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NO 41

JUNE 1990



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by KEITH BENNETT

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CONTRIBUTIONS FOR NEXT ISSUE BY 20 JULY 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: Tim Hinton, 48 Mathias Close, West Street, Epsom, Surrey, KT18 7RX.

CARS FOR SALE/WANTED: Car Sales Co-ordinator, 20 Higher Green, Ewell, Epsom, Surrey, KT17 3BA.

FARINA HINTS: Simon Evans, 143 Ilkeston Rd, Marlpool, Heanor, Derbyshire, DE7 7LX.

LOCAL GROUP NEWS: Mrs. Janet Betteridge, 72 Shrubbery Road, Drakes Broughton, Pershore, Worcestershire, WR10 2BE.

OTHER ITEMS: (including sharp photos, minimum size 3 1/2 in. x 5 in.) to the Editor: Keith Bennett, 36 Wood End, Banbury, Oxon, OX16 9ST.

If you don't want your full address published with your letter, please say so when you write.

COVER PICTURES:

FRONT: Stealing the show – our Local Group News co-ordinator Janet and her husband Alan attended a wedding and decked their A40 up for the occasion. The groom was all ready for a quick get-away, but the bride had different ideas – she plumped for the brand-new XJS parked behind the crowds. Ah well, no accounting for taste . . .

BACK (Top): Barry Taylor's mount for the Monte Carlo Challenge, gazing into an English landscape and wondering, no doubt, whether all those stories about mountain passes were true.

BACK (Bottom): Yes, they are!! Don and Margaret Pither being blinded by the flash of a sports photographer just when they didn't really need to be! The dreaded Col de Turini claimed one of the three A40s with the finish almost in sight – read all about it ONLY in Farina News!

Doesn't the winter seem a long time ago? Here we are in June, and those cold, wet winter days are but a memory. Actually, quite a distant memory, because the last couple of winters have been very mild. (What is he drivelling on about, I hear you ask). It's the greenhouse effect, that's what! Bad news for so many things, but for A40's those salt-free roads have extended the lives of many cars which would, all things being equal, have rusted away by now. No-one likes crawling under a wet, oily car – least of all an MOT tester, and if you want to give your A40 a fighting chance of passing a good many more MOTs, you couldn't do much better than move the MOT date into the middle of the year. It's so much more pleasant working on a car in the summer, even if you have to use the local council-provided workshop (the kerb by your front gate). Searching scrap yards can be positively pleasurable on a warm summer's day and certainly skinned knuckles heal a lot more quickly around this time of year than in winter! For the (relatively) low cost of an MOT you can gain all those benefits. Those members whose MOTs fall due in summer are, of course, laughing anyway but with A40 members steadily declining, anything to give the old birds a bit more life is worth doing, isn't it?

Let's hope the greenhouse effect is working overtime on the dates of the club picnic (Sunday 14th June), and the AGM/Social Weekend (Saturday 14th/Sunday 15th July). No need to book for the picnic – just roll up (details elsewhere in this copy of FN) and of course if you're coming to say 'hello' on either day at the AGM there's no need to book. Should you wish to stay overnight then please contact Simon Evans pretty pronto. The booking form was in the March edition of Farina News, the plan of where to find us is in this one: Simon tells me that the numbers are much as last year, so the weekend promises to be as well attended as usual. My wife Barbara and I will be there, and look forward to seeing friends old and new. You can even tell me what you think of Farina News!

Talking of which, CONGRATULATIONS TERRY CRESSWELL! Terry's won the caption competition from FN40 (March) in which I wondered what the line inspector might be saying to the sweet young thing perched on his shiny new A40. "Go and sit on the bonnet of Mr Issigonis's new minis and see how long you can keep your balance!" A year's free membership is on its way to you, and many thanks to all who tried their luck. As this is a family magazine, I feel I can't publish a good many of the replies! I was pleased with the response to the competition, and one reply in particular brought an even broader grin to the Editorial features – that lamented and much-missed gentleman, Austin A. Forte was tempted out of whatever dark corner he's been hiding in these past few issues of Farina News. His irreverent brand of humour puts everything into proper perspective and stops us taking ourselves too seriously. I can truthfully say, hand on heart, that I've absolutely no idea who's the driving force behind the Almanac; I haven't even got a close idea. No matter, he's back and I hope he'll stay with us for many more issues.

Nice to see A40s in national publications. The April edition of "Popular Classics" shows (p.15) a very nice shot of John Searby's racing A40 staying firmly ahead of a Hillman Imp during one of the Historic Racing Saloons Register races, though I'm blessed if I could spot a Club Sticker on your windscreen, John! And in the March edition of "Practical Classics" Terry Smith shows the flag with his bright red Mk2 saloon, which was featured in an article entitled "Mini-Classics" along with a Ford Anglia, Hillman Imp and Wolseley Hornet. Quite apart from the interesting comparisons to be drawn from the four vehicles, it was particularly gratifying to read Terry's comments on the role he feels the A40 Club plays in keeping a vehicle (to which he is obviously very attached) on the road. With prices for the humble A40 steadily increasing as more and more folk realise just what reliable and economical motoring the car offers, the Club will become more and more important as a focal point for owners. So warm thanks to you John and Terry, and indeed to any other Club members who manage to get their cars mentioned in the nationally published press.

Now then it's begging time. I *could* be mean, and not mention the fact that Tim Hinton, our Spares Secretary, is looking for someone to take over his post as from the middle of July (see his letter elsewhere in this issue) because I'm looking for someone to take the envelope addressing off my hands, to leave me more time for editing Farina News and rebuilding my A40! A dinky little table-top addressing machine is provided, and Keith (give us yer six quid) Hallock (our user-friendly membership secretary) sends regularly updated lists complete with printed labels for our newest members' addresses, so the post would suit someone with two, or perhaps three, free evenings each quarter year. It's a job that requires little more than neat filing and an aptitude for basic organisation. I'm on hand to offer any advice, so please consider whether you might like to help send Farina News to our members, by addressing their envelopes. My address is inside the front cover of FN and my telephone numbers are: work 0865 278034 and at home 0295 265762 evenings 'til late.

Our Club Treasurer is hunting for £50! No, John Kilby hasn't actually lost £50, he's looking for a sponsor willing to help financially in providing for a Mk 2 Challenge Cup to be presented each year at the National AGM/Social Weekend to the owner of the best Mk 2 A40. John himself is sponsor for the Mk 1 cup, and if you think you'd like to help, contact him asap. His address is on the inside back cover of FN.

Right then, have a safe and pleasurable summer's motoring – if you can find time to sit in the shade and write a letter to Farina News, so much the better! See you again, same page, same magazine, in September!

SECRETARY'S SOUNDINGS

By the time this magazine is received by all of you we will already be half way through the year. What a terrible thought! If like me you have done all the jobs on the car that wanted doing and been out and about when time permits, for the majority of our members this is normally at weekends and annual holidays.

Being retired I am able to do those necessary jobs as and when they want doing. Having said this, I find it quite surprising how quickly time passes. Looking through my events programme it is surprising how many shows there are. I know that it is not everyone who is interested in going to a 'Static Rally' but they are worth going to as very often you can be lucky at the Autojumble and find a genuine part - even front wings and body panels. While I am on the subject of parts, our very able Spares

Secretary, Tim Hinton will, he tells me, with much regret have to resign his post as Spares Secretary. I tried to persuade Tim to stay on but as his new business venture will be taking up all his available time, Tim will be staying on until the AGM in July. In the meantime will the member who wishes to take up this post please write to me, or preferably Tim, for the necessary information.

The DVLC are now, as you probably know, in the business of selling registration marks. Anyone who has an interest should write to DVLC, Swansea, for a leaflet, enclosing an SAE.

Charles Hobbs
Secretary

LOCAL GROUP NEWS

Janet Betteridge

Well, here we are again, already (by the time you receive this magazine) half way through the year!

Since my involvement as L.G.C., I have come into contact with a lot of friendly folk, whom it is a pleasure to know. Also I've found A40s can be a constant source of amusement, pain and frustration. There's not much to report on the 'Local Front' this time so to fill the page here's a little story which struck me as being quite funny.

Malvern Mart and Exchange : February 1990

Once upon a rainy day,
Not so very long ago,
Nigel set out from Whitbourne Way
and a hunting he did go.

Off he went to Malvern,
To meet his friends up there;
It was a February day you know,
When the clouds were thick and low.

Well, in and out the mud he trampled,
With wife and son in tow;
Not even a bar in sight
To set his heart aglow!

Then, whilst browsing round the stalls
Nigel suddenly became enthralled.
No cover could be seen, but from the pictures he could tell,
He'd just found a Mk1 Workshop Manual!

Two pounds was the price he'd paid,
So pleased was he, with the purchase made.
"What a bargain I've just had",
To Alan and Nick, he had said.

Yes, indeed, they'd both agreed;
But not a word he could read,
As when back home, much much later,
Nigel discovered he'd need . . .
a German translator!

SOUTH WALES

A group meeting was held at the Croesyceiliog Community Centre on Friday, 23rd March. Among items discussed was the Group attending as many Rallies as possible in South Wales, as a group, as well as some the 'other side of the bridge', i.e. Avon, Somerset and Devon.

The South Wales Group of the A40 Farina Club, I am happy to say, is well known on the Rally scene now, for wherever we go we are always able to put on a good display of Mk1's and Mk11's.

Four members and their cars and families travelled down to Southampton on 1st April to support the Wessex Group at their Group Meeting where, as always, Terry Smith and John Fowler put on a good meeting with their Group, the weather turning up trumps as usual.

The South Wales Group meets regularly in the summer months at Croesyceiliog and alternatively in Penarth. Date of meetings: members will be notified.

Charles Hobbs
Group Secretary

DIARY REMINDER

DEVON: 9/10.6.90 Great Western Rally, Longleat.
1.7.90 Devon Group Barbecue, Widecombe.
22.7.90 'Wheels 90', Lyneham House, Yealmpton, Nr. Plymouth.

PROVISIONAL DATES:

19.8.90 MMOC Culm Valley Rally and Country Fair.
16 or 23.9.90 Kingsweare Station.
7.10.90 Winkleigh - West of England Heavy Transport Rally.

For more details please contact: Alan Shepherd, 7 Salmon Pool Lane, Exeter. EX2 4SN (Tel: 0392 55167).

WEST MIDLANDS:

17.6.90 Staverton Steam and Vintage Show, Gloucester.
24.6.90 A40 Picnic, White-Ladies-Aston, Worcester.
14/15.7.90 A40 National (incl. West Midlands Concours) Nottingham.
22.7.90 Vintage and Classic Car Show, Stratford-on-Avon, Warwickshire.
19.8.90 Classic Car Show, Trentham Gardens, Staffordshire.
29/30.9.90 September Exchange and Mart Motoring Event, Malvern.
Oct.90 Chasewater Light Railway/Steam and Car Show, Brownhills, Staffordshire.

PROVISIONAL DATES:

5.8.90 Austin Seven Rally, Cofton Park, Birmingham.
12.8.90 Vintage Austin Rally, Ashover, Derbyshire.

Anyone wishing to attend an event, please send a stamped addressed envelope for **each** show you would like to attend in order that passes may be arranged and distributed.

Nick Bayliss
328 Sarehole Road, Hall Green,
Birmingham, B28 0AQ.

SOUTH
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Compiled by Tim Hinton

This may be my last article for Farina News, as I am due to resign at the next AGM in July. I took over from Phil Thomas some four years ago, and it has been great fun, but I must now concentrate on my freelance work or it will grind to a halt.

I will still, for the moment, be distributing boot lid rubbers, at £10 each including postage. I will have some at the AGM for less, as there is no postage.

I recently had to change the four way connection for the brake pipes and brake light switch (17H 7108) now obsolete, but available from M & G International, 051 666 1666 over the phone by return (using my flexible friend) as it fits all the Midgets and MGB. Well done M & G.

I must extend my thanks to Kevin my assistant for all his hard work over the past 18 months or so for compiling the Spares for Sale ads; he is still, however, Club Archivist. I must thank also Deborah for responding to his request in the last Farina News, for a replacement.

E & B Manns of Monmouth, St. James Garage, St. James Square, Monmouth, Gwent, (0600 2773) have written to me to say they have uncovered a wide range of BMC parts for cars 1930-1970's including ours. Thanks to them for telling us.

Thurrock Technical College, Woodview, Grays, Essex RM16 4YR (0375 392076 – contact Marie Barter) are running welding courses too late for this issue of FN but intense at 4 and 5 days at £160 and £190.

A scrapyard on the A29 just south of Billingshurst, at Pulborough opposite the Blacksmiths Arms Pub, has a complete Mk 1. They are open 6 days including Sundays but closed on Wednesdays. My thanks to Cliff Browning for this.

Totton Motor Factors Ltd., 84 Water Lane, Totton, Hants. (0703 863631) supplied John Fowler with Mk 2 rear shocks at £26 each. Thanks to John for this info.

A member (Paul Stevens) has just written to me asking where he can get the rubber carpets for his Mk 1. If anyone knows where we can get them made please let me know as I want some for my car.

Ken Wilson (0207 233964) is looking for a driver's window and heater control for a Mk 1 after a break-in; can anyone help?

Wanted – Green 1962 Wheel arch covers, both sides, for horizon blue car 0254 679550 (Yorkshire).

Farina News feature car (circa 1980/82) Early Mk 2 with new petrol tank and one front shock, for sale. The car has very strong reinforced front wings and sills, but it hit a tree so grille and radiator are U/S, however it comes with another identical model in bits, for spares. Call Ken Cole on Truro 0872 42005 or leave a message for him to call you on 0483 811457.

P. D. Gough, The Old Foundry, Common Lane, Watnall, **Nottingham** (0602 382241). The stainless steel type 304 has a vehicle life guarantee at £132.35 including VAT. Fitting is an extra £28.75 if required, including VAT. Remember the **AGM** is in Nottingham and the boys in the know from the West Midlands have recommended them to me before!

Well that's it. Thank you for having me and remember I will still come to all the AGM's. (I have been to them all including the first), so come up and say "what was your name again?" Cheers!

SPARES FOR SALE

2 doors O/S and N/S for Mk I, no glass but very good condition. 1 differential, ratio unknown. 1 steering idler. Rubber repair kits for clutch and brake master and wheel cylinders. Spare flasher and front lens glasses. Good spare Mk1 bonnet. Pair Countryman rear tailgate top hinges. Front suspension several components all new. Trunnion pins, wishbone rubber bushes.
Dick Jones, 147 Elm Drive, Hove, Sussex. 0272 770047.

Bedford HA van spares. Ken Cole 0872 42005.

Mk II s/h - windscreen, N/S Door, 2 x Rear Side Windows, Bonnet, 3 Wheels (tyres reasonably good), 7 x Wheeltrims, Hubcaps, Headlights and Surrounds, Sideights, Rear Lights, Rear seat back, 1 x front seat. Mk I s/h - 2 x Grilles, and many other parts. Offers invited.
A. Bannun, 107 Asheridge Road, Chesham, Bucks. HP5 21PZ. Tel: (0494) 775647.

Mk II complete car, rough bodywork (partly dismantled), broken gearbox, spare available and engine. Failed MOT. Offers invited.
Clive Taylor, 52 Bents Close, Clapham, Bedford, Beds. MK41 6DY. Tel. (0234) 65988 (evenings only).

Mk II O/S Door undamaged and in Work's Primer. Offers.
Tel: Paul (0702) 619672 (daytime), (0375) 672648 (evenings).

1961 A40 Countryman Spares or Repairs £75. 2 x New Fibreglass Front wings £20 each.
Mrs. S. Morrey, Lightwood Road, Lightwood, Stoke-on-Trent, ST3 7EY. Tel: (0782) 313699.

Set of Seats in Red. Good Condition. Offers invited.
A. J. Kelly, 181 Osborne Road, Wisbech, Cambs. PE13 3JP.

948cc engine - just rebuilt - and matching gearbox. £100 pair. Mk 1 set of seats in Horizon Blue, very good condition - offers. Windscreen, 4.55 diff. - offers.
Mk I - New front headlight and rear light cluster surrounds. - offers.
Tel: (09854) 474.

SPARES WANTED

For Mk II - Pair of sills (L.H. and R.H.)
Mr. J. Abram, 11 Derwent Gardens, Ilford, Essex, IG4 5NA. Tel: 081-550-8546.

Urgently required Mk1 Front Grille. Mick Halliwell 0254 679550.

Mk II 1098 Gearbox.
P. Hunt, Room 80, Wing 11, Musgrove Park Hospital, Taunton, Somerset.

Mk I Towbar. Ron Weaver, 15 Morgan Street, Bleanavon, Gwent. Tel: (0495) 790705.

Mk I Petrol Tank, Rear Opening Side Windows Rubber Seals, Tan Interior Trim Panels.
Mike Brooks, 149 Starling Road, Bury, Lancs, BL8 2ZF. Tel: 061-797-0522.

Mk II Countryman Lower Tailgate.
D. Munson, 95 Stafford Road, Wallington, Surrey. Tel. 081-669-2959.

Mk II - Pair Fibreglass Front Wings, Front Grille, Front and Rear Bumpers with Overriders.
Mrs. A. McNeice. Tel: (0709) 553028.

Mk II Seats.
Sue Evans, 12 Bucknill Close, Exminster, Exeter, Devon. Tel: (0392) 823802.

Mk II Front and Rear Bumpers with Overriders, Petrol Tank.
Steve Carter, 56 Sandfield Park, Lichfield Road, Brownhills, WS8 61W. Tel: (0543) 371910.

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A LEAK OF INFORMATION

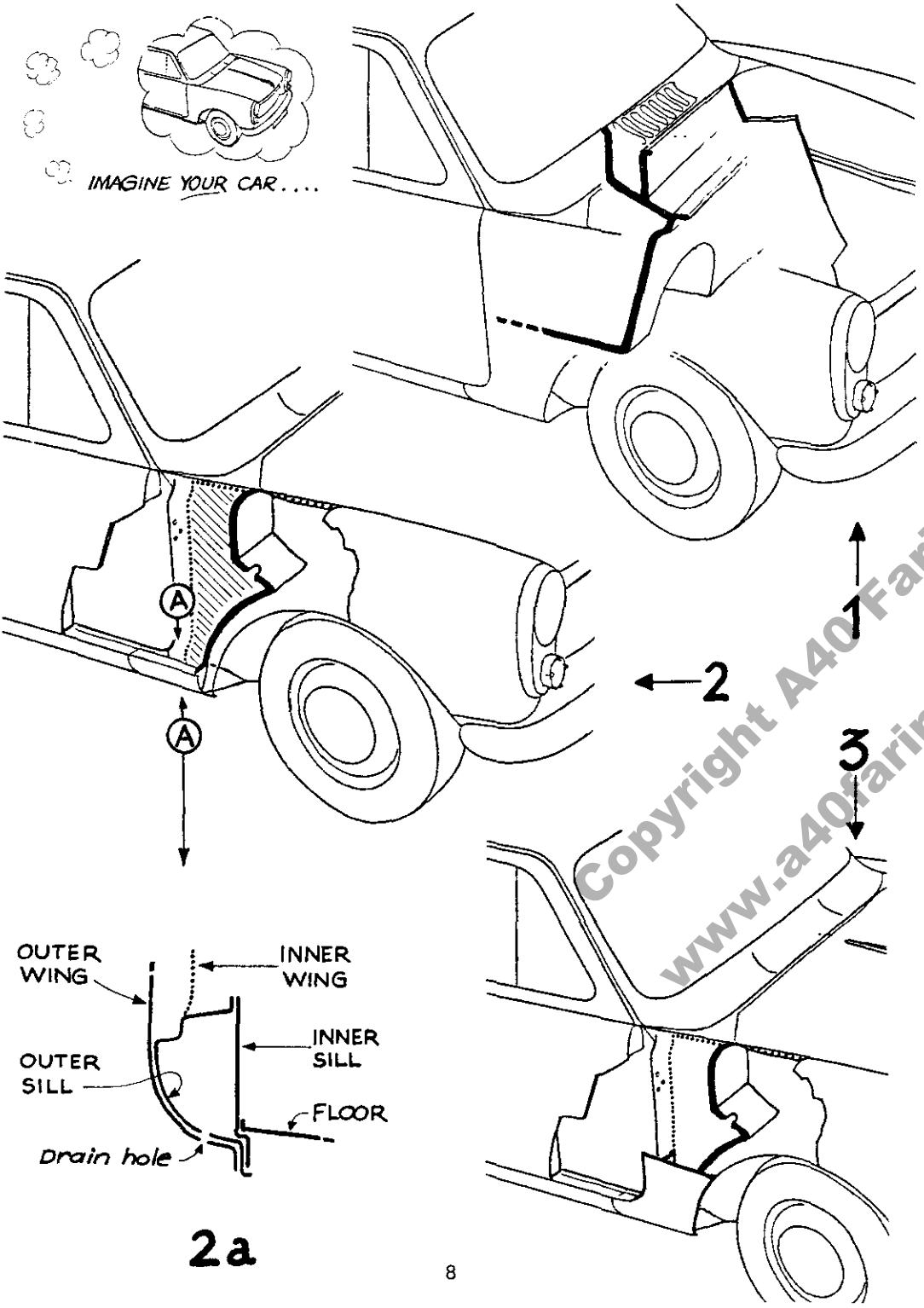
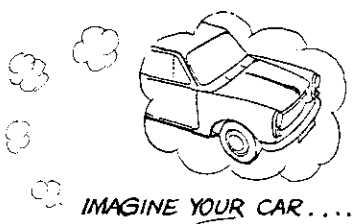
from Keith Bennett

Have you ever felt a bit of a drip in an A40? No, don't take it personally – I refer to the dreaded wet sock syndrome! If it's not either of the master cylinders leaking, it's a fair bet it's a bodywork leak. Having just finished the rebuild of the front of my A40, let me pass on the knowledge of where mine was rusty, in the hope it may help you lot out there. Before you start twisting yourself into the umpteenth-angled shape necessary to fit your eyeball up into the depths of your car, check first whether it's a leak from *above* or *below*.

Fig.1 shows your faithful steed sawn in half just to the driver's side of the transmission hump. If you peer down through the grille which sits in front of the windscreen just behind the bonnet, you may spy the accumulated debris of years of leaves, toffee papers and bits of car-washing sponge. In a really desperate case you may spy your gearlever, in which case your search for the leak is over! This chamber draws the fresh air into the heater, and is drained by two U shaped stampings in the front bulkhead: one emerges to the left of the master cylinders, the other from beneath the right hand end of the heater unit. A long piece of stiff wire poked up those channels may bring all sorts of gunge back down. Choose a dry day, open the bonnet, then pour a pint of water slowly into that grille, and watch to see that it comes out down those U shaped channels. If a lot doesn't, rush round and peer up under the dashboard on the centreline of the car. The bulgy metal is the inside face of the fresh-air chamber; check each lower corner for water - that's where mine had rusted badly. How you repair it is up to you!

Right, back out of the car. Run your finger forwards along the guttering above the doors and down to the point where the gutter ends just above the very rear of the front wings. You're now pointing at an area which, if the paint is cracked, can let water into the closed box area shaded in.

Now the fun really starts. At the bottom of the shaded area is one of the most structurally important areas on the car; it's where the pillar supporting the door hinges meets the inner and outer sills, the floor and the bottoms of the inner and outer wings. **Fig. 2a** shows A-A in cross-section. In reality, of course, there is no fresh air between the various elements – they're shown slightly parted for ease of illustration. Having said that though, any water falling between the inner and outer wing can only ooze between the outer sill and the bottom of the outer wing. And if that drain-hole is



blocked - it rusts one! It also chomps its way into the sill cavity and thence through the inner sill and so onto your floor.....and this is all happening with the car standing still!!

Just to compound the misery, once the car is underway, water splashed up from the front wheel hits the joint between the inner and outer wings (it's marked as a heavy black line in Fig.2). Once past there, of course, the water joins forces with whatever's in there already! See the little cut-out where the heavy line is broken? Put your hand up under the front wheel arch and find the horizontal ledge that runs the length of the wing immediately behind the chrome strip. Follow it rearwards, and where it meets the bodywork, there lurks the cut-out. And it's a wonderful rust trap, too. Fig.3 is there just to make the point that the repair sections for the rear of the outer wings can hide a multitude of nasty surprises!

So, what to do? Simplest preventative is to keep those drain channels and the drain hole clear of mud and rust flakes. When the car is as dry as can be, invest in a large can of "Waxoyl" and treat the air chamber, that closed box-section and the sill cavity. Unless you can find a way in from inside the car, you'll have to drill a hole high up in the door pillar and squirt it in, but be careful - on the MK1 at least, the wiring loom for the rear lights runs up and over the driver's side of the bodywork. Don't blame me if your electrics all fuse, your drill bit emerges through the outer wing, and/or your sock fills up with Waxoyl. "Least it'll make a change from water!"

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NOT PERFECT, BUT STILL LOVED!

Dear Editor,
I read with great interest the article written by Nick Bayliss on the subject of Spring and the Diary Dates, but was very upset by two remarks made in the text and I quote: "I would like nice cars on display, so no bangers please" and also "who has a good car". Mr. Bayliss may have the knowhow and the funds to restore his cars to concours condition, but I would like him to know that there are probably a large number of A40 club members who are not in this position, myself included.

My little A40 (LFB 562) gets as much attention as anybody else's but is nowhere near concours condition. Being not very mechanically minded I find that even small jobs that I try to do on the A40 take me hours, and to put it into a garage not only costs an arm and a leg, many garages do not want to know.

So, Nick Bayliss, have a little thought for the other members whose cars do not come up to scratch.

D.P. Marsden, Member No. 896
Local Secretary, Somerset & Dorset Area
77 Spring Road, Springbourne,
Bournemouth, BH1 4PT.

SOME YOU LOSE, SOME YOU WIN!

Here are a couple of caption suggestions:

Reckon she's a sitting target!
Wait till she comes in for a service!

I advise all members to watch out for A40 thieves! I had mine stolen from outside my house, whilst watching TV. The police found it a week later with everything gone except the body! I told the insurance company where it had been dumped but two days later, when they went to inspect it, it was no longer there! Somebody had taken away the body!

I hope they got a surprise. My car (although it looked immaculate in the dark) had **solid sills** which I had filled with my old golf club handles, nails and a piece of broomstick aided by lots of Isocon to get it through its MOT. Anyway, all ended happily for I got enough from the insurance to buy a really immaculate A40.

Sydney Rossiter, Member No. 1559
25 Chaseville Park Road,
London N21 1PH.

THEY JUST GROW ON YOU . . .

Just thought I'd write to say hello to everyone in the club as I'm a relatively new member (September '89). Firstly, I must say that I never grew up dreaming of owning an A40 one day. It was just love at first sight after being informed by a friend that one had just arrived at a local scrapyards having suffered the indignity of being driven into something solid, necessitating a new n/s/f wing, bumper and grille, as well as having a few bits and pieces missing (cylinder head, carb, radiator, starter, dynamo, control box, fuse box, petrol pump, spare wheel, wiper motor, wiper arms, distributor, inlet/exhaust manifold, headlamp rims and washer bottle). After looking FOF over (she's registered FOF 200D and is a saloon) I realised she wasn't in too bad nick (the interior was in good condition complete with the prop resting on the passenger seat), so I thought to myself here goes £*** (inc. del), here comes my first restoration. Anyway the usual happened: car arrived, everyone laughed, thought I'd gone mad and then they went back inside to watch Neighbours while I stood there wondering if I'd made the right decision.

After sitting in FOF for half an hour playing with the light switch and putting my tea cup in the little indents in the glovebox lid, I thought, sod it, she'll look good one day. So, in the garage she went, on went 1.5 gallons of paint stripper, and off came several layers of grey paint to reveal quite a lot of filler and also little plates brazed onto the sills. So, armed with a phone, I rang up lots of people until I found some parts that I needed, including a n/s/f wing, purchased from someone with the initials NB. A brand new bumper was also unearthed from a chap in Market Drayton.

After stripping the car to a bare shell and suspension, I attacked the car with a MIG welder. I then realised that the bootlid was at an advanced state with the creeping lightness so a better one was required. This I got from Authur's Autos (021 328 0244) in Birmingham for the sum of £15, which proved to be a bargain as the bootlid was immaculate after the Hammerite had been taken off. Work then began on the inner sills which required plating. After starting this job the gas bottle decided to run out on the welder which finally made me think whether it was all worth the hassle.

After reading FN 40 I realised that it would be worth it, especially after reading about all the events taking place this summer, although this also disheartened me because the chances of me and FOF being at any are practically nil. This is because she is still halfway through restoration. This is due to time and money being in absence (I'm a full-time student working part-time at Tesco's). Anyway, that's enough of my problems, but before I go I'd just like to say thanks for brightening up my day to the club member with the C-reg, grey with white roof, saloon which I often see at dinner time in Market Harborough by the train station.

Richard Jackson, Member No. 1735
5 Balfour Gardens, Market Harborough,
Leicestershire, LR16 9JJ.

Dear Club Members,

Having just enjoyed the last Farina News, it's time to write to you again! Firstly, Keith Bennett's comments on my still contributing to the magazine in the year 3857 – I hope to fulfil that ambition, even if it's via a ouija board or through a seance! Who knows, I might even haunt you, complete with all those (fictitious) A40 panels he reckons I've got hidden away.

Secondly, a gentle reminder: don't forget the **Club Picnic** on Sunday **24th June** at **Aston Court Farm**, the home of Anna and Frank Vickerman. Everybody welcome. Remember to bring your tools and cash as we will still be breaking a Mk 1 saloon (Horizon Blue) and another one (was Farina Grey), plus a Mk 2 saloon which was Glen Green. All spares must be removed by the buyer after negotiating the price (very reasonable!).

Thirdly, we are holding an A40 Farina Club 10th Anniversary Party at the closest Car Show to the date, that being **29th/30th September** at the **Exchange & Mart Classic Car Show**, Three Counties Showground, **Malvern**. Please come along and support us. All club members are welcome, though please note that we've only been allocated room for 20 cars, so if you're interested in showing your car, please send an SAE to me for a Show Pass (or for that matter, for any other show we may be attending this year). All details will be published in Farina News courtesy of our very own Auntie Janet, so come and support us, even if you only come as a member of the general public – come and say 'hello'. If we don't see you at any events, we hope we will see you either at the Picnic or at the AGM/Social Weekend.

Nuf sed.

Nick Bayliss
328 Sarehole Road,
Hall Green,
Birmingham, B28 0AQ.

Dear Editor,

In answer to your editorial comments in FN 40, I thought I would write and tell you about DFO 252, our 1963 Mk II A40. The car was bought five years ago as a run-around for my wife and as such only covers about 3,000 miles per annum.

About a year ago I decided that as it was starting to look tatty, I would take it off the road to give it a new lease of life rather than a concours restoration. I have fitted new front wings, front valance, grille support panel and only a nearside sill, the offside I found to be in excellent condition. I scraped off the old underseal with the use of a 'hot-air' gun and a scraper, which works very well. A little repair work was needed on the floor area, but other than that the underside was found to be generally in very

good condition, as was the doors/bonnet/bootlid. The car, at the moment, has had its first coat of colour which has been flatted awaiting several more.

Mechanically the car has a '1275' Midget engine and gearbox, 'B' series diff, Midget servo disc brakes, contactless ignition, 2" three branch exhaust and a home-made system using two x Fiat 128 stainless silencers!! bought for £10-, and twin 1 1/4" SUs. I had a meet with Alan Betteridge on the M1 motorway and bought five Mk I Frogeye Sprite ventilated wheels/tyres from him which will soon be fitted. They are 'Zoe' Monte Carlo replica wheels widened by 1/2".

Apart from all new copper brake pipes, new shock absorbers (by the way, readers may be interested that the rear telescopic shocks are from a Volvo Amazon Series 1968 approx. vintage; they are virtually the same compressed and extended as standard), and a decoke, it just remains to do a little rewiring and finish the painting.

Internally, the previous owner has fitted the Midget speedo/rev. counter, oil pressure and water temperature gauges. I know that must sound horrendous to all the ardent fanatical members but it has been done very neatly. The car does provide adequate, effortless performance with no undue noise at 70 mph due to the diff. It is safe and 'stops on a sixpence' as the saying goes. I wouldn't be without the rear wash/wipe as the A40 rear window seems to attract road dirt and spray. A thorough spray with black Waxoyl underneath and every other relevant area completes the story. I hope to have the car on the road this summer.

Terry Cresswell,
Member No. 1656
Haldon House,
202 High Street,
Wickham Market,
IP13 0RF.

AGM? JUST A LITTLE YAWN THEN!

Dear Editor,

I am glad my letter in Farina News 39 had the desired effect, i.e. finding out what the membership really thought about the AGM. I deliberately wrote it in controversial terms to try and stir everyone up – I seem to have succeeded!

First of all I must say that I never intended to belittle the efforts of the existing organisers, but I did think that I was voicing the opinion of at least a sizeable minority of the AGM attendees, and I hoped my letter might stir up someone (or even two or three!) who would be prepared to help with any changes.

Before anyone says what about YOU Mr. Searby, let me say that as well as running my own business I am now P.R.O. for the Historic Racing Saloon Register, as well as racing myself, so I simply do not have the time. I know that sounds like a convenient get-out, but it happens to be true.

If the consensus of opinion of everyone who had the bottle to write in, is that the AGM is best where it is, then so be it, but I'd still like to know why a greater percentage of the membership doesn't attend, and where are the letters from the members who agreed with me verbally last year?

In response to members' questions, I have attended previous AGM's because I wanted to support the club; I still do. If I didn't care I wouldn't have bothered writing would I?

Finally, thanks to Alan Shepherd and Alan Betteridge for reading my letter and at least partly agreeing with me; who knows, something may yet happen!

Oh, and another thing, if any members are ever up this way, feel free to call in, even if only to abuse me!

John P. Searby, J.P.S. Racing,
3 Station Avenue,
Whitby,
North Yorkshire,
YO21 3EB.

Dear Editor,

Please could I draw your attention to the article in 'Crow 52', the magazine of the 'Counties' Car Club, referring to the FBHVC (Federation of British Historic Vehicle Clubs). It lists 'donors' – we do **not** appear! What has happened – I am convinced in my own mind that this matter was discussed at the 1988 AGM and it was decided to subscribe and send a representative (unfortunately there are no minutes yet for this meeting) to this important body.

Could a member of the committee please explain what we are doing?

Alan Shepherd,
Member No. 667
7 Salmon Pool Lane,
Exeter, EX2 4SN.

CAR TYRES AND YOUR SAFETY

Tyres are the only parts of the car which are in contact with the road. Safety in acceleration, braking, steering and cornering all depend on a relatively small area of road contact. It is therefore of paramount importance that tyres should be maintained in good condition at all times and that when the time comes to change them, suitable replacements are fitted.

The tyres fitted to your vehicle as original equipment were determined by joint consultation between the vehicle manufacturer and the tyre manufacturer, and take into account all aspects of the vehicle's operations. Changes in tyre size, type or construction should not be made without seeking advice from the tyre or vehicle manufacturer as the effect on car handling, safety and clearance must be taken into account.

TYRE LOAD AND SPEED MARKINGS

Both radial and diagonal (cross-) ply tyres have markings to indicate their load and speed capabilities. It is important that tyres are suitable for the maximum speed at which the vehicle will be driven. In some overseas countries tyres are required by law to have a speed capability to match the vehicle's maximum speed.

TYRE SPEED MARKING TABLE

Speed Symbol	Maximum car speed for which tyre is suitable	
	km/h	mph
L	120	75
M	130	81
N	140	87
P	150	95
Q	160	100
R	170	105
S	180	113
T	190	118
U	200	125
H	210	130
V	240	150
VR*	over 210	over 130
ZR†	over 240	over 150

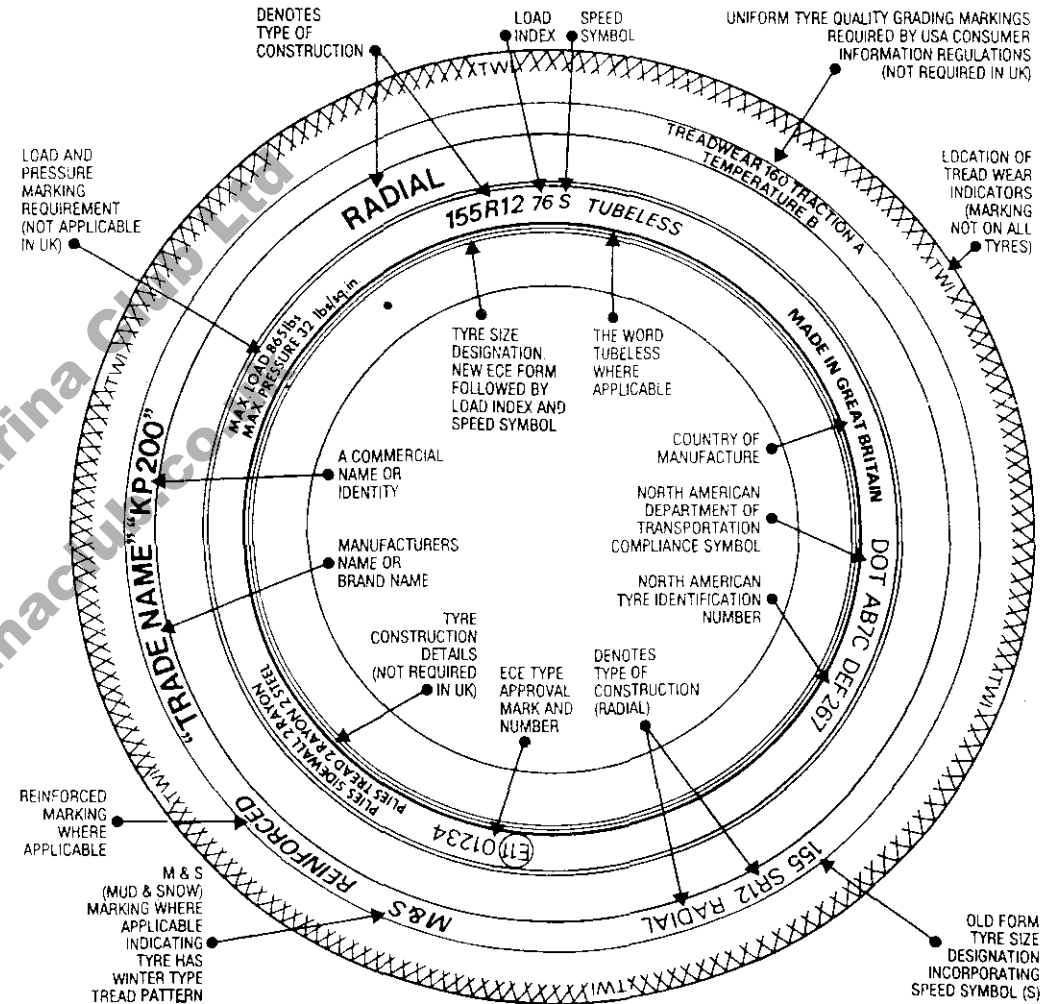
* Where the letters VR appear within the size designation (e.g. 205/50 VR 15), the tyre is suitable for speeds over 210 km/h (130 mph). This form of marking is obsolescent.

† The letters ZR appear within the size designation (e.g. 205/60 ZR 15).

TYRE LOAD INDICES AND RELATED MAXIMUM LOADS

Load Index	Load KG	Load Index	Load KG	Load Index	Load KG	Load Index	Load KG	Load Index	Load KG
60	250	71	345	82	475	93	650	104	900
61	257	72	355	83	487	94	670	105	925
62	265	73	365	84	500	95	690	106	950
63	272	74	375	85	515	96	710	107	975
64	280	75	387	86	530	97	730	108	1000
65	290	76	400	87	545	98	750	109	1030
66	300	77	412	88	560	99	775	110	1060
67	307	78	425	89	580	100	800	111	1090
68	315	79	437	90	600	101	825	112	1120
69	325	80	450	91	615	102	850	113	1150
70	335	81	462	92	630	103	875	114	1180

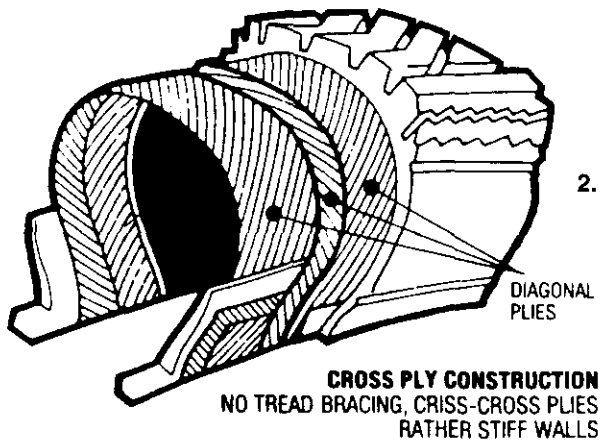
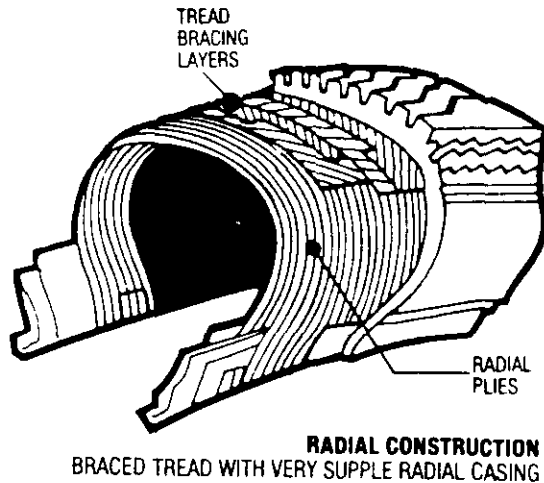
KNOW YOUR CAR TYRE MARKINGS



TYPES OF TYRES

In general there are two types –

1. Radial ply



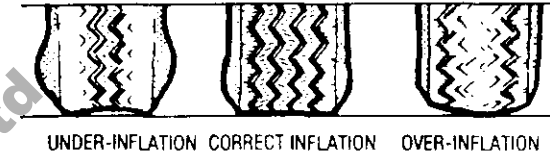
2. Diagonal (cross-) ply

DON'T MIX TYRES

Except in the case of temporary use spares it is illegal in the United Kingdom, and dangerous, to mix radial and cross-ply tyres on the same axle, or to have radial tyres on the front axle and cross-ply on the rear. This applies to all cars whether front or rear wheel drive.

KEEP UP THE PRESSURE

Recommended tyre inflation pressures for your vehicle can be found either in the vehicle or tyre manufacturers' handbooks. Correct pressures are related to loads, speeds and vehicle handling and are vital for even braking, maximum grip and good tyre life.



Prolonged under-inflation causes excessive flexing, deterioration of the casing, and rapid wear of the tread edges. Over-inflation results in an uncomfortable ride, a reduced area of tyre contact with the road surface and accelerated wear on the centre of the tread.

Inflation pressure must be checked at least once a fortnight and should be checked only when the tyre is cold, since there is an increase in pressure when the tyre has warmed up after being run. A reliable pressure gauge should be used.

WATCH YOUR TREAD

Tyre treads are designed to give good wet grip but the road surface condition plays the major part in tyre to road adhesion. In general, wet grip decreases as tyre tread patterns wear down or as the depth of surface water increases. Motorists should take this into consideration and reduce speed when it is wet.

Most car tyres have tread wear indicators in the tread grooves which show when the tyre is worn to 1.6mm remaining tread. The appearance of these indicators, level with the tread surface, should be taken as a sign that the tyre is ready for replacement.

Extra care should be taken when driving in wet conditions with tyres which have less than 1.6mm of tread, even though this is within the present legal limits in the UK.

The legal limit of tread depth for car tyres in the United Kingdom is 1mm across three quarters of the width of the tread pattern, with visible tread on the remaining one quarter. The legal requirements may differ in other countries.

(Thanks go to Kevin James, our Club Archivist, for this information. He first read it in the Volvo Owners Club Ltd Newsletter and we thank and acknowledge them for the article, which was derived from information supplied by The British Rubber Manufacturers Association (BRMA), The Imported Tyre Manufacturers Association (ITMA) and The Retread Manufacturers Association (RMA) – Ed.)

TION! RESTORATION! RESTORA

The only motoring magazine
that really shows you how-to-do-it
We cover it from every angle



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AUSTIN A.FORTE'S ALMANACK

- JULY 2 Birth of ST.FERRARI OF MODENA. The good burghers of that city dress up in bright red, eat a healthy meal of baked beans and run round the city boundary at high speed doing Ferrari impersonations in honour of the occasion.
- JULY 7 JASON GREENWOOD becomes FULLY QUALIFIED DENTIST and marks the occasion on his A40 by extracting three valve guides, filling a dent and gold-plating the rocker cover, all of which were totally unnecessary.
- JULY 10 Feast of ST. BILIOUS, patron saint of Austin/Morris 1100 back seat passengers.
- JULY 14-15 A40 Farina Club AGM & SOCIAL WEEKEND: several people attending are bored rigid and have to be fed into their cars through the bootlid with the back seat down in order to make the return journey home.
- AUGUST 10 The November edition of PRACTICAL CLASSICS appears, featuring their latest incomprehensible selection of vehicles for the "Classic Comparison" pull-out: A Lamborghini Miura; and AC invalid carriage, a Morris Minor pick-up; a Rolls Royce Silver Wraith, a Standard Pennant; a Skoda 120 and a Massey-Ferguson Muck-Spreader.
- AUGUST 17 Following Nick Bayliss's advice in Farina News on freeing a seized clutch, sales of REPLACEMENT GARAGE DOORS soar.
- AUGUST 25 The British Bathtub Design Council makes a posthumous Gold Award to the AUSTIN ALLEGRO. Unfortunately none of the original design team could be present to receive the award as they all committed suicide when they saw the first car roll off the production line.
- AUGUST 31 GRINDING THE VALVES CEREMONY, Little Twiddling, Essex.
- SEPTEMBER 1 In a survey of members regarding remanufacture of complete body shells, the MORRIS MINOR OWNERS CLUB find that 97% of them are in favour as they are fed up with doing Fred Flintstone impersonations.
- SEPTEMBER 10 Terry Smith's A40 wins the 'Best in Breed' award at CRUFT'S.
- SEPTEMBER 13 SEVERE THUNDERSTORMS mark the end of the rag-top motoring season, except for many Triumph Herald Convertible owners who find that JAMMED HOODS are swiftly followed by SEVERE FLOODING.
- SEPTEMBER 24 In the UK FREE-FALL VW CAMPER CHAMPIONSHIPS, Keith Bennett is runner-up by a short gatepost.

STORATION! RESTORATION! RE

THE MONTE CARLO CHALLENGE

The closing days of January 1990 saw eighty classic cars tackling the Monte Carlo Rally route. Three A40s were in there with them, and the two who were Farina Club members finished with honours. Get the strength of the A40 Club around you!! So next time you decide to pop down to the shops for the weekend papers, slide behind the steering wheel, narrow your eyes, glance at the stopwatch and join in spirit with Those Magnificent Rallyers in Their A40 Machines!

MONTE CARLO WON! – NO, SORRY – ONE

The traditional start from Blythswood Square, Glasgow, was heralded by a Piper but no snow. The three A40's entered as Team 'Freena' constituted 5% of the entry of 70 pre-1960 cars which headed out towards Peebles control where Sir David Steel was poised to sign the road books. Already one of the trio of A40's driven by Barry Taylor and Zoe Heritage was in trouble with a fractured rear brake pipe following a Mk II rear axle conversion on their Mk I model. Luckily Peter and Betty Banham, driving an A90, were following up and soon had the pipe fixed without any loss of time penalties. The route then passed through the border counties into England, over the Humber Bridge calling at Scotch Corner and Thirsk and Bourne before an evening meal stop at Rochester in Kent. We were all surprised by the number of people out spectating at remote crossroads as well as in towns such as Thirsk which was solid with enthusiasts thanks to the local Jowett Club's efforts.

The first Autotest was held in the Sealink car park at Dover before boarding the 2.30 am ferry on one of the few smooth crossings for a week – thankfully. At Calais in drizzling rain, we were greeted with another Autotest in which we got our act together by coming second overall to the eventual rally winner and expert, Adrian Boyd from N. Ireland in his Daimler SP250. The run across Northern France was wet but uneventful for most crews, arriving at Chambéry in the evening for our first night in bed for 40 hours.

The next morning we started rallying properly by immediately tackling the Col de Granier and several other equally famous and fascinating passes. The roads were largely dry and clear with snow on the roadside deposited by ploughs, but the scenery was fantastic, as was the weather and the 1098cc engine was coping admirably with the gradients and the handling of the car impressed me immensely, never having driven an A40 in anger before. Much of the day we ran in close company with such varied machinery as a Rover 3-litre, Alfa Giulietta Sprint Special, Sunbeam Rapier and Mercedes 190SL.

On arrival at Gap we had a rest for about four hours, badly needed by our friends Dennis Belcher and Martin Bellinger in the third A40, who had had to contend with a holed fuel tank and a detached exhaust during the day, the latter being replaced partially by a Renault item. We then set off at 10.30 pm up the Maritime Alps for the sting in the tail of the event. Now we had icy roads, fog and regularity sections to contend with, at the end of which only 5 cars were without penalty. This was serious rallying at last with a grand finale up the Col de Turini, where we enjoyed a coffee at the restaurant specially opened for us at 5 am in the morning. The hard bit was over now, so we all thought, but the initial descent of the Turini was sheer ice in places and one hairpin caught us out as we spun through 270 degrees blocking the road for four other cars following close behind. Each driver/navigator who got out to try and push us clear immediately fell on their backside as soon as they touched the ground, such was the nature of the surface. We were lucky, however, as many others followed our footsteps and none more tragically than the fated A40 of Dennis and Martin who comprehensively demolished the front of their Farina that their run was well and truly over. So near yet so far.

The 57 fortunate crews who made it to Monte Carlo were greeted with sunny, clear weather and the honour of passing over the finishing ramp of the main rally kindly left in place from the previous week by the ACM of Monaco. After a well earned rest overnight in a sumptuous hotel, we all gathered with our now clean cars in Casino Square, which made a splendid sight as we attended the prize-giving lunch in the Hotel de Paris (no less) with its marble pillars and gold leaf decorated ceilings. The final treat was to find among our guests local resident Roy Salvadori who presented some of the excellent awards, of which we collected a pair for coming second in the GT class up to 1300cc and 14th overall. Barry and Zoe were in the touring car class against far more cars, but came 13th overall. The whole event was run in a very professional and slick manner, without any moans. It was a tremendous experience in such good company of men, women and machinery. We certainly hope to do it all over again next year, when we shall probably have to contend with some real snow.

Don & Margaret Pither
Droys Court, Witcombe, Glos. GL3 4TN.

MONTE CARLO – TWO

It all started in September 1989 when it was suggested that a rally would be run recreating the Monte Carlo of the fifties, using pre 1960 cars and run over most of the same route.

The adventure bug bit! and I was hooked. A cheque for the Regs. and I was subsequently greeted by literature warning of exciting driving on ice and snow through the French Alps in the middle of winter – I was promised little sleep and tortuous mountain roads – and advised to take shovels – snow chains – hot water bottles – blankets and even sleeping bags – just in case!!! I should have pulled out then!!

However, far from it – the search was on for a suitable car – not too heavy – I don't like sliding down mountain sides in a tank with 1950's brakes! – so something nimble and light with good performance – something that could cut through the snow up the Col-de-Turini AND be controllable down the other side – what better than an A40?!

The regs. stated 'pre 1960' so a Mk I was duly located – a deal struck and 219 DTA was mine. A Mk I saloon in handsome blue with black roof complete with period spot lights and a sound shell – well the boot lid could be better!!

Then the work started – three months of evenings spent in the garage transformed the Dawlish (Devon) registered runabout to the Historic International Rally Car – registered with its own F.I.S.A. International log book, that she is today. Mr. Maslin was duly contacted, and the postman became very familiar with parcels bearing the legend "Another A40 Farina Part"!! In fact, it was quoted that Morris-Austin were starting up again here in Wiltshire!

And so the preparation commenced. It occurred to me that Mk I rod operated rear brakes were perhaps not the most desirable form of stopping power for Alpine passes, especially if they attracted a build up of slush which would then freeze and seize the whole lot solid!! No, Mk 2 back brakes had to be obtained and fitted, to give a fully hydraulic system all round. All the wheel cylinders were discarded and new ones bought and fitted, together with all new copper brake lines and new flexible hoses. It wasn't very fast with its 948cc engine, but at least it was going to stop! Two sets of shoes were obtained and Ferodo persuaded to reline them all in their VG95 hard race material, thus to avoid any possibility of fade. The running gear next came under scrutiny: for this long haul, some 2,000 miles plus, I wanted it to try and pull a 4.22 diff, so one was obtained and fitted and, indeed, pull it she did – just! That would have to be given some more thought. The handling came under some scrutiny next – why did

it dive so into corners, oversteer like crazy and try and lift up a rear wheel?? Front anti roll bar – that must be the answer – like the Mk 2 in the Sprites, let's get one, fit it – fantastic – what a difference. The car started to handle like a railway engine – flat, stable and on rails – super. Now to make sure the wheels keep turning on this marathon. Off with all the hubs and kingpins and renew all the bearings and oil seals. I am not going to enjoy the event if I have got to try and keep up to 50k/hr and stop to change crumbling wheel bearings – no, no, new they must be. Rubber hoses – that's the next thing. Renew all the rubber components, hoses, engine mounts, gearbox mounts, every piece of rubber, some of which could now be thirty years old and getting past its prime, to say the least. All duly arrived in "Another A40 Farina Part" package.

Thoughts then turned to safety – just say – it's a long way down those mountain sides – Oh well, I suppose a full roll cage is the right way to go and Safety Devices even had the original drawings. A phone call and within a very short time a cage was winging its way to Warminster. The postman was getting seriously concerned by this stage. With a roll cage, a full safety harness for the driver and navigator is a must. It's no good rattling around inside the cage if she should turn turtle, no, no, strap yourself well down into the seat. Ah – the seats. Yes, they were pretty in blue, but out they all came, front and rear. The rear to give room for spares and overnight bags (they're very heavy) and the front to make way for a pair of figure hugging little bucket numbers that oddly enough also seemed to transform the handling of the car even further, simply by holding one quite still and making the driver feel as if one was wearing the car, rather than sitting in it – an excellent move. Now I was really starting to enjoy the prospect. Six spare wheels were obtained, shotblasted and powder coated white and fitted with six new Pirelli snow tyres – nice soft sticky rubber and good chunky treads, two of the six fitted with snow chains.

The navigator's office equipment was fitted next; the Halda speed pilot and tripmaster and the new wheels and tyres were fitted, and to ensure the correct rolling radius, the M5 was our destination for a Saturday of instrument calibration. Up and down that M5 on that windy Saturday proved the point. 948ccs pulling a 4.22 is okay with the wind behind you, but when you have to change down into third to maintain forward motion, something's got to give!

My Christmas present was ordered. Austin Rover were telephoned. Did they have a 1098cc gold seal replacement engine available? Yes, they did and it could be with me within 48 hours. Super little units now you know, complete with Metro solid rocker gear – and don't they go. The crate arrived and with it the gold seal replacement Mk 2 gearbox. Well, the old one was getting a bit rattley on the synchro cones and after cold turkey on Boxing Day, a start was made to strip out and remove the old engine and gearbox. The following day saw the arrival of a life-long friend and, by that evening, the engine compartment was resplendent with the new gearbox and engine all connected up and, with a bottle of champagne at the ready, the button was pressed and up she fired.

Where to go to run her in? I know, the idea came to me whilst watching a replay of 'Allo 'Allo, sur le Continent – let's go to France. Brittany Ferries were telephoned, a place booked, and off we went. 1,200 miles over the New Year Bank Holiday weekend found us in Honfleur in Normandy, a most charming mediæval town where we discovered an authentic 'Allo 'Allo cafe for our New Year's Eve celebrations. The meal started at 8.30 pm their time and finished at 4.30 am our time!! Nine hours, ten courses and several bottles of vino later, we staggered out of that cafe – No, no, but that's all another story.

Well, the running-in complete, back at home, oils were changed and checked and the final preparations to the office completed – brighter interior map-reading lights, navigator's clocks fitted to the dashboard, fog and reversing lights, navigator foot-operated wind tone air horns, and just in case of electrical problems, a second fuel pump was fitted, plumbed in and wired to the fuel line – well they do give trouble you know, and also a second coil and duplicated wiring on the dynamo and regulator circuits. The list of spares (including a dynamo, which was to come in very useful) was prepared, the boxes packed and we were ready.

Drivers' briefing followed and a video of the old Monte cars catapulting around on snow and ice did nothing to curb the enthusiasm, but only determined the resolve to get there. 219 DTA, now christened "Determined to Arrive" was ready! Two nights before the off came the great storms. The village was cut off by falling trees. The electricity went out, as did the telephone and I thought we might just as well shut up shop, lock the house and head for the start in Glasgow. The celebration of Robbie Burns night, with pipers piping the haggis and the scotch flowing free, prepared us for the 8 o'clock start by the Lord Provost of Glasgow from Blitheswood Square. A fabulous gathering. Eighty pre-1960 cars, complete with crews in period clothing. Nylon anoraks and Damart underwear were vetoed at scrutineering; no, it had to be duffle coats and trilbies! The Lord Provost waved the flag; the piper piped his pipes and we were off. Car Number 17, behind a Rover 100, and just ahead of a white Mercedes 190SL with a very glamorous co-driver.

It was a most beautiful morning, clear bright blue skies, with a huge yellow sun right at eye level, completely blinding all of us drivers, as we slithered our way from Glasgow, over some beautiful hilly countryside towards our first stop at Peebles. Quite a lot of snow and some ice greeted us on every bend and thirty miles outside Glasgow regrettably the Standard 10 (Number 21) blinded by the sun and unable to see the sharp left hand bend, proceeded to mark out a new route across Farmer McLochrie's lambing pens, thus ending his run and, indeed, "Old Stanley", the Standard's reincarnation once and for all. We quickly stopped and checked that our fellow entrants were safe and well, despite their deviation and various acrobatic feats, and leaving the driver to extricate possessions from the wreckage, took the navigator on to Peebles, from whence they were to retire. David Steel was to meet us here and as we approached the time control, we caught up the three litre open Bentley of Tony Moy (brave man!). Once our cards had been stamped and our times checked, we were again on our way, following the old Monte route to Scotch Corner and another Passage Control, thence on to Rochester, via York, Hull, the Humber Bridge, down through Lincoln, Sleaford, Peterborough, Cambridge and 558 miles thus far, maintaining an average 30 mph, to a driving test in the Sealink car park at Dover before boarding the ferry for the two hour overnight crossing.

Once re-assembled in Calais, a further auto test plagued us, in the dark, and thence we were set off at one minute intervals with maps and a route card, to head for a rest halt of one hour at Rheims, a further leg of 180 miles. We were starting to get just a tiny bit tired!! We still had zero road penalties, and were lying 17th overall, the driver not being as agile as some around the cones on the Dover and Calais tests!! A quick visit round the Piper Heidsieck champagne emporium in Rheims (this area is the champagne centre of the world) and a tiny tippie, raised our spirits sufficiently for us to embark on the next leg, 450 miles on down across France to Chambray.

DTA continued to perform faultlessly and was proving itself well able to keep up with the 50 k/hr minimum average speed imposed by Rally Control and, indeed, with modern day traffic. I had increased the tyre pressures dramatically on these roads, soft compound snow tyres are not designed for a road for high speed cruising and with the increased pressures, handling improved no end. Through the night, down the

Please send details of your cars for sale/wanted to our **CAR SALES CO-ORDINATOR**, 20 Higher Green, Ewell, Epsom, Surrey, KT17 3BA.

Entries are free to club members provided they quote their **MEMBERSHIP NUMBER** and are fully paid up.

MK.I SALOON

1959 Red/Black. Int. red & black. 79945 miles. Reg. ACC 626A. MOT 19.9.90. Tax June. Offers. Mr. W. D. Pritchard, Ty Mawn, Beynsiencyow, Anglesey, Gwynedd, N.Wales, LL61 6SX. Tel: (day) 024873 375 (eve) 024873 791.

1959 Flying A. Many new parts and spares. £375.00. Miss K.Virr. Tel: 0323 28178 (Eastbourne).

1959 Red/Red. Int. Black (Brown seats). 71061 miles. Reg. UUN 515. Spares. Offers. S. Snowden, 9 Newlands Drive, Gedling, Notts. NG4 3HU. Tel: 611929.

1960 Grey. Int. Red. Reg. 6456 NX. Full MOT. £750.00 ono. Julia Cunningham, 26 Foxhall Road, Didcot, OXON OX11 7AA. Tel: (day) 0865 792792 Ex.323, (eve) 0235 819870 or 0491 37594.

1960 Horizon Blue/Black. Reg. OWJ 485A (was 537 OWJ). Requires welding to good sills. Offers to H. M. Farnaby, 11 Warren Pak, Woodwell, Plymouth. PL6 7QR. Tel: (0752) 793956.

1961 Red/Black. 62,375 miles. Reg. VAP 967. Tax April '90. £300. Running well daily. Mr. Dick Jones, 147 Elm Drive, Hove, Sussex BN3 7JA. Tel: (day) 0273 413981, (eve) 0273 770047.

MKII SALOON

1963 Reg 329 GKH. Good con. Offers to: B. Smelt, 29 Middleton Street, Spring Bank, Hull, HU3 1NA. Tel: 0482 587452.

1963 Maroon. Int. buff. 38400 +(w) Reg. 2677 FM. MOT 27.10.90. Original. V.g.c. Family owned. Stored 3 years. Placed in shows. History/spares. £1000. Mr. D. F. Oatley, Larkside, Lowbauds, Nr. Redmasey, Glos. Tel: 045284 34.

1963 Maroon. Int. tan. 71787 miles. Reg. XKP 555A. MOT 17.1.90. Fully rebuilt. Int. excellent con. Full respray. Ex. runner. £1200 ono. MGB Motors, Unit 9, Wetbrook Ind. Park, 229 Sea Street, Herne Bay. CT6 8LF. Tel: 0227 740940 (day), 0227 262932 (eve).

1964 Horizon Blue/Black. H/Blue trim. 84,820 miles. Generally good con. Some rust. One family owned. Well looked after. £250 ono. John Searby, 3 Station Avenue. Whitby, N.Yorks. YO21 3SB. Tel: 0947 604213.

1966 Snowberry White & Glen Green. 94,000 miles. MOT Sept/Tax June '90. Ex. cond. Organisers choice winner Mids Car Buyers Show 1988. £2,500 (this includes £1,500 B.L. spares, etc). P. Sheridan, 45 Trentham Gardens, Western Boulevard, Notts. NG8 3NG. Tel: 0473 219371.

MKII COUNTRYMAN

1963 Black/Grey. Red Int. 47337 miles. Some work needed. Original engine. Spares. Offers David Bridge, 88 Moss Road, Birkdale, Southport. Tel: Southport 63474.

1966 Grey/Grey. Int. Turquoise. 38000 miles. Reg. JGT 44D. MOT March '91. 2 owners, Ex. con. £1450 ono. Philip Taylor, 75 New Road, Bampton, Oxon. OX8 2NP. Tel: 0993 850992.

1966 Grey/Snowberry. 119,657 miles. Reg. JPN 203D. Dry stored since 1987. Still runs. Engine & body need attention. £150.

Mr. Dick Jones, 147 Elm Drive, Hove, Sussex. Tel: (day) 0273 413981, (eve) 0273 770047.

MISCELLANEOUS

MK I

1959 Red. Reg. 221 GHT. 2 owners from new. Offers.

Mr. A. Ballard. 2 Crossways Cottage, Tismans Common, Rudgwick, W. Sussex. RH12 3BL. Tel: 0403 72 2746.

WANTED

1963 - 1968 Must be good condition but not concours.

Mr. T. W. Gould, 3 Clements Close, Wells, Somerset. BA5 1VF.

EVENTS UPDATE

June 9-10th

Great Western Rally, Longleat House, Wiltshire. Contact: Brendan or Pauline on 0272 731745.

June 16th-17th**

Oxford Midsummer Steam Fair, Bury Knowle Park, Headington, Oxford.

June 17th

Classics and Restorations Show, National Motor Museum, Beaulieu. Contact: Michael E.Ware, 0590 612345.

July 7-8th**

Lyme Steam Fair, Poynton Park, Stockport, Cheshire.

July 8th

Barnsley Metropolitan Vintage Vehicle Rally, Locke Park, Barnsley. Contact: 0226 299371.

July 22nd

Pembrokeshire Vintage Car Club, Annual Show, Scolton Manor, Nr. Haverfordwest, Dyfed. Contact: Camrose 710688.

August 11th

"Classics & Sports Car" Action Day, Castle Combe Circuit, Nr. Chippenham, Wiltshire. Contact: 0249 782417.

August 18-19th

Detling Steam and Transport Spectacular, Kent County Showground, Detling, Nr. Maidstone, Kent. Contact: 0732 457956.

August 25/26/27th

***Derbyshire Country Show**, Nr.Ashbourne, Derbyshire.

* Contact Frank Marchington 0663 732750 for details of these shows.



POPULAR CLASSICS/APRIL 1990

Practical Classics, March 1990

OWNER'S VIEW — Terry Smith

Terry Smith's very first car, purchased in 1965, was an Austin A40 Farina (a 1959 MkI example) and since then he has *always* owned at least one A40. Terry's affection for the breed has remained strong; today he has three Farina saloons and is currently searching for an elusive, low mileage Countryman.

Terry's 1965 A40 MkII was purchased in 1983 — "It just turned up!". Two years previously Terry had bought another MkII with the intention of restoring it but the second car was in better condition, the first subsequently becoming a 'donor' vehicle for spare parts.

When Terry acquired the car, the steering was found to be seized and the Austin had to be delivered on a trailer. In addition, the door locks were inoperative and a half shaft was broken. These jobs were tackled with comparative ease and the doors from the donor car were fitted.

At the time the A40 was still in its original Horizon Blue paintwork. However, a respray was required and Terry decided that the car was to be finished in red. After a few initial misgivings about the brightness of the colour, Terry is now pleased that he made the change and says that it makes the car instantly recognisable! With the exception of routine servicing, no restoration work as

Cars like John Searby's Austin A40 compete in the HRSR series

BRITAIN's two premier classic saloon car racing organisations stage their first events of the new season in March.

The Classic Saloon Car Club has a race for pre-'74 cars at Thruxton on March 11, a race for pre-'65 models at Silverstone on March 17, and a round of its pre-'57 series at Pembrey, Glamorgan, on March 18.

And on March 25 the Historic Racing Saloons Register kicks off a 12-round series for pre-'67 machines at Brands Hatch.

Both groups report a big rise in interest in classic saloon sport. Cars in the HRSR

series can be extensively modified, while models entered for CSCC championships must remain closer to standard.

Among cars in the HRSR series will be the 7-litre, 640bhp Ford Galaxie of Bob Sherring, with Ford Anglias and Fiat Abarths racing in the 1000cc class.

CSCC cars will probably include Ford Capris, BMW CS models, Triumph Dolomites and American giants in the pre-'74 class, with everything from big Jaguars to Austin A35s and Morris Minors in the series for older cars.



such has ever been needed although Terry is gradually acquiring and fitting red interior trim to match the paintwork. The car has proved to be totally reliable and the 1098cc engine runs as well as ever. After five years of ownership, Terry has become very attached to the Farina and finds it a practical, reliable and economical classic. A keen member of the A40 Farina Club (and their local Wessex

branch), Terry feels that club membership is very useful from the spares point of view (with, for example, body panels, screen rubbers and so on becoming available), as well as from the 'fellowship' angle. His A40 always makes the annual trip to the National Club Rally as well as to many smaller, local events and the rally scene is an important aspect of ownership for Terry.

Saloon sport hots up

A40 FARINA CLUB OFFICIALS

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

COMMITTEE MEMBERS

SECRETARY

Charles Hobbs
18 Arcot Street
Penarth
South Glamorgan
CF16 1ET.

MEMBERSHIP SECRETARY

Keith Hallock
113 Chastilian Road
Dartford
Kent, DA1 3LN.

SPARES SECRETARY

Tim Hinton
48 Mathias Close
West Street
Epsom,
Surrey KT18 7RX.

TREASURER

John Kilby
Muffords
Hare Street
Buntingford
Herts. SG9 0ED.

GENERAL COMMITTEE MEMBER

Simon Evans
143 Ilkeston Road
Marlpool
Heanor
Derbyshire, DE7 7LX.
Tel. (0773) 769074

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

The Annual Subscription to the Club is £6.00. When your membership has less than one month to run, please send your renewal to the Membership Secretary (address above).

TECHNICAL ADVISORS

Mk. I CARS

David Vanev, 39 Sherringham Road, Kings Norton, Birmingham, B30 8RE. Tel: 021-458 4742. 6-8 pm only.
Simon Evans (Committee Member)

Mk. II CARS

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

C.W.O. and membership number to Bob High, 2 Spring Lane, Croesyceiliog, Cwmbran, Gwent, NP44 2ED. Allow up to 5 weeks for delivery of shirts.

CHILDS T-SHIRT

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

ADULTS T-SHIRT

Round neck: Cream,
Black, Navy, Red or
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 + 78p P&P.

ADULTS SWEATSHIRT

Cream, Red, Sky Blue,
Brown, Grey, Dark Green,
Black or Navy.
36in, 38in, 41in, 44in.
£6.50 + 78p P&P.

TIE

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

COASTER

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 VIDEO

All AGM & Social Weekends from 1982,
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.

CLUB SPARES

STEEL WINGS/BODY PANELS/REPAIR SECTIONS

Details from Radford Panel Co. Ltd., 1 Bluck Road, Heathcote Industrial Estate, Warwick CV34 6TA. Tel: 0926 313801. Please quote your membership number.

REAR WINDSCREEN RUBBERS

Saloon £13.50 each, Countryman £14.50 each, plus £2 post and packing. Please order from Anna Vickerman, Aston Court Farm, White Ladies Aston, Worcester, WR7 4QQ. Tel: Spetchley 412.

CLUB LITERATURE/PUBLICATIONS

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 Bob High (see CLUB REGALIA/VIDEOS above).

CLUB ARCHIVIST

Kevin James, "Croeso", The Walk, BLAINA, Gwent, NP3 3AL.

Back issues: £2 per copy inc. P&P (Printed copies, if they exist, otherwise photocopies of the Archive copy). **List of Contents** of all issues of FN (other than 2 and 4 which were never published) £1 inc. P&P. Please allow up to four weeks for delivery.

