mr. Passfield 0277 451954 (Essex). ENGINE, STARTER MOTOR, dynamo, petrol pump, etc., manual. J. Cooke, Brighton 731902.

COMPLETE MKII REAR BUMPER, Mk. 1/2 BMC Workshop Manual, matching pair 6" sound stainless steel fog and spot lamps, 1 rectangular chrome reversing lamp. R.E. Lart, 20 Granhams Road, Gt. Shelford, Cambridge CB2 5LQ. Tel: Cam. 842526.

MKII NEW AND UNUSED spares for sale: bonnet BLA 2049, two side RH bumpers 14A 9129, LH side bumper 14A 9130, tonneau cover 14E 6106, two battery trays ACA 9673, two starter ring gears 12G 290, two steering boxes 21A 1750, wiper motor, speedo 5L 210, steering idler, flywheel skimmed with new ring gear fitted. Tony Jackson Halifax (0422) 59088 Sat. afternoons and Sundays only.

THREE WHEELS with tyres free for collection. Mr. J.H. Maryan, Harpenden (05827) 60410.

SECOND HAND SPARES (model unspecified). Good engine and gearbox £30, good grille complete £5, bonnet £10, boot lid £5, pair of complete rear light units £8 the pair, good red seats £10, petrol tank £5. Mr. P. Fiander, Rushden 59859.

NEW COUNTRYMAN BOOTLID genuine BL part £20 ono. Mr. G. Carlisle Chester 319410.

USED MK2 SPARES in good condition 0530 22267 after 6 pm or weekends (Leicester).

NEW A40 PARTS: MK1 front door chrome strip 14A 5566, four rear brake hoses MK2 GBH 110, pair of MK1 front brake shoes GBS 104, pair of MK1 rear brake shoes GBS 503, pair of MK2 rear shock absorbers GSA 135, MK2 tail pipe and silencer GEX 3237, MK1 front exhaust pipe GEX 1289, MK2 left hand rear wing BLA 1905, MK2 grille support channel BLA 1994, MK1/MK2 front skirt panel BLA 1596, MK2 front apron and crossmember BLA 2063, MK1/MK2 left hand door BLA 1507, two rear light chrome bases 47H 5526, rear light assembly without lenses, MK2 headlamp rim 13H 521, ten wiper blades GWB 204, MK1 left hand rear side bumper 14A 5453, MK2 left hand rear side bumper 14A 9130, ball joint side rod, Castrol lubrication chart, steering wheel 2A 6168, boot lid sponge seal 14A 5725, boot lid sponge seal countryman 14A 7265, eight 5.20 x 13 Dunlop D75 tyres, four 5.60 x 13 Dunlop tyres, Mr. R.M. Stenning, 0984 23641 (Somerset).

NEW BL PARTS: Channel 'A' posts: LH 14A 9856, RH 14A 9855 £1.00 each, Channel 'B' posts: RH 14A 9858, LH 14A 9859 £1.50 each, Weatherstrip: RH 14A 5613, LH 14A 5614 50p each, New rubbers: front windscreen £8.00, rear windscreen (saloon) £8.00. Used Parts: Beige front seats £5.00, front bumper £5.00, radio hole cover £2.00. Mr. J. Phillips, "Largo," Broad Road, Hambrook, Nr. Chichester, W. Sussex, PO18 67G. Tel: Bosham 574110.

MK1 BONNET, DASH PANEL, parcel shelf, complete rear seat and boot cover. Inlet/exhaust manifold with SU carb, gearbox (not known if MK1 or MK2) rear axle (possibly Morris 1000), pair of lever arm shock absorbers, two new front flasher/sidelight lenses. Reasonable offers or exchanges to Mr. R.M. Downes, The Wythes, 9 Peplow, Market

Drayton, Salop. Tel: Childs Ercall 215.

MK1 BMC PARTS LIST AKD 3561, MK2 body parts list AKD 3587. Open to sensible offers. Mr. R. Hunt 0473 710193 (Suffolk).

A40 MOTOR MANUAL by Olyslager also A40/A55 Farina manual. £1 each. Mr. D. Greaves, 35 Church View, Banbury, Oxon, OX16 9NB.

NEW BMC SPARES: MkII N/S/R body side panel, O/S/R body side panel less window frame, three MkII front grilles. Nick Bayliss (021) 777 2397. Buyer collects or will swap for equivalent in MkI panels.

SECONDHAND A40 PARTS: engine (approx. 60,000 miles and in running order), gearbox, propshaft, differential. Engine complete with accessories. Offers to M. Hudson, The Bungalow, Watery Lane, Scropton, Derby, DE6 5PL. Tel: Burton-on-Trent 813636.

BREAKING 1967 Mk II: Most parts available, including good doors. Tony Stedman, Shreen Hayes, Water Street, Mere, Warrminster, Wilts. BA12 6DY. Tel: 0747 860629.

A40 SPARES, NEW & SECONDHAND: Most secondhand items available. M. North, 15 Exhall Close, Church Hill South, Redditch, Worcs. B98 9HY. Tel: Redditch 66069.

#### SPARES WANTED

Mk. I GENUINE BMC O/S SILL: Swap for rust-free N/S sill. Nick Bayliss (021) 777 2397.

N/S BOTTOM WISHBONE & FULCRUM PIN FOR MK.I. B. Hetherington, 17 Chandlers Road, Beaufort, Ebbw Vale, Gwent. Tel: (day) 0495 303381/309309 or (evg.) 0495 309170.

MK.2 SALOON BOOTLID & REAR CENTRE BUMPER: E.A. Wilson, 26 The Slade, Daventry, Northants. NN11 4HH. Tel: Daventry 77739.

\*\*\*\*\*

M  
F  
A  
R  
I  
N  
A  
L  
I  
B  
R  
A  
R  
Y

#### AN IMPORTANT PROPOSAL

For some time now I and other members of the C.O.O.C. committee have considered the possibility of forming an Association of B.M.C. Car Clubs, the aim of which would be to cement relationships between the various clubs which cater for cars made by the companies which formed the British Motor Corporation, namely Austin, Morris, Wolseley, Riley, M.G. and Austin-Healey.

Such an Association could encourage co-operation between the member clubs on spares, events, information, etc.

Most clubs operate a spares service which is open to members only. Some clubs have available parts which are also applicable to models catered for by other clubs, e.g. we have available some Farina panels. There are other clubs which accept Farinas, they have available parts which we do not. A spares co-operation policy within an association could greatly assist clubs in meeting their members spares requirements. There would also be the possibility of joining forces to make up numbers to meet minimum quantities for the re-manufacture of common parts.

Some models have more than one club available, when one includes models sold under more than one marque name. It may be that clubs are duplicating their efforts. Again, co-operation could ensure no duplication of effort, thus offering a better service to members. As a result of B.M.C.'s policy of 'badge engineering' and the use of standard mechanical components, co-operation could be widespread and very useful.

In areas where a club's membership is thinly spread, clubs could hold joint local meetings, where otherwise there would be insufficient members. There could be joint national rallies and a National B.M.C. Day. At major events the smaller clubs could combine to have a stand, where on their own this may not be possible. Perhaps there could be a B.M.C. hall at the Classic Car Shows.

Such an association could set standard rules for concours, etc., promote an exchange of information and act as a representative body for member clubs.

Initially I have written to those 20 clubs catering for B.M.C. models, together with B.L. Heritage and the 'classic' motoring magazines.

I look forward to receiving your views on this idea, which I hope you would agree is worthwhile. If there is a good, positive response then a meeting of club representatives could be arranged, a steering committee formed and the association could be formed.

A similar association already exists for Rootes Group clubs, so I hope a B.M.C. Association will be next.

Please excuse my typing and the use of a standard letter, but as I am sure you will understand time prevents it being otherwise.

Jeffery Bridges, Secretary  
Cambridge-Oxford Owners Club. 3.4.84.

\*Would any member be willing to attend the meeting proposed above as an A40 Farina Club representative? If so please contact Paul Stapleton as soon as possible - Ed.

#### FOR 'ARALDITE' READ PLASTICINE

Reference 'Araldite' repairs to radiators in the Club Magazine (March). A much simpler idea is to carry a supply of Plasticine - if a repair is required some of this softened by kneading in the hand and well forced in by strong fingers will permanently seal even against pressure and anti-freeze so the pressure cap can be replaced immediately. I know because I have done this three times, the last when a small stone went straight through the grille and made quite a sizeable hole in the radiator case on the motorway.

I have had an A40 since 1972 (alongside Peugeot at one time) and although that one was wrecked for me in '79 I have now five, excluding one taken off the road last month because it is now too rotten. I find my larger engine MKII will hold 70 plus on the motorway and will still accelerate uphill, surprising not a few more modern-mounted drivers, who occasionally draw alongside to look - and then drop back again!

John Salt  
(Registrar - Clyno Register). Chippenham.

#### INSTITUTE OF ADVANCED MOTORISTS

Well, how about THAT! The old man has just passed his Advanced Motorist Test - sailed through with flying colours, and with his old Mark 2 Countryman. What about some congratulations all round! Probably go and knock a brick wall down now, or have the old car collapse in a heap because of the extra weight of the I.A.M. badge.

The test started from Crystal Palace Parade in S.E. London. We toured through Kent and Surrey over a period of two hours and I felt pleased that I had done those few Sunday morning 'assessment' runs that had eliminated the faults.

If there are any members who would like to know about the Institute of Advanced Motorists, I will gladly write to them.

Jim Dowdall,  
17 Park Wood View, Banstead, Surrey. 20.1.84.

\*Members wishing to know more about the I.A.M. should write to Mr. Dowdall direct - Ed.

#### WHAT LOCAL GROUPS ARE ALL ABOUT

Dear Club Members, the time has come for us to write about A40's - again! Simon and myself (West Midlands area reps.) have noticed a worrying lack of enthusiasm for forming and attending local groups. We have turned out every month rain, snow or shine to run the local group meetings and it has taken us nearly a year to get the area off the ground (special thanks must go to our enthusiastic helpers Dave (varicose) Vanes, Liz Smith, Dave Piatt and Mr. Rainbow). I have also attended meetings of other car clubs with a 40 mile round trip in an evening, all the year round, to support the club's activities. Therefore, it follows that attending one meeting per month - a mere twelve evenings a year - will hardly break the bank, but what are the advantages of attending?

1. you will get to know local members (and their cars) socially.
2. you will gain useful info. on locating spares and which garages to go to.
3. tips and help on maintenance can be exchanged.
4. all subjects can be discussed from complete rebuilds to gardening, etc.
5. friends, relatives, etc., are very welcome, as long as they don't own or drive a Morris Minor (minor - of the lesser kind: Oxford Dictionary).
6. it isn't only men that attend!

For members who live near each other car sharing can be arranged by contacting your area rep. If your A40 is off the road turn up in any other car (except Morris Minors as you will be laughed at). Our West Midland meetings are attended by a cross section of regulars who gain a lot of benefit (as above) including four who have had technical help to keep their cars on the road. We also operate a fly sheeting scheme where non-members cars are bombarded with fly sheets until they submit! Special thanks to Mr. Rainbow who must have fly-sheeted half the A40's in the country by now. As a result of this our local group membership has more than doubled in a year (sorry, Alan Barton!) and we still have a "hit list" of 'victims' to be sought out. This year we will try to put in an appearance at as many car events as possible to publicise the Club but a bigger variety of cars would be appreciated. We would also be open to ideas for trips or visits which would be of interest to all members, e.g. skittles evenings, picnics, charity events, etc. Finally, thanks to Phil (the spares) Thomas and Alan (the membership) Barton - keep up the good work. If anyone wants to start a local group get in touch with Alan Barton and he will be only too glad to give you a list of your local members so you can get in touch with them. Believe me, it's so easy. See you at Nottingham.

Nick Bayliss,  
Birmingham, 18.4.84. (Tel: 021 777 2397)

\*I would like to stress that the views expressed above on Morris Minors are not necessarily those of the club as a whole!! - Ed.

I have just received my copy of Farina News which I enjoy reading each quarter. If I could make some suggestions for future articles, how about a competition history of the A40, or a feature about the Pat Moss rally car, or 'BLACK KNIGHT', a very successful drag racer in the seventies powered by a 1750cc Lotus engine.

Does anyone know anything about a Mk 2 called 'HEAVY BREATHING' pictured in Auto Performance magazine recently with its front wheels in the air? What engine is it using and how quick is it?

My own car is a 1960 Mk. 1, 50,000 miles. It has MG disc brakes, Jag servo, Mini rack and pinion steering, lowered suspension, Morris 1000 van rear springs and tele. shocks, wide alloy wheels and tyres. The engine is a much modified, 1098cc MG Midget, balanced, big valve head, 731 cam., L.C.B. straight through exhaust, 1 3/4" SU carb. It produces 49 BHP at the wheels (approx. double the standard 948cc engine) and is capable of 80mph in third gear with a 4.55 diff. The interior features Alfa Romeo reclining seats, leather steering wheel and a modified Mk. 2 dashboard with MG instruments. Bodywork is standard and in good condition but needs respraying. The engine is covered with much chrome plating and polished alloy. I hope to bring it to Nottingham this year.

I have only raced the car once so far, at Cricket St. Thomas custom show Streetgkana last May. To my surprise, and everybody else's, I came second behind a 3 litre Capri, beating an RS 2000, several American cars, a 32 Ford with a 6 litre Corvette Stingray engine, a supercharged V8 Ford Pop, etc. This success was mainly due to the modified suspension and rack and pinion steering.

Keep up the good work.

Martin Fowler, Bristol.

\*I should be pleased to consider publication of any articles on the above if someone would like to write them. I have written a history of racing and rallying A40's, and this appears on pp. 11-13 of 'A History of the A40 Farina', our club publication - see inside back cover for further details.

**STAINLESS STEEL EXHAUSTS**

If your car is anything like ours, the exhaust seems to go during the worst weather and at the most inconvenient time, e.g. on the way to church on a Sunday during a rainstorm. When it comes to replacement and lying on your back, cold, wet, cramped and with rust dropping into your eyes, you really wonder why on earth you bother being a D.I.Y. motorist. I'd had enough and decided to splash out on a s/steel system. P.D. Gough seemed to be the best bet. The system was ordered and arrived within 2 weeks, beautifully made, even a polished tail pipe. It differs from the standard system in that it's in three pieces, the silencer being a separate component. I couldn't believe the weight of the silencer, it really is well put together, weighing 6lbs on its own! The system fitted the car very well and of course with the silencer box being separate from the tailpipe, there wasn't the usual problem of negotiating this section over the rear axle. It was fairly expensive even allowing for the club discount. Carriage always seems to cancel out any discount, so the final bill was £79 exclusive of any brackets. Mind you, it is sturdily made and certainly isn't as flimsy as I was told to expect with a s/steel system. With a lifetime guarantee, I'm well pleased. (Note: Kwik-Fit Euro offer only a 5 year guarantee with their s/steel systems). True quality will out!

Jim Leddy, Bridge of Allan, Scotland.

\*\*\*\*\*



If you have a car for sale, send the details to the editor to arrive no later than seven days after the copy deadline inside the front cover. Members may advertise free of charge.

**MK. I SALOON**

1959, red, reg. no. HZA 112, no MOT or Tax. Recently fitted 1098cc engine, new floor pans, king pins, front shockers. Work req'd to complete: sill and rear wheel arches require fitting but parts required available with car. Also numerous spares, inc. doors, w/screen, bumpers, 1098cc engine and gearbox, seats, interior, wishbones etc. Inspected by Richard Byard who confirms it a good buy at the asking price of £80 ono. Phone Chesterfield 78485.

1960, Horizon Blue/Black roof, reg. no. BHN 433B. MOT until end of June '84. 63,000 mls. A few spares also. Jim Reid, 53 Lauder Court, Kilmarnock, Scotland. Tel: 0563 28435.

1960, Sutherland Green, 78088 miles, reg. no. 8901 AR. No Tax or MOT. Fair condition with no. plate valued at over £200. Underside sound. Offers. M. Jones, Plantation Farm, Common Lane, High Catton, York, YO4 1EW. Tel: Stamford Bridge 71988.

1960, green/black, reg. no. 7780 VX. MOT & Tax until 30/6/84. Garaged, one owner from new, full service and repairs record (garage maintained). Body in good condition. Reason for sale: recent loss of husband and age of owner. £350 ono. J.G. Sweeting, 30 Hillcroft, Loughton, Essex, IG10 2PS.

1960, blue/black roof, 65500 mls., reg. no. 657 HHY. New gold seal engine (1098cc), 18,000 miles ago. New BL diff. Front suspension/steering overhauled. In same family since new; original paintwork very good for age, remarkably little rust. Stored under cover for last year. Generally excellent condition for year. Will MOT before sale. £275. S.D. Kidd, 146 Cozens Road, Ware, Herts. SG12 7HP. Tel: 0920 68466.

1960, Horizon Blue, 90,000 mls. Reg. no. ATW 187A. Nominal price. A. Rogers, 8 Delamere Gardens, Bournemouth, BH10 6AA. Tel: (day) 01-934-2859, (evg) 0202 523686. (No Tax or MOT).

1961, Grey/Black roof, red interior. Reg. no. 95 VPG. Stored one year, v. good engine and v. clean interior. Needs attention to rear axle (grinds). Original log book/manuals. No Tax or MOT. Offers to D. Hamilton, The Flat, Treetops Farm, Marley Heights, Haslemere, Surrey. Tel: 0428 52425.

1961, Green/black, 77608 miles, reg. no. AAL 56A. MOT until Dec. '84. No Tax. Body in excellent condition, new steel wing fitted. £225 ono. Also another A40 available for spares. Mrs. P. Hollingworth, 'Breedon View,' 92 Victoria St., Melbourne. DE7 1FQ. Tel: Melbourne 2875.

**MK. I COUNTRYMAN**

1960, reg. no. 337 SPB, green/black roof, grey interior. 65,000 miles. Accident victim: chassis bent. Was a v. good runner before the accident last year. Offers/enquiries to Barbara Vaterlaws on 0492 83155 (nr. Llandudno, Gwynedd).

### MK. I (Model Unspecified)

Green, requires some welding for MOT. A.I. Jackson, 23 Delph Hill Terrace, King Cross, Halifax, W. Yorks. HX2 7EJ. Halifax (0422) 59088, Saturday afternoons and Sundays only.

1960, reg. no. 628 NPB. For spares or repair. Broken bonnet catch, v. scruffy interior, paint (grey) faded, front and rear screens leak, blowing exhaust, clutch on way out, brakes need relining. Reasonably clean underside, good tyres, battery, engine etc. £50 ono or will break for parts. On view at Cobham Bus Museum, Surrey. Bill Cottrell, tel: 01-228-8006 (Mon-Fri. office hours), 01-864-8240 (Mon-Fri. evgs) or Cobham 4078 (weekends).

### MK. II SALOON

1962, reg. no. 965 CYV. Cumulus Grey/Snowberry White roof. Won in Daily Mail competition in 1962 by its previous owner. 73,000 miles, MOT until Feb. '85 and in very good condition. This lovely car with its unique history is ideal for bringing up to 'conours' condition. Viewings welcome. Offers please: 021 475 6743.

1963, White/black roof, 90626 miles, reg. no. 9687 NF. MOT until July, no Tax. 4 brand new tyres. £375 ono. Carole Page, 2 Kingsway South, Latchford, nr. Warrington, Cheshire. Tel: (day) Knutsford 3800 ext. 3431; (evg) Warrington 39005.

1963, de luxe, reg. no. 3660 R, Cumulus Grey/Snowberry White. Totally rebuilt. MOT but no Tax. Original bills and handbook, 51,000 miles. £575 ono. C. Sykes. Tel: Worksop 473058 any time.

1965, reg. no. CKP 492C, Green/white. 1098cc engine, 43,000 miles. Good tyres, clutch, exhaust, interior upholstery. Taxed until Feb. '85, MOT to Dec. '84. £575 ono. Excellent condition. Phone S. Munns on 01-467-4315.

1966, a bit scruffy, MOT expired April. Will need work for MOT. Spares, including engine, available with car or separately. Mr. Cook, Flat 1, 66 St. Aubins, Hove, E. Sussex. Tel: Brighton 731902. Free if collected.

1967, Black, 78325 miles, reg. no. JOX 344E. Body and interior in very good condition; original driver's handbook and logbook. £230. M. English, 56 Sunnybank Avenue, Stonehouse Estate, Coventry, CV3 4DQ. Tel: (evgs) 304642.

1967, Cumulus Grey, 52,000 miles, MOT July, sills welded, good engine but clutch seized. Tow away for repair or parts. Phone 0222 (Cardiff) 515848.

### MK. II COUNTRYMAN

1962, Blue/black, 90,000 miles, 948cc, reg. no. DGU 397B. No MOT or Tax, good runner. £50. J. Short, 'Lyndon,' Old London Road, Knockholt, Kent, TN14 7JR. Tel: 01-739-3464 ext. 7833 (day) or 0959 32383 (eves).

1963, White/grey roof. Needs an MOT, reg. no. EEW 249C. £100. Peterborough 52102.

### LATE ENTRIES

1959 Mk.I Saloon, black, red interior, low mileage, reg. no. 672 FYD. MOT until Oct., no Tax. Clean, original interior. Offers: Mrs. G. Boden, 9 Chartwell Close, Church Stretton, SY6 6ES. Tel: 0694 723018.

1961 Mk.I Saloon, 1098cc engine, reg. no. 301 AFJ, grey, 93931 miles. No MOT. £50 ono. Patricia Day, Globe Hotel, Gosforth, West Cumbria. Tel: Gosforth 235.

1967 Mk.II Saloon, 68,135 miles, reg. no. SMH 39F, maroon. MOT until Dec., Tax until Aug. Good runner, reasonable bodywork, paintwork needs some attention. £85 ono. L. Flannery, 131 Ardrossan Gardens, Worcester Park, Surrey KT4 7AZ. Tel: 01-330-3838.

## A40 FARINA CLUB OFFICIALS

PLEASE ENCLOSE A STAMPED ADDRESSED ENVELOPE IF MAKING AN ENQUIRY BY POST. CHEQUES/P.O.'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, 6 pm - 9.30 pm only.  
**SPARES SECRETARY:** Phil Thomas, 29 Hartlands Road, Eccleshall, Stafford ST21 6DW.  
**TREASURER:** Keith Hallock, 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.

### TECHNICAL ADVISERS

Mk. 1 and Mk. 2 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 Adviser.

**Mk. 1 CARS:** David Vanes, 19 Kitchener Road, Selly Park, Birmingham B29 7QE.  
Tel: 021-472-7633, 6 - 8 pm only.

**Mk. 2 CARS:** Chris Wright. Tel: 0480 74112.  
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 - 32in £3.20 + £0.39 P/P. (Adult) round neck: cream, black, red, navy blue, white; v-neck: white. Small, medium, large, extra-large. £3.50 + £0.39 P/P. SWEATSHIRTS (child) red, navy blue or black, sizes 20in - 32in. (Adult) cream, brown, black, red, grey, navy blue, dark green; sizes 36in, 38in, 40-42in., 44in. All @ £6.50 + £0.78 P/P. C.W.O. and membership number to Keith Hallock (Treasurer). Save postage by collecting your order from any committee member. Shirts are produced only four times a year so please allow 3-12 weeks for delivery.

**'FARINA NEWS' BACK NUMBERS:** Detailed contents and price list of all issues, including A40 SPARES INFORMATION SUPPLEMENT, from Paul Stapleton (Sec.) Copies £0.70 - £1.50 each inc. P/P from Mervyn Taylor, 5 Buffet Way, Colchester, Essex.

**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.

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

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

**REAR WINDSCREEN RUBBERS:** Saloon only. £12 each + £2 post and packing from Phil Thomas (Spares Secretary). Can be collected by appointment.

**HISTORY OF THE A40 FARINA:** Definitive history published by the club in February 1984. Over 10,000 words, numerous line drawings and tables, typeset and printed to A4 format on art paper with glossy coloured cover. £2 including post and packing from Keith Hallock (Treasurer).

