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NO.23

DEC. 1985



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## CONTRIBUTIONS FOR NEXT ISSUE BY 20 JANUARY PLEASE

Typed or neatly handwritten items to the appropriate person listed below. Please **DO NOT** send items to the wrong people as such contributions will probably get delayed until the following issue.

**SPARES FOR SALE/WANTED; SPARES & SERVICES RECOMMENDATIONS:** Phil Thomas, 29 Hartlands Road, Eccleshall, Stafford ST21 6DW.

**CARS FOR SALE/WANTED:** Mrs. Pauline Snow, 138 Southlands Road, Bromley, Kent, BR2 9QY.

**FARINA HINTS:** Mike Kent, 36 Walcot Close, Thornbury, Plymouth PL6 8TG.

**LOCAL GROUP NEWS:** Anne Potter, 2 Barnard Road, Galleywood, Chelmsford, Essex CM2 8RR.

**OTHER ITEMS:** (including sharp photos, minimum size 3½ in. x 5¼in.) to the Editor: Paul Stapleton, 31 Prentice Close, Longstanton, Cambridge CB4 5DY.

### COVER PICTURES:

**FRONT:** If you lift off you lose time! Zoey on her way to a famous victory in the Coronation Rally - See Picturepage and 'Farina Mailbag'.

**BACK:** Charles Hobbs is not the only club member to have successfully driven their sponsored A40 from John O'Groats to Lands End this year (see 'Farina Mailbag') - Tim Hinton did the same, presumably travelling in the opposite direction as he looks a lot happier in the lower photo! Tim covered 2308 miles, averaging 45.6 mpg and using only two pints of oil. The only problems were an exhaust bracket which worked loose and the speedo starting to squeak at 30 mph. These were tightened and greased respectively without further trouble. Tim raised £35 for the NSPCC through sponsorship.

# FARINA EDITORIAL

by PAUL STAPLETON

In wishing all club members a Merry Christmas, I feel moved to point out that a certain anecdote to all the television repeats over the festive season is to hire the club's **A40 VIDEO** which is now available for the first time on **BETA** as well as VHS tape, and now includes the epic 1985 AGM and Social Weekend, which I am assured comes with a picture and sound quality which surpasses all previous efforts - see inside back cover for further details.

## AGM & SOCIAL WEEKEND : 1985 PHOTOS

Tim Hinton has kindly made available three 6" x 4" colour prints of this event, featuring two of the prize-winning Mk. I's, the prize-winning Mk. II's, and a shot of all five cars together. To order please send a cheque for £1 (payable to 'T.R. Hinton') for each set of three prints you require (prints are not available individually) to Tim at 48, Mathias Close, West Street, Epsom, KT18 7RX. Orders must be received by 1 February 1986 and the price includes post and packing. Tim will be donating all profits to club funds, for which we are most grateful.

## FARINAS IN PRINT - CAN YOU HELP?

I am pleased to announce that we now have a club archivist - Michael Smith of 15, Heath Avenue, Penarth, South Glamorgan, CF6 1QZ. Michael hopes to provide a regular article for 'Farina News' on A40 history, facts and figures, articles and miscellanea. He has also agreed to write, on the club's behalf, to the copyright holders of articles, roadtests, etc., on the A40, seeking permission for us to publish these occasionally in our magazine. In addition he hopes to compile a list of all such items and all BMC publications on the A40, which we hope to reproduce in 'Farina News'. He will be able to progress in these tasks only if he receives help from club members, so will those of you who have details of articles published on the A40 please send details to Michael as follows: title of article, title of magazine, etc., date of issue, page numbers of article, brief description of article. Likewise, those of you who have BMC publications on the A40 could help by sending the publication code, title and date of publication, with a brief description of the contents.

In the meantime Michael has sent me the following list of A40 articles:

- Austin Magazine:** Nov. '61 pp. 118-120 - Pt. 1 of a six part series 'Your Car - How It's Made' showing an A40 being built.  
April '62 - Part 6 of the above series showing A40's being finally trimmed (including Basic models).  
Jan. '64, p.259 - A40 Mk. II Brakes Relining.
- Car Mechanics:** Dec. '60 pp.48-49 - A40 Tips.  
Dec. '71 pp.74-75 - A40 (Mk. I) Engine Rebuild.  
Oct. '74 pp.84-85 - A40 Diff. Swop.  
Nov. '73 pp.104-105 - A40 Decoke.  
July '74 p.71 - A40 Clutch.  
May '66 pp.64-66 - A40 Service.
- Motor:** 19 Feb. '64 '24,000 miles in an A40 Mk. 2 - Dull but Dependable.'
- Popular Motoring:** Feb. '64 pp.56-57 - A40 Tips (featuring two Mk. I's).

**Practical Motorist:** April '62 pp.816-818 - A40 Attention (more tips with even more Mk. I's!)

A more recent article has been brought to my attention by Graeme Orr - the AA 'Drive' magazine of April 1985 featured a brief two-page article and photo on the A40.

## YET MORE HELP NEEDED

I am pleased (and greatly relieved) to report that we now have a much-needed Events & Publicity Officer and an equally welcome Assistant Editor for 'Farina News'. However, we now need a **REGALIA OFFICER** to take over from our Treasurer who is having to cope with an increasing variety (see below) of sales items. The person concerned would hold stocks of club badges, coasters and ties for despatch by post to members. In addition they would receive orders from members for T-shirts and Sweatshirts and despatch a quarterly bulk order to our suppliers. On receiving the finished garments they would pack and post these to members. The Regalia Officer will need to re-order stocks of badges, coasters and ties from our suppliers as needed via the Treasurer and send him club members' remittances. All expenses will be reimbursed and club stationery provided. Once a year the Officer will need to bring (or send) a consignment of regalia to Nottingham for sale at our annual club event and they will be encouraged to develop new lines for sale to club members. Please contact Keith Hallock (address inside back cover) if you could help.

## COAST ALONG WITH A CLUB TIE

At last, for the well-dressed man who has everything, the long-awaited club tie is now available. It really does look good (even on committee members, which is where I first saw one) and features a red club badge which stands out well on the dark blue background. Available at £3.75 each inc. P&P from Keith Hallock.

For those of you who would just prefer something to stand their beer glass on, we have something new for you too. Club coasters are now available, featuring the club badge in black on a bronze metal background. The coasters (or mats for the uninitiated) are six-sided (or hexagonal for the uninitiated) and are available at 50p each from Keith Hallock. Please add only 20p P&P to your order, regardless of how many coasters you want. If you also order a Club Tie, T-shirt, Sweatshirt or Silver Jubilee Book, coasters will be sent to you post-free.

## LOCAL GROUP NEWS

Local group secretaries should send reports of their activities to our LOCAL GROUP NEWS SUB-EDITOR: Anne Potter, 2 Barnard Road, Galleywood, Chelmsford, Essex, CM2 8RR.

**DEVON:** Mrs. Genia Goelz has recently resigned from the post of Local Group Secretary for Devon. We would like to thank her for her enthusiasm and contributions to the magazine and club. With effect from 1 August, 1985 Chris Mason took over as Local Group Secretary and we are sure that the Devon Group will continue to prosper. His report is as follows:

Five members and three A40's turned up for the July 14th meeting at the home of Brian & Joan Allen in Totnes. Attendance was rather low compared to previous meetings, but thanks are due to those who did turn up. Finance was agreed upon and a run down of the events at Nottingham were discussed. It is hoped that more members might be able to go next year. Mrs. Allen baked a cake for the Devon Group's first birthday. Our thanks go to Genia Goelz for originally starting the group.

Sources of supply for paint spray cans in A40 colours will be investigated and reported at the next meeting. Members who wish to attend local meetings for the first time are requested to contact me: Chris Mason, 59 Frobisher Green, Chelston, Torquay. Please send an SAE. Otherwise, notification will only be given to regular attenders.

October 13th - This meeting was held in Bideford at the home of Ted & Gwen Cole. Their homemade Rhubarb wine went down rather well! Seven A40's turned out, including Paul White's greatly improved Mk. 2. Alan Shepherd, meanwhile, was busy showing off his newly-acquired maroon Mk. 2, purchased after seeing it at a local show.

Any members who wish to attend our meetings can phone me for details: Chris Mason, Torquay 0803 64193. Next meeting will be on January 6th, 1986; Alan Shepherd of Exeter will be our host.

**ESSEX:** On the 15 June, 1985, a summer fête was held on St. Luke's Church Field, Tiptree, Essex. The Essex members were invited and a stand of 4 cars (my own and 3 belonging to the Barton family) was set up. Congratulations must go to the Bartons for their very organised backdrop, including recently chopped fir tree branches, which looked very impressive. Two other A40's (one from Suffolk and one from Brentwood, Essex) attended. Many people were interested by the cars including an enthusiastic Vicar who went into raptures, since he went on his honeymoon in an A40. We had very good weather and excellent music was provided by the Braintree & Bocking Brass Band. (Report by Anne Potter).

**KENT/SURREY:** At our local AGM in April the group was renamed to formally incorporate Surrey members. Peter Beattie was re-elected Group and Rally Secretary, Anthea Beattie Treasurer and Tim Hinton Committee Member. Our rally at The Best of British, Thamesmead in June attracted six cars and eight attended the Brands Hatch National Classic Car show in July. Bromley Pageant was very popular with over 20 cars, seven being on the Club stand with Zoey. We recruited new faces at all our team events and this proves that these rallies are one of the best ways of supporting your club. Many thanks for your support and efforts.

Our monthly meetings at Chislehurst (first Monday evening in the month) and at East Grinstead (fourth Saturday evening in the month) still await your further patronage and Peter Beattie would welcome your telephone call on 01-464-1326 to chat about these meetings or receive suggestions about furthering the interests of our club.

The most important event during August was the result of the Coronation Rally near the Brecons, South Wales. ZOE, driven by Paul Skilleter and Paul Rosenthal, won all the important awards and cups including: First in Class, BL Car Award, Sporting Cars Award and Historic Rally Car Club Award. Keith Hallock and Peter Beattie travelled some 180 miles to be there in support and see ZOE pull off this success over the last 300 yds sprint up a switchback hill and corners. Congratulations to the drivers of ZOE in this supreme effort that we all knew was possible.

Other events attended were Epsom (4 cars), Bordon & Gosporters (1 car each - no distance awards won again this year I fear), Detling (3 and a half, the latter being towed behind Keith Hallock) and Leigh (2 cars plus local interest). Monthly meetings will be suspended over the period December 1985 to March 1986. Please contact Peter Beattie on 01-464 1326 for future dates and venues.

**WEST MIDLANDS:** Important news is that from and including the second Tuesday in January 1986 we are moving our local meet to the Horse & Jockey, Wythall, on the A435 Birmingham-Evesham road, just 1/2 mile up the road from our original venue, The Coach & Horses, so don't say you haven't been warned!

For those who require directions - from the Coach & Horses go up the hill to the

crossroads, turn right and after 1/2-3/4 mile you will see a bridge. The Horse & Jockey is just through the bridge.

If anyone read the May edition of Practical Classics, under Club News, about the Hillman O.C., Vanden Plas O.C., Sunbeam Alpine O.C. and A40 Farina Club, it is a meeting for owners of various types of cars and is held on the third Tuesday every month at the Old Mill, on the corner of Abbeydale Road and Westheath Road, Northfield, Birmingham. If anyone is interested please come along. This is not in place of the normal A40 local meet. If you are at all confused, please contact me (Nick Bayliss) between 6 and 7, weekday evenings, on 021-777 2397.

As the rally season is now ended I would like to take this opportunity to thank all the keen members who may have helped out and travelled so far to support us, especially our O.A.P. Charles Hobbs, and to wish a Happy Christmas and a very good New Year to all members.

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**BODYWORK TECHNIQUES (III)**

by SIMON EVANS

**THE REAR WING AND BOOT FLOOR REGION**

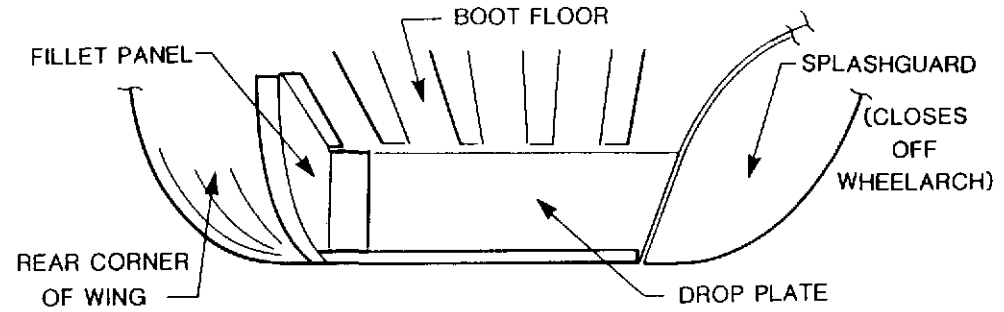
This is another area which can either be repaired properly, with results that are both pleasing to the eye and will last as long as, if not longer than, the original, or can be really bodged up. It is surprising what some people do to repair rust in this area as it is actually an MOT fail point, being within six inches of a suspension mount - the rear spring hangers. I have been lucky in that most of the cars I have worked on have had no previous repairs.

If the spring hanger has burst through the boot floor or has completely collapsed, then I wouldn't bother trying to repair the car but would look for a better one, they do exist! Also excessive previous plating up in so called "MOT standard" repairs would make me think twice about spending time on the car, because it takes an enormous amount of work, even on a previously untouched car, without having to remove someone else's efforts first. If this hasn't left you feeling unduly discouraged, then please read on!

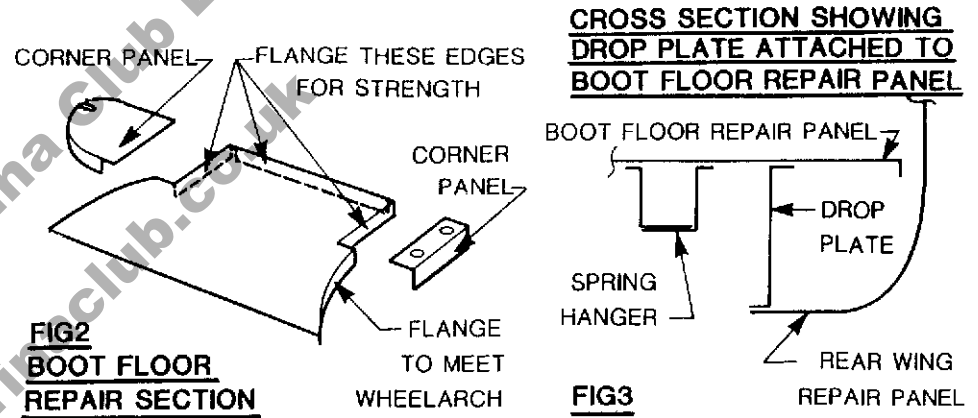
There are three basic regions involved, all being inter-related, namely the boot floor, the spring hanger and the rear wing (with all its attendant closing panels) - see Fig. 1. If you are lucky, the spring hanger will not be involved, which simplifies matters no end. The panels required to repair the rear wing can be obtained from Radfords. This leaves the boot floor, the spring hanger and the closing panels to be fabricated from sheet steel.

**PREPARATION**

I go about the repair in the usual way, by first determining the extent of the damage. The next step is to make cardboard patterns of all the parts requiring fabrication. This may be difficult if little remains of the original structure. I like to make all the parts needed before I cut any metal away so that I don't get left with a hole I don't know how to fill! Points to remember when fabricating sections are that flanges must be folded onto the relevant edges to make joining them together easy and that the correct gauge of metal should be used. For panelwork, 20 or 22 SWG mild steel can be used, but for chassis sections like



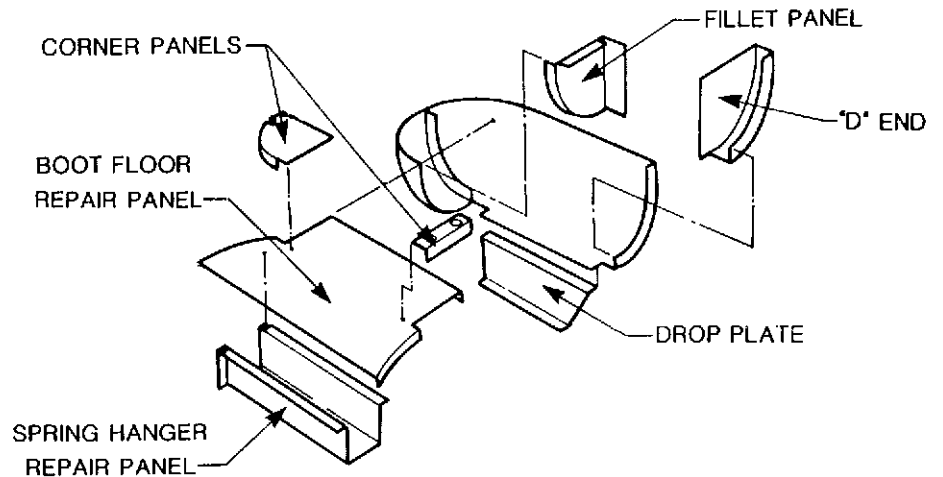
**FIG1 VIEW FROM UNDERSIDE (N/S SHOWN)**



**FIG2 BOOT FLOOR REPAIR SECTION**

**CROSS SECTION SHOWING DROP PLATE ATTACHED TO BOOT FLOOR REPAIR PANEL**

**FIG3**



**FIG4 EXPLODED VIEW OF ALL PARTS**

the spring hangers, no thinner than 16 SWG should be used. As a general rule when making parts, I try to follow the original design in order to guarantee that the original strength is retained. If, however, the area was a definite rust trap, then I would try to improve things.

### BOOT FLOOR REPAIRS

However far gone the car, I always repair the outer rear wing panel first. This is because I spot weld this section into place which requires access to both sides and gives a neater join. Even if the spring hanger is to be replaced, the next step is to repair the boot floor. This is because you will need something solid to weld the new spring hanger to. When making the boot floor repair panel, it is important to turn the flanges on the edges inside the rear wing (as shown in Fig. 2) as this part of the floor needs to be fairly rigid to avoid vibration. Also, you mustn't forget the little corner panels or things will start disappearing down the hole and rattle in an irritating way. The size of the repair panel needed will depend on the particular car. When I fit a boot floor corner, I always clamp it in place first and mark the position of the drop plate on it. The panel is then removed and the drop plate welded to it before finally being installed as an assembly - see Fig. 3.

### SPRING HANGER REPAIRS

If the spring hanger is to be replaced then the new boot floor should be in contact with it. The dimensions of the underframe should now be measured to ensure that the new spring hanger is in correct alignment. The measurements needed are the distance between the front and rear spring mounting points, the distance from the rear mounting hole to the boot floor, the distance between the rear spring hangers at the spring mounting point and the vertical height of the spring hanger to a point marked on the floor of the workshop if this is practical (i.e. if the floor is flat and level). The new hanger should be made to match the original exactly, taking care that the mounting tube, which should be of an adequate thickness, is square in both directions, and the top of the hanger is also square. I would suggest that owners of early Mk. 1's convert to the rubber shackle bushes at the top. The original rear shackles can be retained if the upper bolt is adapted with a suitable piece of tube. If new springs are being fitted at the same time, which have the larger rear 'eye' then it would be better to obtain the later type rear shackles. To get a strong joint when attaching the new spring hanger section to the end of the old one the new part should be made slightly wider so that it will make a small overlap. This will make for easier alignment in the horizontal plane rather than trying to achieve a butt-weld.

Once you are happy with the replacement part, the old spring hanger should be cut away and the new one positioned to within 1/16" of the dimensions you have measured. It is then clamped in place, the dimensions rechecked, and finally welded into place. The reason I prefer to remove the boot floor from the old spring hanger and repair this first is that even when very rotten, the spring hanger is more likely to retain its shape than the boot floor and it is far easier to position the new spring hanger on a solid new boot floor than on a rusty, distorted old one.

### FINAL DETAILS

The repairs are now mostly complete. There now remains the small fillet panel that closes off the inner half of the rear wing below the boot floor and the 'D' end and splash guard to close off the wheel arch. The fillet panel is fairly straight-forward as is the splash guard. The 'D' end should be made as for the sills, as discussed in the article on sill fitting. See Farina News No. 21.

*\*We are most grateful to Richard Ford for redrawing Simon's illustrations for publication. Please note that a small error crept into the captions on page 5 of 'Farina News' No. 22 - in Fig. 1 'Toeband' should read 'Toeboard'.*

### 1985 SPARES GUIDE

If you have just joined the club and are interested in spares and where to obtain them, buy our 1985 Spares Guide which lists over 700 parts and over 50 addresses of specialist suppliers. To order, just send a cheque or postal order for £1 to Mervyn Taylor, 5 Buffet Way, Colchester, CO4 3YL. Please make cheques etc., payable to 'A40 Farina Club'.

### RECOMMENDATIONS

Charles Hobbs would like to recommend Mr. Roy Lisle of R & L Motors, May Street, Cathys, Cardiff, Tel: 0222 30560, who has done some excellent work on Charles' and other cars in the South Wales members group. Mr. Lisle served his time on older cars and knows the A40 very well. The firm can retemper Mk. 1 and Mk. 2 springs at a very realistic price.

Geoff Webber would like to recommend Helston Auto-Centre, Turnpike, Helston, Cornwall, for garage assistance. They did a half shaft replacement in 48 hours, the extra time being needed because they had to go 20-30 miles to get the replacement part. The total cost was £43. As they are partly in business to keep Morris Minors going, they don't bat an eyelid at an old A40!

Gary Medler would like to recommend Rollings (Car Repairs) Ltd., Royce Road, Carr Road Industrial Estate, Peterborough, PE1 5YB (Tel: Peterborough 60219) who have done an excellent respray of his A40, although it wasn't cheap! They also do bodywork repairs. For those members finding difficulty in getting king pin bushes fitted and reamed, Gary recommends Marshalls of Peterborough who charged only £12 for both sides.

### SUPPLIERS

MARK J. ROWLEY can supply A40 front windscreen rubber surrounds for £14.25 each plus post and packing. Although Mark would prefer to sell in minimum quantities of 5, he is willing to supply these on an individual basis as a special concession to A40 Farina Club members. The address to write to is 33 The Orchard, Ormiston, East Lothian, Scotland. Tel: 0875 611198.

SOUND SERVICE (OXFORD) LIMITED are having a clearance sale of soundproofing kits. Although the A40 is not specifically mentioned, they claim to be able to cater for any car. They also supply Rustex rust treatment chemicals. Further details can be obtained from the firm at 55 West End, Witney, Oxon, OX8 6NJ. Tel: Witney (0993) 4981/5362.

CREECH Coachtrimming Centre can supply overrider seating rubber for A40's at 18p per foot. The full address and telephone number is in your Spares Guide. Thanks to Paul Stapleton for this information.

### FIND-A-PART SELECTION

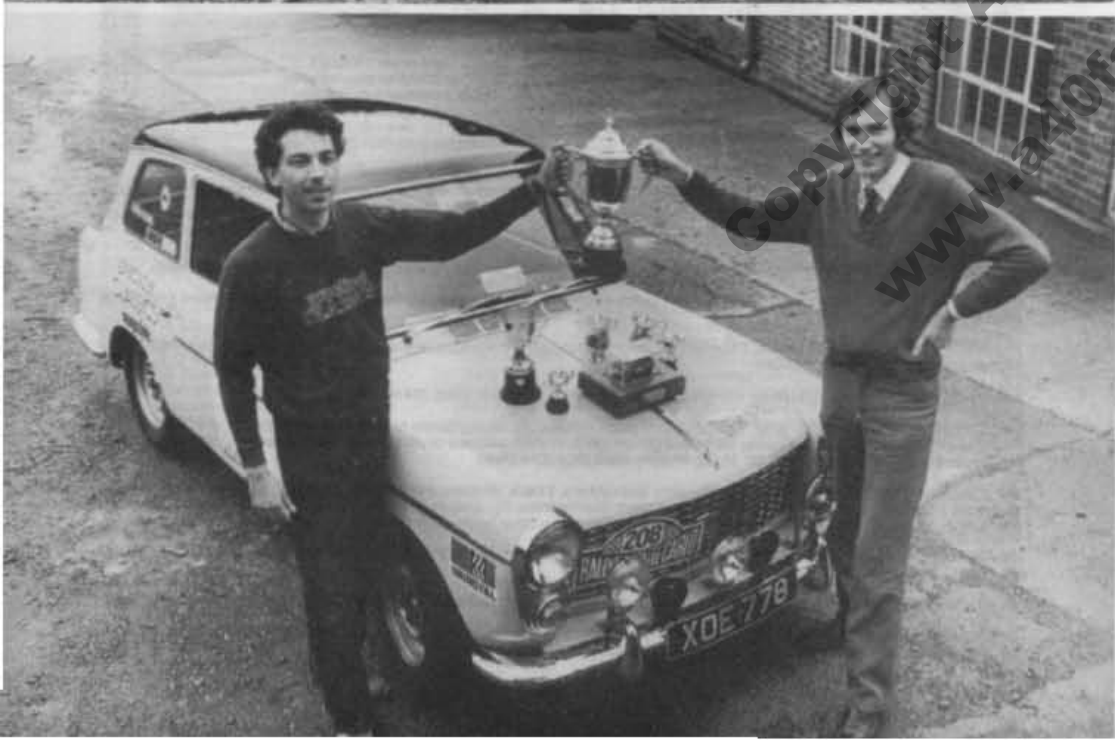
Following on from our new series of new parts held in stock, here is a recap for those of you who were not members last quarter. The parts lists are compiled by Unipart and placed on a fiche called the 'Find-A-Part', which is updated each month. At the time of writing, the selected parts listed below are shown on the fiche. We would emphasize that





**PICTUREPAGE : Zoey at the Coronation Rally.** Left above: All checks carried out during the rally were precautionary - nothing needed doing and the 950cc engine never missed a beat, despite the use of 8000 rpm. Left below: Spoils of victory - Paul Rosenthal (left) who prepared the car and Paul Skilleter, Zoe's owner, who shared the driving. Only larger-engined cars like a Lotus Cortina, 1700cc-engined Anglia 105E, Mini Cooper 1275S and Lancia Fulvia HF were quicker than Zoe. See 'Farina Mailbag' for a full report.

**Graeme Orr's Mk. 2 in Eastern Europe:** Above: First impressions of Hungary. A40 meets local drivers! Below: Which is the real A40? A40 seen with its East German "lookalike" (??), the Trabant Estate. You've guessed it, the Trabant is the one with the yellow biodegradable body and lawnmower engine. See 'Farina Mailbag' for a full report.



Mk. 2 SPARES. King pin kit QP 623 TCF, exhaust (never been fitted), sundry electrical parts - lights, starter motor, etc. £20 the lot, may split. 0332 672382 (Derby).

NEW LUCAS ELECTRICAL PARTS at cheap prices. Please state Lucas part numbers if possible. Magneto Repairs, Lighting & Ignition Company, John Tanner, Black Swan House, Abbots Ann, Andover, SP11 7BG. Tel: 0246 710275.

Mk. 1 WINGS £50 each. Mk. 1 BL sills £10 each. 0794 22358.

Mk. 2 DOORS, Countryman boot lids and many other parts. Also Mk. 2 Countryman 1963 Embassy Maroon. Front end rebuilt due to accident damage. New bulkhead and offside wings. Mechanical work done. Needs finishing. Must sell - wife says three cars too much of a good thing. Alan Shepard. 0392 55167 (Devon).

1966 Mk. 2 SALOON, spares or repair. Good engine, only two owners from new. MOT failure. Mrs. Hawker, Kidderminster 742054.

## SPARES WANTED

Mk. 1 BOOT LID wanted. Tracy Glasby. 025671 2567 (Hants).

REAR CENTRE BUMPER for A40 Mk. 2, 14A 7838. D. Lesty. 075 887 615.

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## A FAMOUS VICTORY!

*Paul Skilleter reports on the Coronation Rally, in which a certain car put A40's firmly in the news .....*

Well, I think it can be said that ourselves and Zoe more than upheld A40 and club honour when, on August 10th, Zoe scorched over the Epynt ranges to win the Coronation Rally outright. In fact, I think I'm correct in saying that this victory must be the first for an A40 in any truly competitive event for many years (though I'd be delighted to be proved wrong!)

You may well have read something about the rally in one of the magazines (the full colour report in 'Practical Classics' appeared in the November issue, out October). Certainly, Zoe was magnificent; the day before the event Paul Rosenthal, who's carried out the preparation of the car in his spare time, fitted telescopic dampers to the rear axle, and uprated (standard Midget) dampers to the front suspension. This, allied to a close-ratio gear set, a very low (5.3 GPO van) axle ratio, anti-tramp bars and - most importantly - a superb 950cc racing engine from Aldon Automotive, produced an A40 that was averaging over 60 mph on far from straight roads and reaching 100 mph-plus on occasions. Engine apart though, the car is remarkably standard - all the front suspension geometry is 'stock', no anti-roll bar was fitted, all the interior was in place and no lightening of the body had been carried out. Wheel rims were increased only to 4¼ inch and modest 175 section tyres fitted - though they were very 'grippy' Uniroyal Rallye 340 radials.

Last year we finished 2nd to last on a very recalcitrant engine and soggy, standard suspension (in fact, I'm convinced that Zoe handled worse than an ordinary 'good' A40 then, and Paul Rosenthal agrees with me - he used to run one). This year the car fairly flew (literally sometimes - see front cover) and proved utterly controllable, just as Peter Riley

(who used to drive A40's, maybe even Zoe herself, on 'recces' for the Big Healeys) told me they were.

Zoe's total clutch of awards at the end of a very enjoyable day were:

1st overall and 'Sporting Cars' trophy, Index of Performance.

1st in up to 1200cc, pre-1960 class.

1st Historic rally car.

1st BL/BMC car.

5th overall fastest on stage times.

I'm sorry Zoe couldn't make Nottingham this year but until we take out the racing engine and very low diff. at the end of the season it can't be driven on the road and we simply couldn't arrange to have it trailered. But we have endeavoured to support the Club at Motor 100 and Bromley, and I think it can definitely be said that Zoe will grace the Nottingham rally in 1986.

*\* On behalf of the club I should like to congratulate the two Pauls on their success and thank Paul Skilleter for the excellent photos, taken by Chris Harvey and Stuart Mason, which appear elsewhere in our magazine. Paul tells me that he has just re-read Pat Moss's book and realized that Zoey is in fact spelt Zoe, which now becomes the 'authorized' spelling! - Ed.*

## FROM ONE END TO THE OTHER - Sponsored Drive in an A40

I think I can honestly say that I have the proud claim that I have the most-travelled A40 in the Farina Club at the present time. I travel to rallies all over the country, sometimes attending rallies with the West Midlands Group, and many with my own local South Wales Group of which I am Group Secretary. The shortest distance to a rally is a round trip of 40 miles, the longest a round trip of 400 miles, all in a day. But no journey that I have undertaken has given me so much pleasure as my sponsored drive for Leukaemia Research. They say the shortest distance between two points is a straight line, geographically speaking that is, but it can also be the longest, namely Cardiff to John O'Groats, John O'Groats to Lands End and Lands End to Cardiff.

This all started on Saturday 13th July this year. I left Cardiff at 3.30 p.m. for Uxbridge, for the Auto Sunday where I was showing my car along with, I am happy to say, other club members. The weather was kind, just a few showers, and we had a very enjoyable day. I left there late afternoon for Birmingham, where I stayed overnight. On the Monday I left for Scotland and got up to Locherbie, 25 miles over the border, a total distance of about 220 miles. On the Tuesday I left for Inverness, a distance of about 260 miles. I did not use motorways more than I could help. I was after good m.p.g. and a comfortable average speed as I was funding my own expenses throughout, and was not interested in burning up the miles or petrol and time I had plenty of. After staying overnight in Inverness, I left on the last lap for John O'Groats, only 114 miles but not the best of roads. On leaving Inverness the A9 follows the coast up to J.O'G., a really beautiful and scenic drive. For those who have not been as far north and want an enjoyable holiday, it is a must. Accommodation is so very reasonable and the Scottish hospitality I leave you to judge. I arrived at John O'Groats at about 12.30 p.m. on the Wednesday and got the Information Office to stamp my Sponsor Form. I stayed here for a few hours before making the return journey. I did not travel very far, staying on Wednesday night at a delightful little village called Holmesdale about 60 miles from John O'Groats. I left Holmesdale about nine o'clock the following morning. I had to fill up with petrol here, where the price was the highest I had to pay anywhere - two pounds twelve pence a gallon! I made for Perth where I stayed at the hotel whose owner's sister's son was suffering from Leukaemia. I did not know this until she told me so on the morning of my departure and she would therefore not accept any payment from me because of what I was doing for Leukaemia - this was her way of showing her appreciation which touched me deeply. I left on the Friday



morning for Locherbie and stayed at the same hotel as I had done on my outward journey. I eventually arrived back in Penarth where I live, outside Cardiff, at approximately 1.45 p.m. on the Sunday afternoon, where I was met by the Mayor of Penarth and Doctor Ian Jones of Leukaemia Research who had come down especially to meet me. A big crowd of people were also there as my arrival was on the Sea Front and I was naturally bombarded with many questions, the main one being was I worried about getting there! I said why should I have been, I drive an Austin A40 Farina.

And so my sponsored drive came to an end. I should like to thank all those members who sponsored me and especially Nick Bayliss and Liz Smith of the West Midlands Group. Would I do it again? Yes I would, but not to John O'Groats - it has been well travelled now. I shall have to think of somewhere else to go next year - distance is not necessarily a prime factor, it is the cause that matters. I must not end this article without giving the final statistics:

Round Mileage .....	2,100
Average Speed .....	38 m.p.h. overall
Fuel Consumption .....	42.17 m.p.g.
Oil used for whole run .....	1½ Pints
Total Mileage of car to date .....	73,540

I don't think any modern car could do any better. At the time of writing I have donated £800 to Leukaemia Research in sponsorship money.

Charles Hobbs,  
Penarth. 13.9.85.

## LEAKS - CAN YOU HELP?

We recently had a series of repairs carried out on the bodywork of our Mk. 2 Countryman, which included the fitting of new front wings and grille support channel, front apron and cross member, and front skirt - all items obtained from Radford Panel Co. Ltd. - and a comprehensive replacement of all the rusted parts of the under metal panels, duly welded, plus a complete respray. Since this work we have water collecting in the front foot wells, which does not penetrate immediately but some time after driving in wet, but not necessarily very wet, weather. The penetration is both from the front of the footwells but mainly from the rear and round the side, and the gearbox housing; and the welded cross member (to which the seats are secured, and which has two holes bored in the top) has a small amount of moisture inside.

The underneath of the car was sprayed with Waxoyl and three coats of black "Gunge" which remains soft all the time. No amount of close inspection has revealed any gaps or holes, neither can any light be seen through, nor air penetration felt when using an air line. Also the two new front wings have received similar waterproof treatment. Do you have any idea as to where the cause of the problem might be please - any help you can give us will be much appreciated! The only action thought up so far is to weld all the points of entry on the interior of the footwells, which might stop the water penetrating but does not really solve the problem altogether. It does not seem possible that the points of entry **outside** the bodywork cannot be identified and plugged! Any ideas from anyone would be very welcome!

David & Priscilla Lesty,  
Tanyffynnon, Dinas, Pwllheli, Gwynedd, LL53 8TB.

*\*Please write direct to David and Priscilla with your suggestions and the successful one(s) will be printed in 'Farina News' - Ed.*

## BUYER BEWARE

The following is a sad but true tale of an A40 with only 18000 miles from new. An advertisement appeared in a South Wales evening paper which has a coverage of over 50 square miles. It read as follows:

'A40 Farina 18,000 miles from new, one lady owner, being sold by executors of estate. £500 ono.' I duly went to Brecon with another member of my group to see it. Viewing was by appointment only. At first glance the car looked good. It was in a garage but after getting it out in the open, Oh what a sorry state. The car was a 1965 Mk. II Saloon in black. The paintwork had started to bloom, the wheel arches were rusting out, inner and outer sills were rotten - there was a hole in the front nearside footwell. Two new wings had been fitted to the front. These had not been treated properly against rust after fitting. Engine, gearbox and back axle were good, the engine very good. The main suspension components were shot through, the grease not getting in to the moving parts, probably because the car had not been jacked up off the ground in the first place. Brake lines were in an early state of corrosion. I would not have paid more than £50 for the car, let alone £500.

Knowing the terrain of this part of Wales where the car was situated, the area is affected by flooding and to me it looked as if this car had been driven in such conditions. The reasons I write this article are that there are probably a lot of members in the club who are not up to all the technicalities and have to put themselves in other people's hands, such as the owner of this car had done. She was not a member of the club. In other words, the old adage applies: Don't believe everything you read about a car, even an A40. This car was in such a sorry state because it had been neglected. I believe the mileage to have been genuine from the condition of interior mats, pedal rubbers, etc. A member in my group was looking for an A40 - that is why I went and looked at this one. Thank heavens I did!

C. Hobbs, Penarth.

## TO HEL & BACK BY A40

Recent issues of 'Farina News' have included reports, including my own, of long trips by A40. I'd now like to record a memorable visit to West and East Europe (a 'first'?) in my A40 over six weeks this last summer. The journey was completed in my Mk. 2 with a rebuilt engine from my old Mk. 2 Countryman, which is now running as good as new. The tour included some remarkably long legs, including Edinburgh-London (390 miles) in 7 hours; Versailles-Heidelberg (450 miles) in 9 hours; and Hel to Hamburg (450 miles) in 16 hours. The last trip was a story in itself.

Preparation for the journey involved more documentation than I've ever required. When you read the regulations, each European country has slightly different requirements for visiting motorists. Some require a Green Card, some the registration document, some the International Driver's Licence, while the East European countries all require a visa, and in some cases, a car declaration. Poland has its own form of petrol rationing, of which more later.

Most of Western Europe can now be crossed rapidly and safely by motorway. As a result my journey was swift but uneventful until I reached Vienna. From there the motorway gave way to a wide highway towards Budapest. This carries a lot of tourist traffic, mostly German and Austrian, with consequent delays at the border. Hungarian tourist maps then indicate a motorway from Gyor to Budapest but this is rather optimistic; for most of the distance there is only one carriageway, with green fields where the other carriageway should be.

Budapest traffic is a rude awakening. You arrive from the motorway to be confronted with

signs to the three main road bridges over the Danube. The signs are, however, in pictorial form - not very useful to a visitor! Meanwhile you find yourself rushing along atrocious rough cobbled streets, laced with tram-lines, with left turns against oncoming traffic a virtual impossibility. Nevertheless, Hungary is perhaps the least daunting East European country to visit by car. Petrol is readily and widely available, including familiar brands like Shell and with adequate octane ratings. It is also very cheap at around 30p a litre. Traffic cops are not over-zealous. Spares must be expensive however. I jokingly offered my car to a Hungarian for 20,000 florints (about £300) and was assured that the tyres alone were worth more.

Czechoslovakia boasts an excellent motorway from Bratislava to Brno but for some reason there is no rest/fuel stop open in this stretch of road over 100 miles in length. If and when you find fuel, it is expensive at 50p per litre and there are no octane values indicated.

Driving in Poland is an adventure. Luckily I had friends to help out when the adventure became too much! There are some novel rules for a tentative Polish Highway Code:

1. Watch out for slow-moving horses and carts and Polish 'banger' cars;
  2. Do not think, because a road is a divided highway, or a trunk route, that it's safe to drive at over 40 m.p.h. Some road surfaces are diabolical.
- THEREFORE: 3. Better not drive at night!

Buying petrol in Poland introduces one to the surreal nature of the currency. If you buy tourist petrol coupons, you pay 41p per litre. If you run out of coupons and buy "black market" petrol for Polish money, you pay up to £1 per litre, but if you pay in Western money you can pay as little as 25p per litre. Confusing!

It would be a pity not to mention some East European cars never seen in the West. Finest of all is the Czech Tatra, a handsome diplomat's car with rounded lines and a split rear window. The old Polish prestige car was the Warszawa, a bulky vehicle vaguely like a 1950's Humber. At the humbler end of the scale are two remarkable runabouts: the Polish Syrena, which looks vaguely like a 1950's French Simca or Panhard, and the East German Trabant. My car suffered the indignity in Hungary of being mistaken for a Trabant estate. No, it's the one with an engine like an arthritic lawnmower! The Trabant has a bodyshell made of organic resin, which is apparently vulnerable to rodent attack!!

And now that trip from Hel to Hamburg. Hel is on a narrow peninsula north of Gdansk. I set off at 7 a.m. towards Szczecin on the Baltic coast, the East German border. I got lost for a while on terrible forest roads, suffered a puncture, and so didn't reach the border until lunchtime. It is a curious frontier zone, the last 10 miles in Poland being along a deserted, neglected stretch of 1930's autobahn (this area used to be in East Prussia). The border control took two hours, then it was time to discover East Germany.

Transit visa holders are restricted to a small number of transit routes through East Germany. Most are autobahns but the road via Rostock is not; it therefore offers a fascinating glimpse of this elusive country. Again, trunk roads are no protection against stretches of extremely rough, uneven cobbles which test the suspension to the limit. Petrol can only be bought, officially at least, at a few "Intertank" stations at a "Special" pump where Westerners can pay in Deutschmarks.

It would be optimistic to undertake a 5000-mile journey without anticipating any breakdowns. Luckily I had with me all the spares I finally required on the trip. In Czechoslovakia I identified a pitted terminal in the distributor cap which was affecting starting and overall performance, while on the last leg in Europe - from Amsterdam to Ostende - there was a bang, a sudden loss of power and then failure. In this case, a change of points and condenser worked the magic. Two Dutch traffic cops arrived to watch my repairs and were duly impressed as I turned the engine with the starting handle to set the points. "You very lucky man" they pronounced, as the engine sprang into life

again. It would also be unfair to conclude without mentioning the storm that kept us pitching around outside Dover Harbour for 10 hours.

A repair to the transmission, two new tyres and a full service since her return, and the old car's ready for the free trip offered by Sealink to its summer travellers. Amsterdam this December, anybody?

Graeme Orr,  
Edinburgh. 10.9.85.

\* See Picture Page for illustrations - Ed.

## GARAGE EXPERIENCE I

In response to your 'Customer Beware' article in Farina News No. 22, you may be interested in my dealings with the All Stop Garage, Ipswich Road, Colchester, in particular with Mr. Tony Jay.

Just one year ago I bought my Austin A40, JHX 734B, for £75. It was collected for me and an estimate of £150 was spoken of for welding floors and inner sills, fitting new outer sills, welding front cross member, rear wings and one front wing, repairing lamps and replacing brake pipes, side arm, master cylinder and front dampers, plus an MOT test. I finally paid a bill of £413.20 and was told that if I replaced the wings and had a respray I would have a very nice and indeed valuable car. This I set about and in April this year my car was collected. After many grumbles from Mr. Jay, (I did indeed have a word with our Membership Secretary about ill fitting wings, etc.) my car was returned to me in the middle of June. I had been given a verbal quotation at the time of £250 for fitting new wings, front apron and a total respray. I eventually paid a bill of £628.00. I enclose copies of the bills, or should I say photocopies, should you be interested.

My car now stands in our driveway. Hopefully I shall pass my test and drive her some day. As I write this letter I ask myself, should I ever have become involved with "Orphan Annie", my A40? Should you care to see the standard of work I have paid for, you are most welcome to come and take a good look. I must say my son Matthew was **not** impressed.

Eve Hodder,  
Colchester. 12.9.85.

## GARAGE EXPERIENCE II

In 'Farina News' No. 18 we reported on p.9 a garage in Cambridge interested in doing work on older cars, including A40's. I would like to relate the experience of one of our Cambridge members who told me the following: his 948cc A40 Mk. 2 failed its MOT on worn kingpins and bushes. He put the car into his usual garage, from which he has always had good service, for this and other necessary work. As they did not have a reamer available for the bushes, he took the stub axles and kingpins/bushes to the garage mentioned in 'Farina News', who did the job, albeit at a cost of £24, twice the normal price (see 'Farina Spares, Recommendations', this magazine). The suspension was duly reassembled by our member's usual garage and resubmitted for its MOT - which it **failed** again on worn kingpin/bushes. Our member's garage claimed that the bushes must have been over-reamed and was adamant that they had fitted the suspension parts as received and had not tampered with them in any way. The 'Farina News' recommended garage claimed that the other garage had filed out the bushes to give a better fit of the kingpins and overdone it. They offered to refit and ream new bushes free of charge if the bushes were provided and the suspension dismantled. In the end the car was given away as our member did not feel it worthwhile to pay a second time for the considerable expense of rebuilding the suspension with new parts.

As I was not directly involved and did not inspect the car, I do not wish to cast aspersions on anyone but issue the following cautions from this sad tale:

1. Obtain a quote for a job before it is done and if it sounds excessive, compare it with another garage quote, or contact a club Technical Adviser to see if they think it is reasonable.

2. Check that the work is satisfactory before payment and if it is not, refuse to pay - in this case the garage did not check the kingpins/bushes before the major reassembly job, with most unfortunate results.

Paul Stapleton,  
Cambridge. 7.11.85.

## CONCERNING RALLIES & MEETINGS

It concerns me about the definition of a rally. The A40 that I own has the unfortunate task of doing 350-400 miles per week. It is used for taking rubbish down the tip - you name it, it moves it. What I cannot understand is that certain cars that appear in rallies come out of hiding only for these occasions. Surely it is more of an achievement to enter cars that are used normally. I think that rally organisers should demand a current MOT and that the car should have done so many miles according to the length of the MOT, e.g. 10 months MOT = 2 months use, 700-1000 miles. Surely people would have more satisfaction from entering a vehicle which has done mileage and is used daily than entering a model which just sits in a garage.

J.R. Slater,  
Aylesbury.

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SEND YOUR A40 HINTS AND TIPS TO THE  
**FARINA HINTS EDITOR:**  
M.J. Kent, 36, Walcot Close, Thornbury, Plymouth.  
PL6 8TG

## REFITTING REAR SPRINGS

Recently I had the rear springs on my Mk. 1 A40 reset. I found them rather difficult to refit. Eventually I overcame the problem by connecting the shackle end first. I then fitted the front end of the spring into the box section and prevented it creeping too far up into the box by using a small wooden wedge. Once I had the front securing bolts in place I refitted the 'U' bolts and axle. The car was then let down onto the ground and with the weight of the car on the suspension (to set the position of the rubber bushes) final tightening of all nuts and bolts was carefully carried out before giving the car a trial road test.

Ted Cole.

## CARB CURIOSITY

Recently I rebuilt my standard 26VME carburettor and changed not only the gaskets but also two of the jets. The car would not do more than 20 m.p.h. and that very 'roughly'. I put the old jets back and it was fine! I suppose the size of the holes on the new jets must have been wrong.

Tim Hinton.

## OIL LEAKS FROM REAR OF THE ENGINE

I noticed that oil was pouring from the rear of my engine at the bottom of the bell housing with no apparent leaks at the top. On removing the engine I found that the leak was due to the cover of the oil pump becoming dislodged from the engine back plate. So if you have either the gearbox or engine out of the car, it will pay you to check the oil pump cover before refitting.

Nick Bayliss.

## ACCIDENT DAMAGE

With the easy availability of replacement panels, there will be some members who will be undertaking repairs and restorations on previously accident damaged vehicles. I would like to offer a word of warning as I have been caught out in this respect.

When starting the repair work, before removing any of the old outer panels, it is vital to ensure that the car has not been twisted during the accident. Even a gentle front impact on a relatively sound car can be transferred back to the weakest point which is the base of the windscreen pillars. Look for cracked paint or creases in the scuttle in front of the windscreen, the windscreen lifting out of its rubber at the corners and ill fitting doors. Mk. 1's are more vulnerable than Mk. 2's.

The moral is: "If in doubt, check it out". If you find anything suspicious then use a tape measure. If you don't trust your own judgment, then get professional help ... even if it's just for your own peace of mind.

Simon Evans.

## CHECK YOUR TRACKING

We lost half the tread on new front tyres after an otherwise excellent steering and kingpin renewal - the track toe-in was off the gauge! Not quite a cowboy as in September's 'Farina News', but still, we have to watch it!

Geoff Webber.

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compiled by PAULINE SNOW

PLEASE SEND DETAILS OF YOUR CARS FOR SALE/WANTED TO OUR **CAR SALES CO-ORDINATOR:** Mrs. P. Snow, 138 Southlands Road, Bromley, Kent BR2 9QY.

Entries are free to club members provided they quote their **MEMBERSHIP NUMBER.**

Also available to club members is the **CLUB FINDACAR SERVICE.** If you want to buy an A40, send details of the model(s), colour(s), price(s) and geographical locations of the cars you are interested in to our **CAR SALES CO-ORDINATOR.** Enclose a supply of stamped self-addressed envelopes and you will be notified of suitable vehicles as we hear of them.

## MK. 1 SALOON

**1958** Needs some loving care and attention to preserve it. Offers to Mrs. A. Williams, 0480 810274.

**1959** Reg. 5292 AH. Black, red upholstery. Superb condition. Well maintained. 43,195 miles on clock. Taxed, MOT until 31.12.85. Sensible offers to B.G. Smith. Tel: 024542-3117.

**1959** Reg. 948 KPP, 85,000 miles on clock. In regular use until December last year when owner passed away. Has been garaged ever since but no MOT or Tax. Clutch has done only 1000 miles and engine had new rings and big end shells 18 months ago. Some rust around headlamps but very sound. Offers to P. Aves, 10 Ranelagh Crescent, Ascot, Berks. SL5 8LW.

**1960** Farina Grey/Black roof. Red interior. 10 months MOT, 2 months Tax. In daily use and body is in good condition. Reg. ALA 598A. Offers to Ivan Rogers, Luton B64220 evenings.

**1960** Black, red interior. Reg. XHO 808, 21,747 miles, no MOT or Tax. All bodywork etc. original, including flying A shell exhaust deflector. Undersealed. Interior in showroom condition. Has been owned by non-driver for last 16 years, although regularly started and run. Some spares. Fully overhauled July '84. New exhaust and brake hoses. £495 or offers. M. Hampton, 81 Slubbington Lane, Fareham, Hants. PO14 2PG. Stubbington 665187.

**1960** Horizon Blue/Black roof. Interior trim grey. 90439 miles. Reg. 489 ERR. No Tax or MOT. Good tyres, suitable for spares. Free to anyone who will tow away. Ring Mr. L. Hage, Nottingham 815219.

**1960** Horizon Blue/Black roof, 93,000 miles. Undersealed from new. One owner from new. In daily use and always garaged. All garage bills since 1960 available. BLMC full manual, handbook, parts list. With isometric views and starting handle, adapted for use by normal/handicapped driver. Tool kit, spare tyre, new clutch, rear windscreen heater. £1,500. Mrs. P.N. Patel, 3 Alderney Gardens, Northolt, Middx. UB5 5BP.

**1960/61** Horizon Blue/Black roof. MOT/Tax June '86. 44,000 miles on clock. Selling due to ill health. Reasonable offers to D. Binfield. 01 689 7607.

## MK. II SALOON

**1963** 1 owner from new who worked on it every weekend. Mechanics excellent, body has some filler on wings and wheel arches but otherwise very solid. Car could be re-MOT'd or sold before 31.12.85 so it can be driven away. Offers to A.J. Gill, Leeds 681419 (home) or Leeds 438191 Ext. 2162 (work).

**1965** Snowberry White/Grey roof. 1 year MOT, Tax. 1 owner. New exhaust, clutch flywheel and gearbox. Engine top condition. Coachwork as new inside and out. Undersealed. £1,000 onvo. Mr. S. Yarnold, 105 Denmore Avenue, Grange Park, Blackpool, Lancs.

**1965** C reg. 35,000 miles. 3 owners from new. Some damage to front wing and radiator. Present owner has no time to repair. Otherwise reasonable condition. Offers to P. Howard. 01 741 3030.

**1965** 66,000 miles. Unfinished project. New wing, rear wing, sill and stainless steel exhaust fitted. Needs new skirt, apron, rear wing, front wing and grille fitted - all these parts included in price. Also spare windscreen, rubbers, parts books, spare engine, etc., etc. Parts value alone £380. £450 onvo. J.E. Robins, 9 Swan Meadows, Pewsey, Wilts. Marlborough 62703 evenings. Also **1965** Mark 1 Saloon. SMW 519, 67,000 miles. No MOT. Green/Black. £100. or £50 if purchased with above.

**1965** C reg. Red/White roof. Off road since August. Recent new brakes and steering rods. Engine and bodywork in good condition. needs new gearbox. £110 onvo. Ring C. Higg, 021 551 0837 after 6 p.m.

**1966** FHU 591D. Just gone round the clock. Pulls very well with the benefit of a de-coke! Red with black roof. MOT just expired. No Tax. One wing is damaged and bodywork needs slight attention. Mechanically sound, runs well. £70 for spares or repair. R. Drewett, 54 Lansdown Street, Worcs. 0905 28844.

**1967** Aquamarine/Black roof. 12,000 miles from new. Fully documented service history. Showroom condition, full MOT. Offers to Dr. Savenmullu. 051 427 4853.

**1967** Full MOT. 56,280 miles. One owner. Must sell because of age. Ring Miss C. Blake, Woking 61853. Sensible offers.

**1968** MOT Until Oct. '85. Still on the road. Owner must sell due to ill health. Re-built engine fitted recently. Further info from Miss M. Stevens, Taradale, Yealm Road, Newton Ferrers, Plymouth, PL8 1BQ.

**1963** Genuine 41,000 miles. Full service history. manual. etc. Very good cond. J. Hadden, 7 Wynton Grove, Walton on Thames, Surrey, KT12 1LW.

## MK. II COUNTRYMAN

**1965** 54,489 miles. Full MOT till Aug '86. Reg. CVP 476C Maroon. Slight bodywork attention needed. £250 onvo. Phone 021 749 2432 Mr. S.W. Gill.

**1966** Maroon. Reg. NPE 22D. MOT Oct. '85. 105,000 miles. Good engine. Replaced master brake cylinder (brakes need bleeding). Interior reasonable cond. Bodywork O.K. but front headlamp mounting rusted away. Offers around £100. Jeremy Wire, 11 Fairfield West, Kingston. 01 546 0972 (home) or 09323 51541 (office).

**Countryman** has stood in garage for 10 years, and is in good condition. Has not been run for at least 7 years and is in need of complete overhaul. Offers to Mr. K.C. Kaye, 3 St. Margaret's Gardens, Knaresborough, HG5 0JX.

**Maroon**, low mileage, damaged offside wing. Suitable for spares or rebuild. £65. Peter Howard, 76 Cardross Street, Hammersmith, London W6 0DR. Tel: 01-741 3030.

## MISCELLANEOUS

**Farina**, part customised plus spares, gearbox, front valance, grille, lens covers, 2 brake drums, 4 brake shoes, window winding mechanism, interior handies, 2 brake pipes, 2 oil filters. Offers: T. Giddings, 01 907 2566.

**MOT** failure on brakes, a trunion and a new shim required in the steering. Offers for spares. Engine very good. B.D. Shelton, 24 Silverdale Road, Petts Wood, Kent

**1966 Mk. 2** Reg. HHW 32D. 67,000 miles. Maroon, tan interior. Long MOT and taxed until 3/86. Two owners. complete and original with tools, handbook, etc. Exceptional condition. Any reasonable offer considered. J.M. Ockwell. Tel: 0272 845241 (Bristol)

# A40 FARINA CLUB OFFICIALS

Please enclose a **stamped addressed envelope** if you require an answer to your written enquiry.

## COMMITTEE MEMBERS

### SECRETARY

Paul Stapleton  
31 Prentice Close  
Longstanton  
CB4 5DY.

### MEMBERSHIP SECRETARY

Alan Barton  
5 Othello Close  
Colchester  
CO4 3LB  
Tel: (0206) 861677 6-9 p.m. only

### SPARES SECRETARY

Phil Thomas  
29 Hartlands Road  
Eccleshall  
Stafford  
ST21 6DW.

### TREASURER

Keith Hallock  
113 Chastilian Road  
Dartford  
Kent  
DA1 3LN  
Tel: (0322) 91488

### GENERAL COMMITTEE MEMBER

Simon Evans  
The Bungalow  
Holcot Road  
Brixworth  
Northants.  
NN6 9BS.  
Tel: (0604) 880996

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

## TECHNICAL ADVISORS

### Mk. I CARS

David Vanes  
19 Kitchener Road  
Selly Park  
Birmingham  
B29 7QE.  
Tel. 021-472-7633  
6-8 p.m. only

Simon Evans  
(Committee Member)

### Mk. II CARS

Phil Thomas  
(Spares Secretary)

Simon Evans  
(Committee Member)

Mk. I and Mk. II 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.

# A40 FARINA CLUB SERVICES

Cheques/P.O.'s should be made payable to 'A40 Farina Club'.

## CLUB REGALIA/VIDEOS

### CHILDS T-SHIRT

Red or Navy  
Sizes 20in-32in.  
£3.20 + 39p P&P

### ADULTS T-SHIRT

Round neck: Cream  
Red Navy  
White  
V-neck: White  
Small, med, lge, ex-lge.  
£3.50 + 39p P&P

### CHILDS SWEATSHIRT

Red, Navy or Black  
Sizes 20in-32in.  
£6.50 + 79p P&P

### ADULTS SWEATSHIRT

Cream, Red, Sky Blue  
Brown, Grey, Dark Green  
Black, Navy.  
36in, 38in, 41in, 44in.  
£6.50 + 79p P&P

C.W.O. and membership number to Keith Hallock (Treasurer). Allow up to 12 weeks for delivery of shirts.

### TIE

Red club badge on  
dark blue background  
£3.50 + 25p P&P

### COASTERS

Black club badge on bronze  
hexagonal metal/cork backing.  
50p ea. + 20p P&P per order  
of any size, or post-free if  
ordered with other regalia.

### A40 VIDEOS

1982/3/4/5 AGM & Social Weekends  
and other A40 antics on VHS or  
Beta tape. Available on 14 days'  
hire for £2. There may be delays in  
sending out tapes if demand is heavy.

## 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.

# CLUB LITERATURE/PUBLICATIONS

### FLYPOSTERS

post-free from Alan  
Barton (Membership  
Secretary)

### CLUB WINDSCREEN

**STICKERS**  
50p ea. inc. P&P  
from Alan Barton

### WINDSCREEN POSTERS

Inviting people to take  
flyposters at rallies  
post-free from  
Paul Stapleton (Secretary)

### FARINA NEWS BACK NUMBERS

Detailed contents/price list of all  
issues from Paul Stapleton.  
Copies of Magazines 70p - £1.50  
each from Maryn Taylor, 5 Buffet Way,  
Colchester, CO4 3YL.

### HISTORY OF A40 FARINA

Definitive history published by the Club in February 1984  
Over 10,000 words, numerous line drawings and tables,  
typeset to A4 format on art paper with glossy coloured cover.  
£2 inc. P&P from Keith Hallock (Treasurer)

