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NO 56

MARCH 1994



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CONTRIBUTIONS FOR NEXT ISSUE BY 20 APRIL 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.

EVENTS & PUBLICITY: Mr. G.C. Goode, 1 Dyas Road, Hollywood, Nr. Birmingham, West Midlands. Tel: 021 430 7300.

SPARES CO-ORDINATOR (WANTED/FOR SALE): Mrs. Debbie Smith, 21 Manor Road, Walsall, WS2 9PX. Tel: 0922 30088. (Ansaphone sometimes, so be prepared!). If writing, please print all numbers neatly and specify Mk 1/2. SAE appreciated for replies.

CAR SALES CO-ORDINATOR and LOCAL GROUP NEWS: Kevin James, "Croeso", The Walk, Blaina, Gwent, NP3 3AL. Tel: 0495 290369. Please print all numbers neatly and specify if Mk 1/2. SAE appreciated for replies.

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

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. Tel: 0295 265762.

If you don't want your full address published with your letter, please say so when you write, and if you'd like your photos returned, please enclose an SAE.

COVER PICTURES:

FRONT: Club member Saviour Zamette and his old friend of THIRTY THREE years, standing in the sunshine on their island home of Malta. Purchased new in 1961 – what a remarkable partnership and no wonder they're on the front cover! Special correspondents Terry and Veronica Smith tore themselves away from the Wessex Group to bring us the story. See their letter inside.

BACK COVER – Top: Intrepid photographer Veronica (call me David Bailey) Smith captures Saviour as he stands firmly between his beloved A40 and Terry, whose back pockets he's emptying of all the spanners with which Terry had hoped to quietly dismantle a few Maltese A40s ...

... while parked next to Saviour's Mk 2, here's an older Mk 1 whom nobody seems to love. Despite her age those front wings look in undented, rust-free condition. I wonder how the air fare to Malta compares to Nick Bayliss' spares price list ...

Centre: Still with an international flavour, here's the Mk 2 photographed by Polish correspondent Wojciech Jurecki in 1988. His letter (p 13, FN55) told us that he's trying to track the car down, in between restoring his own rare Mk 1. In Wojciech's own words, this car has been "touched by the tooth of time", with its rusted-out sills and shabby paint so it may not have survived. Good hunting Wojciech!

Bottom: Somewhere in the depths of Northants an old car dreams of past glories. Not long after this photo was taken LUD was removed to Derek and Rosemary Gee's home for restoration. Note the brick tucked under the rear wheel: it doesn't know it could relax – the handbrake hadn't been operated for seventeen years and it, and the brakes, were rusted solid!

BERNARD CLARKE

It is with deep regret I have to tell you of the death in early November of our own Wessex Group member and host of our Isle of Wight outings, Bernard Clarke, who lived at Freshwater on the Island. This was after a short illness in Taunton hospital where he was visiting his daughter and family at their Somerset home immediately following a lovely three week holiday in Poland with his wife Joan, he was in his seventies. They were both active members of the Wessex Group and always attended our meetings. At the October 1993 meeting of the clan Bernard was telling us about their forthcoming holiday to Poland which they were going to straight from the meeting. The couple also have a son and family that live in Kent. Bernard and Joan had been members of the Wessex Group from the outset and members of the national club for many years. Their Mk II GDL 145D graced the back cover of Farina News number 35 in December 1988, towing a caravan which went everywhere they went since his retirement.

Joan has kindly offered to continue to be host to our Isle-of-Wight Invasions and will hold, as usual, "open house" in Freshwater on any forthcoming visits we plan with our A40s which is typical of the spirit we have within the Wessex clan. This visit will be discussed at our April 10th meeting at Chilworth (2 pm – 6 pm). May I say, on behalf of all our Club members, how sorry we all are to hear of your sad loss Joan.

Terry Smith
MN 1090

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

by KEITH BENNETT

Indeed. Now with happier news from that same band of Wessex enthusiasts comes that of the **Diamond Wedding celebrations of Tag and John Fowler** which probably lit up the night skies of Southampton in the middle of December. In front of me as I write is an article from the "*Romsey Advertiser*" headed by a lovely photo of the dear pair beaming fit to bust. A good big feature it is too and, reading it through, it's obvious just how much the people of the Southampton area have to be thankful for to Tag and John, and how very lucky the club is to have such well esteemed emissaries. Warmest congrats. both.

Now, cast your minds back to Monday, 20th December; at 8.10 pm on BBC 2 a documentary featured those *other* cars, Rolls-Royces. Quote from RADIO TIMES: "In 1912 a Rolls-Royce Silver Ghost entered the 1,700 mile Austrian-Alpine Trial Challenge but failed to get up the first hill. So incensed were the makers that they sent back a team of cars the following year and swept the board. Last June (1993) nearly 50 ancient Ghosts celebrated the 80th anniversary of the achievement by driving the course again". Tony Mason, the commentator, closed the show by wondering whether, eighty years on, Ford Mondeo Man would be driving the same route; then answered

the question by saying no, cos the 160 year old Ghosts would still be in front! Watching the film proved an object lesson for one who, sometimes, gets a bit paranoid about his precious A40. I don't even like parking her too close to other cars at Sainsbury's in case Gab's side embellishers get dented by thoughtless door-openers, so imagine my emotions at seeing Rolls-Royces (including a car which participated in that second run) being thrashed up mountain passes in all weathers. Some passes which formed the original route had long been closed to public traffic, and they'd been reopened just for the run. I shouldn't be so fussy.

Christmas Day: I'd just been standing to attention and saluting the telly as a chipper Her Majesty the Queen delivered her Christmas Day Speech to the nation and me from her Gracious Library at Sandringham. As usual, no mention of the A40 Club, so it crossed my mind to offer you all my *après* Xmas-dinner spiel. Unlike Elizabeth, though, I didn't stand up and walk about whilst extolling the virtues of almost-instant media partly cuz, unlike the royal setting, the editorial study is too full of furniture, a spare A40 windscreen, slide boxes, piano, spare A40 petrol tank, bookcases, computer, spare A40 headlining, wine bottles, spare A40 instrument panel, boxes of records, tapes, photos, Farina News articles, heaps of non-A40 Things That Might Come In Useful One Day, spare A40 Zenith carburettor, sleeping spiders, ladybirds, geraniums, two spare A40 halfshafts and a rolled up carpet – and partly because I'd eaten too much and might just be sick. Also no shave that morning, so visually no match for the monarch.

Apart from those subtle differences though, our messages were curiously similar. HM the Q reminding us that by watching the news many viewers are moved to offer help to people less fortunate than themselves: me drawing the parallel with our club magazine and those members who invariably respond to letters for help published therein. The Queen spoke of her pleasure at having her family around her. Well, ditto our club family which – like every family – has its share of them wot does, and them wot lets 'em; them wot does (but sometimes not perhaps too well), and them wot complains (and sometimes perhaps too quickly).

Whether we're part of the Queen's national and international "family" or just part of the A40 Club's equally widespread family, we're all much the same under the skin. HM the Q was pleased to acknowledge all those unsung heroes amongst her subjects who toil away for the common good; and in similar vein I, too, can echo those sentiments within our club. Dear Reader, you may never be covered in glory for your good deeds but take heart that, as in life outside the club, the more you put into it, the greater your fulfilment will surely be. There. Play the National Anthem. Fade in picture of Battista Pininfarina making rude gesture at Minor 1000. Collapse onto sofa, put feet up and reach for a few of those sugared almonds and some Toblerone; oh, and perhaps a couple of satsumas, and twenty or so chocolate fingers and a cup of tea, some eggy soldiers and a handful of liquorice allsorts, some dates and a few slices of a Chocolate Orange and a can of Draught Guinness and some Alka Seltzer. Gaze at the Xmas cards (sincere thanks to all club members who sent same to Bar and I), watch TV and fall asleep. Dunno what the Queen did after her speech.

Well before either of those two events, Bar and I were treated to a marvellous pub lunch at the beginning of November in a picturesque village called Sulgrave, not a million miles from Banbury. New club member Derek Gee and wife Rosemary had driven up from their home near the south coast to look at a forlorn A40 once owned by a relation of theirs, and asked me if I could say whether the car was at least worth saving. Now, I'm a soft, sentimental old thing as you all know, and dreaded having to

condemn some utterly rotten A40 to a skip. Imagine, then, the turmoil of emotions within me as I sidled up to an old brick building and peered within. Well alright, no pristine beauty obviously: the car was covered in layers of dust and had rust in all the usual places but the interior was almost unmarked and I happily gave the thumbs up. Any worries I might have had at Derek's ability to rebuild the A40 promptly evaporated when he casually showed me a set of photos tracing his skillful construction of a mean-looking kit car. His letter in this edition of FN tells more, but I was pleased to be in on the first awakening of the old girl's long sleep. Let's hope Derek and Rosemary have many miles safe and happy motoring in her.

If anyone fancies a trip to the continent for 20% less than usual, then phone 071 499 5436 and enquire of DIENNE TRAVEL how they do it. Their letter tells me that they're a business house travel agency whose specialist staff deal with specific travel group needs; William W. Davies has responsibility for motor racing clientele, teams, individuals, and organisations such as Formula 3000, Touring Cars, Caterham 7s, Rover Cars, BMW and numerous others including, it seems, the A40 Farina Club. William says that "obviously prices vary according to seasons, and are subject to availability, but the following example is based on a car with up to 5 people travelling on a five day return, peak season:–

Routing:	Standard Tariff:	Dienne Tariff:	Saving:	% Saving:
Dover/Calais	£205.00	£164.00	£41.00	20%

If our travel services can be of benefit, or are of interest to your club members, please don't hesitate to call me." Perhaps the Isle-of-Wight Invasion team might be tempted, and I must admit to wondering whether I might dare take my Mk 1 and show her life in France – even if only for a day!

I really must sort Gab out ready for summertime motoring. It's almost a year since she was put back on the road, and "temporarily fitted" interior items are temporary still. The mileometer failed at (2)50,880 miles accompanied by a quiet little ticking as, I'm told by Henry Maslin (who has a little man who repairs such things) a fibre cog in the innards eventually wore out. I estimate Gab's done at least six thousand miles since then though, and apart from excitements like the dynamo failing (see last edition of FN), passenger door swinging open (caught, thankfully, by Bar) as we whizzed round a roundabout, boiling up on a couple of occasions (I'd forgotten some over-enthusiastic radiator muffling I'd fitted for a short journey one winter's day) and a minor breakdown one bitterly cold night (splutter, splutter, pop, pop, fade. Open bonnet, shine glow-worm torch in. Discover carb totally covered in thick layer of ice. Shut bonnet, sit in car. Count 13,260. Turn key. Zoom thankfully off home), things haven't been too bad. The '73 VW camper has hardly turned a wheel though, and she exacted a terrible revenge for my unfaithfulness one Saturday morning when she fell off the jack whilst I was underneath greasing the front axle beam.

My little Halfords trolley jack was perfect for working on the A40 but Bethania's chassis is so far off the ground, and her suspension so high, that even with an old, solid block of wood on the fully extended jack's cup her wheels hardly leave the carpet. (Yes carpet, it's THAT sort of garage). And of course I hadn't put the axle-stands underneath. Yes, yes I know. Luckily the wheels were still on, so when the wood suddenly split and Beth dropped onto the jack then onto the floor, she landed with ten inches clearance. Unfortunately I need eleven. When I recovered from the fright, got my wind back and checked my innards were all still functioning despite the

bruises, I decided it was time to buy a real jack. Pricing them was quite a revelation; a standard 500mm lift (nearly two feet) commercial trolley jack can cost from £120-£200, depending on the motor trade Factors from whom one enquires. After a dozen pricing calls, I settled on a Kamasa BYD200 2.25 ton one whose cup lowers to a skinny five and a half inches (beware - cheaper jacks sometimes won't lower enough to go under the A40's rear axle). The manager of the local nationwide branch of Brown Brothers (Dana Ltd) was most helpful and told me an interesting fact. Because each Branch Manager decides his own pricing policy, he can sometimes give generous discounts to car club members. Ian did for me; almost half-price. So for any car needs, ring Brown Bros, explain who you are and what you want, and see if they can help. I wish now I'd bought a "proper" jack ages ago; with its huge supporting cup and long stroke even the camper sails upwards with little effort. And yes, I've got proper axle-stands now, too. Can't have blood on the carpet can we?

For what it's worth, I also discovered some new uses for an old ironing board and a defunct tumble drier. If, like me, you're sick of dropping tools when working under the bonnet (or worse, trying to slam the thing shut with a nice fat-handled screwdriver left laying up in the ledge at the back) get yourself an old ironing board. Their narrow footprints make them ideal for standing between car and garage wall and their tops are just the right height for resting tools on. Nail a shallow box on top, though, otherwise the roundy tools roll off and bounce on the front wings. The tumble drier? Take off the sides/top panel (usually one long pressing) hammer it flat and you've got yourself a white enamelled nine-foot-long by two-foot-wide drip-tray. And believe me, Gab needs a WEN-F-LBT-F-W drip tray. I haven't bothered with an oil change; she's doing it all the time!

John J. Hopwood, 212 Market Street, Hyde, Cheshire SK14 1HB (Tel. 061 366 5513) sells new and secondhand boiler suits very cheaply. Because of Gab's oily habits my wife was becoming increasingly irritated at MY oily habits so I ordered three secondhand suits (£12 + P&P), reasoning that if they last the year I'll be doing well. They arrived freshly laundered and, although repaired and bearing some marks from their previous owners, proved to be very good value indeed. If you want some, give John a ring and tell him you read about him in "Farina News".

For those who like the Show atmosphere there are plenty in store during the coming season and, especially with attendant autojumbles, can be an exciting day out. For gentler, less (dare I say) fanatical souls how about coming along to one of the club's more low-key gatherings like the annual picnic (come and admire Anna's new A40 - she's sold the one which graced the centre pages of December's FN in case the fame went to her head!) or Mark Johnson's day out at the Mid-Hants Railway on the second Sunday in May or, sooner, the Wessex Group's spring awakening in Southampton on 10th April? Then there's the Nottingham social weekend later in the year (the Booking Form's in the centre pages of this edition - it'd be nice to meet you during a couple of hours or a couple of days) and perhaps other get-togethers held outside the more supercharged world of car shows. Refer to the Group News pages for details of what enterprising, friendly A40 folk can offer you. Whatever your tastes and inclinations I hope we can all look forward to a summer of pleasurable motoring.

I'm pleased to say that "Farina News" carries four ads this issue; Bain Clarkson's annual offering to help us over life's little difficulties (see David Cooper's letter for dramatic proof); our long-standing friends at "Practical Classics"; we welcome Motor Upholstery Supplies to our pages for the first time - a well-respected name in the car trade; and an equally respected name, especially around the Wessex Group - Terry

Smith, in whose emporium in Salisbury there's a guaranteed warm welcome to any A40 Club member. When responding to any advertisement, either boxed or mentioned in an article, please say you saw it in "Farina News". Ta.

Just as this edition was going off to the printers I learn that Rover has been sold to BMW. The owners (British Aerospace) have decided to concentrate on building, surprise, surprise, aeroplanes. Industrial commentators are bemoaning the end of the last major British car manufacturer and one actually said that Rover went back (back) to the days of B.M.C.! The Japs are not amused and Honda is wondering what on earth to do with their 20% holding in a German car company. Supreme irony, really. When forces were joined to produce an English/Japanese car our beloved Government put everyone's mind at rest by saying that despite the Japs' all-pervading influence, around 370 items on every car would be British Made. Comedians were quick to point out that at least the statistic would save a purchaser of the new model the trouble of counting the rattles! Curiously though, some classic car names may reappear. Herr Pischetsrieder (the Chairman of BMW) had, as an uncle, Alex Issigonis, and enjoys a deep affection for British cars particularly the rag-top two-seaters. Herr Pischetsrieder has hinted that MG and Riley are two names he would like to see back in the market. But doesn't it show how quickly people forget? Herbert Austin's cars, and dozens of other classics like them, slip further into the past and in not so many years from now the average motorist will be quite unaware of the long, proud engineering history that once was England's. Unaware, that is, until some little A40 whizzes by. Just to remind them.

Happy Motoring.

Keith Bennett

**For the little things in life...
...come along and visit Salisbury's
NEWEST SECONDHAND SHOP
TERRY'S ALLSORTS
Some new, but mostly Secondhand,
Goods bought and Sold
— records —
Corner of West Street/Dews Road,
Nr Railway Station, Off Fisherton Street, SALISBURY**

SECRETARY'S

I am pleased to report that Christine Hephherd is settling in as your new Membership Secretary. Unfortunately this means another change to the procedure for Renewals that I laid out for you in your last Farina News. Please continue to send new applications to the Secretary at the Dartford address, but renewals should now be sent to the **Membership Secretary** at the Birmingham address.

Talking of addresses, I noticed Nick Bayliss' question in my last Farina News, regarding one George Goode, who is reported to live at your Secretary's address. If anyone can enlighten us ('cause I don't know) then please feel free to drop us a line: Or does Nick need a white coat to match his white gloves?

The list of Membership numbers for those of you whose membership falls due around the time Farina News is published, appears below. If you are one of these then you should have received a renewal form with this magazine.

4	6	54	59	68	71	72	80	85	182	185	199	200
202	204	205	207	208	384	396	398	400	402	615	616	624
627	628	653	661	662	665	667	668	674	896	925	928	1118
1124	1126	1140	1143	1284	1299	1300	1305	1307	1310	1312	1466	1482
1615	1616	1619	1620	1625	1626	1627	1629	1640	1642	1643	1646	1647
1656	1815	1820	1829	1830	1834	1837	1841	1842	1856	1993	1997	1999
2008	2009	2012	2018	2021	2167	2169	2173	2174	2175	2178	2179	2184
2186	2191	2193	2195	2201	2203	2204	2206	2208	2209	2211	2212	2213
2214	2215	2219	2220	2221	2330	2331	2332	2333	2334	2335	2336	2337
2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348		

Keith Hallock, 3.1.94.

CAN YOUR CAR BEAT THIS?

With 3181 A40s on the Club's Vehicle Register, the following table shows current Club Members Only. A few of the earlier/later vehicles' owners have not renewed their subscription to the Club.

Type	Chassis No.	Owner/Area	Earliest or Latest Possible
Mk I Saloon	AA2S6 2001	David Palmer, Sussex.	AA2S6 101
Mk I Countryman	AA W6 51112	Brian Ax, New Zealand	AA W6 41473
Mk II Saloon 948cc	AA2S8 114	Robert Alderman, Middx.	AA2S8 101
Mk II Countryman 948cc	AA W8 1106	Patricia White, Devon	AA W8 261
Mk II Saloon 1098cc	AA2S9 51832	Ron Calvert, Cumbria.	AA2S9 50201
Mk II Countryman 1098cc	AA W9 53430	David Griffiths, Wales.	AA W9 50251
Latest			
Mk I Saloon	AA2S6 169126	Neil Corfield, Herts.	AA2S6 169711
Mk I Countryman	AA W6 168611	John Kilby, Herts.	AA W6 169712
Mk II Saloon 948cc	AA2S8 49759	Graham Lister, Yorks.	AA2S8 50200
Mk II Countryman 948cc	AA W8 49179	John Bonnett, Bedford.	AA W8 49545
Mk II Saloon 1098cc	AA2S9 172866A	Valerie Bullivant, Hants.	AA2S9 172898
Mk II Countryman 1098cc	AA W9 171331	Peter Kearns, Kent.	AA W9 172366

LOCAL GROUP NEWS

DEVON/CORNWALL GROUP

Our last rally of the 1993 season was at Kings Wear Station meeting up with the A30/A35 Club. This was followed up by an end-of-season dinner at the Exeter Arms, again meeting up with the A30/A35 Club. Thank you to Mike who also tells us he is now an A40 owner. Hope to have a better Club turn up next year, problem being the distance apart we all are.

Robert & Isobel Head

(Apologies to Robert & Isobel, this should have appeared in the December issue of FN but arrived a few days late. Still nice to hear from you all, and hope to hear of your adventures in later issues. -- Kevin).

WESSEX GROUP

As you'll have seen earlier in the mag. everyone in the Group was saddened at the death of Bernard Clark. We'll miss him.

Now the wet, foggy and snowy dark winter months have passed, remembering only a handful of pleasant sunny days, we really look forward to the sixth great year of our local clan (to quote Edit) which normally meets twice a year at home at Chilworth Community Centre and grounds midway between Southampton and Romsey just off the main A27 road in April and again in October for the birthday treats. We also meet on a freelance basis throughout the summer at shows and rallies all over southern England.

At this point in time (January 19th) I can only mention just a few forthcoming events that are to hand. With disappointment I have to tell you that there will be NO Great Western Rally at Longleat this year which normally is in June. The main reason, amongst others, is that Longleat has got so expensive and a lot of planning goes into this event And no alternative is readily available. So we will have to wait until 1995 for the next G.W.R. I could suggest Breamore House, Nr. Fordingbridge or Broadlands at Romsey. Both may be too far south but these two places have acres of space similar to Longleat with so much easier access.

Wessex Dates For Your Diaries

Sunday 10th April

First 1994 Wessex Group meeting at home, Chilworth Community Centre (2 pm-6 pm) which is at Chilworth Old Village halfway between Romsey and Southampton just off main A27 road. Everyone very welcome, especially in A40s.

Sunday 29th & Monday 30th May

Lavington Steam Fair and Rally, Elisha Field, Market Lavington, Near Devizes, Wiltshire.

Entry forms at Chilworth Sunday 10th April.

Sunday 26th June

Club Picnic at White Ladies Aston, Worcestershire.

Do try and come. Perhaps we could get 40 A40s this year. I know Anna would be over the moon.

Saturday 16th & Sunday 17th July

Classic and Veteran Car Show at Farmer Giles Farmstead, Teffont, Nr. Salisbury (just off A303 London to Exeter road at Teffont, 11 miles from Salisbury, 12 miles from Stonehenge). Entry forms at Chilworth 10th April. If you enter for this one you also get passes to go to Wincanton Classic Car Show in August returned to you. Farmer Giles Farmstead is an ideal place to take the children. Plenty to see; animals, birds, etc., and just lovely countryside.

Saturday 27th & Sunday 28th August

Wincanton Classic Car Show, Wincanton Racecourse, Somerset in aid of Red Cross.

Sunday 28th and Monday 29th August

Neston Park 94, 16th Vintage Rally, Neston Park, Atworth, Nr. Melksham, Wiltshire. Entry forms at Chilworth Sunday 10th April.

YORKSHIRE GROUP

A meeting will be held courtesy of the Cambridge Oxford Owners Club at Sewerby Park on Sunday 15th May, near Bridlington. Six A40s attended last year in a good mix of about 80 or so classics at this venue where all cars are parked in front of the Hall looking out to sea. There is plenty for the wives and kids with nice gardens, children's park, excellent mini-zoo, small museum, craft shops and not forgetting the ale house and cafe. Everything starts to wind up around 4pm so there is still time to nip into Bridlington.

Other events for the summer will be the Rotherham Tattoo and Motoring Weekend on Sunday 29th June, and the A40 High Peak Road Run on Sunday 17th July. See Farina News 54 (Sept 93) for details of my first A40 Run. Further details can be had by phoning me on Doncaster (0302) 855503.

David Cooper

KENT/SURREY GROUP

Well here we are at the beginning of another fun packed year and already the postman has been busy delivering rally invitations to our members. I have made a special effort this year to telephone my local members to communicate the "good news". A lot of you out there, however, do not seem to have a number so this is particularly relevant to you. I am available on 081-464-1326 in the evenings or at my new professional office (Abbey Life Bromley) by asking for me by name on 081-464-5511 or leave a message.

Last year our Group made a good showing at the Biggin Hill Air Fair in June and at the Bromley Pageant of Motoring in July. This has been a regular venue now for more than ten years and I thank our long standing members for their support. There is a problem now with the Mk I cars as it is getting difficult to find 3 volunteers for the Bromley Event. So here is a chance for those Mk Is which must be out there somewhere!

This year we will attend Biggin Hill on the 18th/19th June and at Bromley on the 3rd July (date to be confirmed – please ring me). In addition the MG Car Club has contacted me to attend their rally at Headcorn Airport, Kent on 24th April – just turn up – if the A40 is not running drive another classic and explain at the gate you are an A40 member. Also those of you who find Biggin Hill too far or who cannot afford the

reduced entry price, you may wish to consider the Long Ditton Village Fair on 18th June. Our member in Surbiton – Richard Curtis – should be available with details of entry on 081-398-3681.

Any member contacting me advising they are looking for a buyer will be noted but I cannot guarantee a quick reply as "homes" are difficult to find (seconded – Kevin) and is time consuming. Please note that local secretaries are not in the "commercial car selling business" – the correct method is to advertise via Farina News. I make this observation as this is probably the only time that many members advise me of their existence!

I hope that you all have a happy fault-free year with your cars and I look forward to meeting many new friends – as I notice that there has been quite a change in membership in the South East in the last few years.

Peter D. Beattie

SOMERSET SALVATION

Dear Members,

You may be aware that I'm the local Group Organiser for Somerset, though I am unable to make any arrangements for local meetings etc as I am unsure of what hours I will be working at any one time. So I cannot really make any long-term arrangements in that field. I can, however, offer a helping hand to any club Member who may have a problem with their car. I have, after many years of garage work, acquired a very comprehensive tool kit; for example welding and spraying. I've got an engine lift, tune-up equipment, tyre fitting, charging and of course, plenty of hand tools like hub pullers etc. In fact the tools to do anything from changing a bulb to stripping and re-building the whole car. I also have special tools for some modern vehicles like Ford OHC cylinder head and timing tensioner, special sockets, void bush fitting/removing tool, valve spring compressor (to use on the deep-recess in OHC engines), coil spring compressors (safe ones!) etc., etc.

I will, of course, be prepared to post some of my tools to Members on a hire basis for a small charge plus P&P. If demand is heavy, then I will use the monies to purchase an adjustable reamer for Members' use, which I know will be welcomed as I remember having to go and beg for one myself when I needed it!. So, if you need any help you are always welcome to come around here and I'll help you service your car or whatever. I also have some diagnostic equipment to find those annoying little faults that can defy any remedy.

Finally, allow me to make a recommendation. My Uncle has his own garage in Bridgwater and is now doing MOT testing. He is self-taught and has worked on older cars for many years and, although he obviously won't turn a blind eye, he is very fair and sensible and understands that a 30 year old car is going to be well on the way and he won't expect to find shining steel that he can see his face in under the car as so many others seem to. Your car, if left there for repair, will only have whatever needs repaired/replaced. His phone number is 0278 427997. Ask for Neil and tell him that you're an A40 Club member. Phone a week in advance of any MOT test as he is so busy all the time. And if he fails your car you can always come and see me and cry on my shoulders (*have you seen Steve's shoulders? They'd support a dozen weeping club members! – Ed.*). I only live a mile away, and I'm NOT on commission! but the best part is that if you take your car for an MOT test and it fails (mine always does)

you can take it away and do the repairs. Providing you take it back within two weeks and haven't driven 20,000 more miles, Neil will re-test only the items that it failed on, and there will be no re-test fee. A saving of £25-£30ish or whatever it is now. He'll just issue you with a Certificate providing, of course, the repairs are passed.

Hope to see some of you either here, or up in Nottingham during the AGM/Social weekend. Happy Austineering.

Steve Nicholls (M/N 1951)
5 Winford Terrace, Bridgwater,
Somerset. TA6 4PN.
Tel: 0278 421574.

(Anyone who's had the pleasure of meeting Steve will know that he's a mine of useful information on motoring life, especially with regard to "our" old birds, and his autojumbling finds are much sought-after. His Uncle Neil will look after any club members in the area, and curiously enough I've received an advertising card from another garage fifty or so miles up the road – Torquay Motors, 0803 326775 including evenings and weekends – who can offer transportation and recovery; so if you break down in the West Country, at least you can be sure of a warm welcome! – Ed.)

THAMES VALLEY GROUP

Well, show season will soon be upon us and I thought that this year we could attend a couple of shows as a Group. There are two that I have in mind, the first being Auto-Sunday at Bracknell. This is usually held on the first Sunday in July but, at the time of writing, I do not have a firm date. This show had four A40s there last year, three of which belonged to Group members. (One of the cars belongs to Pete from Bracknell, and starred in the arena, where it was leapt over by a loony on a motorbike!).

The second show is the Thorneycroft Festival of Transport, held on the 15th May at the Basingstoke War Memorial Park. This show will be in its fourth year in 1994. It started off as a small gathering (*I had a boil like that once – Ed.*) at the old Thorneycroft factory in Basingstoke, and the second year it moved to the Memorial Park where it has become very popular with local people. There are usually bus rides to the old Thorneycroft factory, but this may well be the last year at this venue because there are plans to knock the old place down and build yet another "out-of-town" supermarket. (Vandalism, I call it. Like the time they demolished the old "Tower Cafe" for a D.I.Y. store and ... oh dear, I think I ought to go and lie down before I start rambling on about the destruction of Twentieth-century architecture ...)

And last in this section but, by no stretch of the imagination, not least; Congratulations to Amanda and Steve Butler on the birth of a son, Richard, on 27th December. Not too many sleepless nights, I hope ... !

Now, as threatened in December's Farina News, here's details of ...

"A STEAM PICNIC"

Everyone is invited to a picnic on the Mid-Hants Railway (popularly known as the Watercress Line) on **SUNDAY 8th MAY**. I'm going to be at the car park at Arlesford station from about 11am on that morning. The picnic area itself is at Ropley station, about three miles down the line. Ropley was, when the line first re-opened, the Eastern end of the line and the engine sheds are still there. Parking at Ropley is very

limited and, anyway, if we're at Arlesford it will be a good excuse for a trip down the line if anyone wants one (not that I need an excuse!).

So, how do you get there? Well, Arlesford (sometimes referred to as New Arlesford) is just off the A31 Winchester–Alton road on the B3047. It can also be reached by taking the B3046 from Basingstoke. If you have any queries, please feel free to telephone me. Hope to see you there!

Mark Johnson (M/N 1503)
162 Smiths Green, Vyne Road,
Sherborne St. John, Basingstoke,
Hants. RG24 9JA.
Tel: 0252 851553.

PICNIC TIME AGAIN!

Dear Club Members,

First of all I hope everyone had a good Xmas and New Year and are looking forward to the long summer evenings. The main gist of this article is to forewarn members of the date of our Annual Picnic, held at the home of Anna and Frank Vickerman. This year's picnic will be held on **SUNDAY 26th JUNE**. Members wishing to arrive early can certainly do so at approx. 9.30 - 10 am (they may be dragged into helping out setting up etc!). Well, it's held in a good cause (Leukaemia Research) and there will be members (organisers and patients) of the local Leukaemia Research branch present to see just how breaking A40s for spares can raise monies for them. Make a note of that date in your diary and we all hope as many members as possible will attend. You will of course have another reminder in the June edition of Farina News. Thanks to Ed the Bennett! Finally I would be most grateful if I could have confirmation of members wishing to attend the Malvern Show on 1st/2nd October as soon as possible so I can go ahead and book a club stand.

See you at the picnic.

Nick Bayliss (M/N 13)
328 Sarehole Road, Hall Green,
Birmingham B28 0AQ.

AND FINALLY ... (is that "About time!" I hear from our Editor)

Following the age old practice of saving the best till last now for my say.

The above shows the opportunity the local group can offer members to meet fellow enthusiasts and talk A40s. Maybe picking up a valuable piece of information needed to keep your motor running or making new friends and having an enjoyable day. By the time you read this the new season will be upon us so why not contact your local group and find what its plans for the year are. The people to contact appeared in the December issue of FN or you can always contact me. Whether with the family or by yourself a warm welcome will be assured.

One point I would note my disappointment that following my request in the last FN no one has come forward to fill the two empty local group secretary positions (Essex and Lancaster). This is especially sad of the latter given the success it enjoyed in 1993. All too often the success of a group depends on one or two individuals and when they can no longer continue neither does the group. If you want the enjoyment of participation in events such as those described in the above reports – volunteers contact me.

Finally a request to all local group secretaries. Please send all your contributions for the magazine to me and not directly to Keith Bennett. These days, in order to save time, I type the articles up and send Keith a computer disk. I know most of you do but without mentioning any names, Nick, some still do not!

I hope all members an enjoyable 1994 season.

Kevin
Local Group Co-ordinator

(Brilliant, brilliant. Quite brilliant. Wot a lovely Group News. How Kevin's managed to bully the correspondents I do not know. He looks such a harmless chap. Actually, perhaps I'm over-reacting. I've had a rotten day at work; the train was late and then... well never mind. Kevin's magic disc has saved me an evening's typing, that I do know. Enjoy yourselves, you lot, and please PLEASE do as the lad says and write to him. Doesn't it make nice reading? – Ed. Actually this second G&T has probably lowered my resistance too, but that's another story. Cheers – Ed.)

... AND SOME FURTHER DATES WHICH MAY BE OF INTEREST, with thanks to Geoffrey Goode, Events & Publicity Officer. As usual, do please remember it makes sense to check with the organisers of any event that it's still on BEFORE setting out from home.

3rd/4th April

STONELEIGH EASTER CLASSIC, National Agricultural Centre, Stoneleigh, Warwicks. Display vehicles, autojumble, trade and gift stands. Contact Andrew and Sally Greenwood at Greenwood Exhibitions, PO Box 230, Tring, Herts. HP23 5AD (Tel: 0442 823388/826641) for more details. Participation is strictly limited using the entry forms supplied.

BLAKE HALL EASTER SHOW, Blake Hall Gardens, near Ongar, Essex (off the A414 between Harlow and Ongar). Classic vehicles of all types, a beer tent, airscene museum and free busses around the countryside. Contact Peter Figg, 10 Norton Manderville, Essex, CM4 0LN, for more details.

CLASSICS & BALLOONS at Penshurst Place, Tonbridge, Kent. Organised by Greenwood Exhibitions, (address as for first entry).

16th/17th April

THE INAUGURAL LLUNIAIDD CLASSIC CAR RALLY, Padarn Country Park, Llanberis (at the foot of Snowdon, for those who don't know any geography!), North Wales. A "Five castles" Rally, Lluniaidd concours and static display. Looks a good event. Contact Russell Parrott, North Wales Tourism, 77 Conway Road, Colwyn Bay Clwyd, LL29 7LN, for more information.

23rd/24th April

RAC/MSA TWO-DAY CLASSICS – Start Worcester area, finish in Wiltshire/Somerset. To include the Castle Combe circuit, Loton Ark and Prescott Hill Climbs, running over 320 miles of Welsh border country and south-west England. Contact the Major Events Dept. at RAC/Motorsports Association, Motor Sports House, Riverside Park, Coinbrook, Slough, SL3 0HG.

24th April

THE VINTAGE ENGINE AND TRANSPORT GROUP 10TH ANNUAL COBWEB RALLY at Monkton Sports Ground, Thanet, Kent. Contact D. Clover at 9 Riverside, Chartham, Canterbury, Kent, CT4 7JR (last date for entry is 9th April).

1st/2nd May

THE CLASSIC CAR ROADSHOW at Luton Hoo House, Luton, Beds. (just off junction 10 of the M1) Organised by Greenwood Exhibitions, (address as for first entry). Participation strictly limited, using entry forms only ... as is

THE CLASSIC CAR ROADSHOW at Shugborough Hall, Milford, Nr. Stafford, Staffs. Organised by Greenwood Exhibitions, (address as for first entry).

2nd-6th May

A SPECIAL MARATHON BETWEEN LONDON, PRAGUE AND LIBEREC with a possibility of side excursions to Poland and the Golden City of Prague. It includes, on 6th May, the **4TH BOHEMIA INTERNATIONAL AUTOFEST** at Liberec in Northern Bohemia (now part of the new Czech Republic). Their theme for 1994 is "British Made" (so get yer phrase book out, Nick!). For more details, contact Susan McGuire, Bohemia Classic Travel Ltd., PO Box 350, Victoria Coach Station, Nottingham, NG1 3NU.

8th May

THE 6TH CAMBRIDGE/OXFORD OWNERS CLUB RALLY at Sewerby Park, Bridlington, East Yorkshire. Contact Steve Turner at 38 Moor Lane, Copmanthorpe, York, YO2 3TH, Tel: 0904 703088 (stall spaces are free, though you must pre-book).

THE MARGATE MYSTERY TOUR in Kent. There's a static vehicle display, plus a mystery tour around the Isle of Thanet. Contact Denise Herbert, The Roundhouse, Marine Terrace, Margate, Kent, CT9 5AA. *(Reminds me of a mystery tour a coach operator once had. Everyone on the coach had a bet as to where they'd end up – the driver won – Ed.)*

20th May

THE ENFIELD PAGEANT OF MOTORING AND COLLECTORS BAZAAR, Great Cambridge Road, Enfield, Middlesex. Contact the Enfield & District Veteran Vehicle Trust, Whitewebbs Museum, Whitewebbs Road, Enfield, Middx. EN2 9HW.

28th/29th May

THE 1994 TOM ROLT RALLY at The Tallylyn Railway (Wharf Station), Tywyn, Gwynedd LL36 9EY. To be held in conjunction with a "Thirties" theme on the railway. Also a treasure hunt. £4 per vehicle. Contact Peter Kent Mason, Brynglas, 6 Hack Drive, Colden Common, Winchester, Hants. SO21 1UF.

29th May

THE NORWICH UNION/RAC CLASSIC CAR RUN. Ten different starting points all converge on Silverstone after routes averaging 130/150 miles. Contact the Major Events Dept. at RAC/Motorsports Association, Motor Sports House, Riverside Park, Coinbrook, Slough, SL3 0HG.

29th/30th May

CLASSIC CAR ROADSHOW at Mapledurham House, near Reading, Berkshire. Organised by Greenwood Exhibitions. (address and conditions of participation as for first entry).

PETERBOROUGH KIT AND CLASSIC CAR SHOW, East of England Showground at Peterborough. Contact Roger and Emma Cooling (nice name for someone in the car business!) at Grosvenor House, 81 London Road, Spalding, Lincolnshire, PE11 2NT.

THE SANDRINGHAM SPRING SPECTACULAR (TRANSPORT THROUGH THE AGES), at Sandringham, Norfolk. A number of charities will benefit from the show of all sorts of vehicles, street organs, country crafts and antiques. Contact Sharon May at the Classic Car and Bike Show, Limes House, Purfleet Street, Kings Lynn, Norfolk, PE30 1HL.

5th June

THE RAMSGATE OLD MOTOR & MOTORCYCLE CLUB GREAT BUCKET AND SPADE RUN, starting at Chatham Historic Dockyard, running through Kent and ending up at the Ramsgate Motor Museum. Contact Peter Bedborough at 1 Nash Cottages, Nash, Ash, Canterbury, Kent, CT3 2JX.

12th June

THE LONDON TO BRIGHTON CLASSIC CAR RUN. Organised by Greenwood Exhibitions, (address and participation details as for first entry).

THE BROOKLANDS TO BRIGHTON CLASSIC CAR RUN. Organised by Greenwood Exhibitions, (address and participation details as for first entry).

18th June

3RD CLASSIC AND VINTAGE VEHICLE SHOW at Long Ditton Village Fair, Ewell Recreation Ground, Long Ditton, Surrey. Contact Richard Curtis at 105 Kings Road, Long Ditton, Surbiton, Surrey, KT6 5JE.

19th June

MIDSUMMER MOTORING LEGENDS at the Hop Farm, Beltring, Paddock Wood, Tonbridge, Kent, TN12 6PY. Contact the farm for more details – the event is free for driver and one passenger.

25th/26th June

THE FOLKSTONE CLASSIC VEHICLE AND GAME SHOW, organised by the Folkstone Lions. Contact R.M. Knight-Smith at 28 Wear Bay Road, Folkstone, Kent, for more details. The cryptic comment reads "24 acre site – expect 20,000".

26th June

THE CORNWALL CLASSIC TOUR, from Saltash, via Rame, Looe, Polperro, Lostwithiel, Bodmin, Polzeath, Padstow to Wadebridge (about 120 miles). Cost includes a rally plate, stickers, route book and a buffet. Contact John Cullum, at 35 St Clements Close, Truro, Cornwall, TR1 1PA.

THE BROMLEY PAGEANT OF MOTORING at Norman Park, Hayes Lane, Bromley, Kent. Contact Dept. CMD1, Kelsey Publishing Ltd., Kelsey House, 77 High Street, Beckenham, Kent, BR3 1AN.

9th July

INTERESTING AND HISTORIC MOTOR VEHICLES at the **Filkins Festival**. Contact John Hayes of the St Felicia Society, 1 Oxleaze Common, Filkins, Lechlade, Gloucester, GL7 3RA. (Filkins is a pretty Cotswold village off the A361 which is opening the village and 20 to 30 gardens, all in aid of charity).

24th July

THE BIRCHINGTON CLASSIC VEHICLE SHOW at Minnis Bay, Birchington, Kent. Contact W. Reeves, at the MG Centre, 10-14 The Square, Birchington. Entries to be in by 10th June for the road run to Margate.

31st July

THE CLASSIC CAR ROADSHOW AT THE GREAT YORKSHIRE SHOWGROUND, Harrogate. Organised by Greenwood Exhibitions, (address and participation details as for first entry).

6th/7th August

THE LOSELEY PARK CLASSIC CAR SHOW AND COUNTRY FAYRE at Guildford, Surrey. Sotheby's auction, caravan, camping, diamond jubilee year. No charge for pre-booking. Contact Norman Bamford, The Queen Elizabeth's Foundation for Disabled People, Leatherhead Court, Leatherhead, Surrey, KT22 0BN.

7th August

THE BMC/BL RALLY (CAMBRIDGE/OXFORD OWNERS CLUB) at Grimsthorpe Castle, Near Bourne, Lincolnshire. Send SAE for brochure and booking form (camping £3 per night) to Mick and Barbara Clarke, 22 the Grove, Grantham, Lincs. NG31 7PU.

15th/16th August

THE MIDSUMMER CLASSIC AND ANTIQUE VEHICLE MEET at Northampton International Raceway. Mixed classes and concours events. Contact Geoff Webb at 11 Swan Lane, Stock, Essex, CM4 9BQ.

28th/29th August

THE CLASSIC CAR ROADSHOW – KNEBWORTH 94 at Knebworth Park, Stevenage, Herts. Organised by Greenwood Exhibitions, (address and participation details as for first entry).

THE CLASSIC CAR ROADSHOW – SUDELEY CASTLE at Winchcombe, Cheltenham, Glos. Organised by Greenwood Exhibitions, (address and participation details as for first entry).

1st September

RAC/MSA EURO CLASSIC RUN (touring a selection of Continental race circuits, route to include Holland and Belgium). Contact the Major Events Dept. at RAC/Motorsports Association, Motor Sports House, Riverside Park, Coinbrook, Slough, SL3 0HG.

4th September

THE TRANS-PENNINE CLASSIC CAR RUN, Hoghton Tower, near Preston, Lancashire. Organised by Greenwood Exhibitions, (address and participation details as for first entry).

25th September

THE MARGATE COCKNEY CLASSIC RUN, part of a festival running from 23rd-25th. Contact Clive Pritchard at 42 Tivoli Park Avenue, Margate, Kent, CT9 5TH by 31st August.

25th/26th September

THE "EXCHANGE & MART" 125th ANNIVERSARY SPECTACULAR, at Wroughton Airfield, near Swindon. Contact the Exchange & Mart for more details.

4th November

CLASSIC AND COLLECTORS CAR AUCTION at the Octagon Theatre, Pavillion Gardens, Buxton, Derbyshire. Contact Hamilton & Hope, Motionlink Ltd., 8 Castway, Sale, Cheshire, M33 4DX.

A COUNTRYMAN IN SUFFOLK

Dear Ed, In the December issue of "Farina News" Mr. McCready asked about the previous owners of his countryman. Can I suggest he contacts the Driver Vehicle Licensing Authority in Swansea who, for a fee of £3.40, will supply most of the history up, or should I say back, to 1978. I'm sure the old timers in the club already knew, but maybe some of the newcomers like myself were not aware of the facility.

I, too, purchased a Mk 2 Countryman from the local scrapyard. The DVLA search was very revealing although a little disappointing. I thought my WDX 922A was genuine, but I was wrong! In 1986 a Mr. Clark bought it registered as VCF 93 and within a month had sold it on, less the registration.

Never mind, you can't win them all.

Mr. George A. Bailey, (M/N 2396)
26 Peppers Close, Weeting,
Brandon, Suffolk IP27 0PU.

(Well George, welcome to the club and thanks for saving another one! During those black days of the late eighties when "classic" cars were booming, humble models like ours were scrapped in their hundreds as the value of their number far exceeded that of the car and frustrated owners of euro-boxes tried pathetically to bring attention to their mundane vehicles. Thankfully the boom collapsed as investors pushed prices into telephone numbers though, tragically, many fine cars were "burnt out", "stolen" or became victims of night-time "hit-and-runs" as less scrupulous people recouped their investments via the insurance market. That activity led to a sharp increase in premiums for the likes of us who just want to run a practical classic. Curiously, the very fact that so many of our sort of car got scrapped has enhanced the appeal of the survivors! As well as the DVLA option, don't forget that for around £25 – I think – the British Motor Heritage Museum at Gaydon, Warwicks. will send you the full model details of your specific car at, and including, the very date of manufacture. Happy motoring – Ed.)

NOTTINGHAM CALLING ...

Dear Members and Friends,

Again it's time to include the Booking Form for this year's A.G.M. Social Weekend in our Farina News.

Last year was a bit of a disappointment for all concerned because of the lack of support. I don't know if this is because of the format of the weekend or the change of the dates. I would really like and welcome your views on this. Please feel free to drop me a line. We are one of the few car clubs to have a social weekend, and it would be a pity to lose it. Once it's gone, it's a hell of a job to restart it.

Thank you all for your support in the past. Let's see if we can make it a better year this time. Come if it's only for a day (though it's much better for the weekend!) and don't forget that it's YOUR club, and your views are needed informally on the lawns of Ancaster Hall, or at the A.G.M.

Sorry for the moan.

Bob High
AGM Organiser
2 Spring Lane
Croesyceiliog
Cwmbran
Gwent, NP44 2ED

(You can hardly miss the Booking Form, it's in the middle! Although it's difficult for us all to plan months ahead and decide whether or not to reply, Bob's in just the same predicament with Nottingham University: they want to know the numbers attending asap, so please do consider coming to say "hello" and return the Booking Form to Bob at your earliest convenience – Ed.)

CENTRE PAGES:

A miscellany of images from last year's pleasures, in the hope of a repeat performance in 1994 ...

LEFT – Top: Alf (the Man with the Van) trying to sell a plaster statue of Paddy Ryan modelling Adonis to some very suspicious club members who are, understandably, keeping their distance...

Centre: ... six A40s and a something stuck behind a cow-jam somewhere high in the Peak District during David Cooper's inaugural Run. (see Group News for info on the 1994 one) ...

Bottom: ... the car park at the Gaydon Heritage Centre in Warwickshire on the Museum's Opening Day last May. One Farina A40 outside (mine) and one inside (theirs) ...

RIGHT: Top: ... teatime at the Annual Picnic and amid the thirsty throng our hostess, Anna Vickerman, tries to look inconspicuous behind her dark glasses ...

Centre: ... and Wipf Hanspeter, a club member in Switzerland, who sends me a picture of his pristine Mk 2 left-hooker to prove he's with us in spirit if not in body ...

Bottom left: ... Veronica Smith trying to sell her husband Terry's pride and joy to Steve Nicholls, who doesn't think it would fit in his Volvo estate, even with the aerial down ...

Bottom right: ... the editor taking time off editing to enjoy a cup of tea while, behind him, Nick Bayliss cheers up as he spots another customer ...

You'd enjoy the family atmosphere at any of the club's outings, really you would. If you're able, come along one day and say hello. Otherwise, keep reading "Farina News"!





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IT'S AN A40, MY LUD

Dear Editor,

I'm a recent recruit to the ranks of A40 Farina owners, and I thought some details of my car might be of interest.

It came to light following the death of an uncle of my wife Rosemary. The car is a 1098cc Horizon Blue/Black de-Luxe saloon purchased from Wrench's Garage, Banbury (Oxon) for £675 14s 5d. and first registered on 11th April 1967. The registration number is LUD 639E and it was last taxed in 1977. It has thus stood in Uncle Cyril's garage for the past seventeen years, having covered 29,000 miles odd during the previous ten.

It was trailered to my home in Sussex on the New Year Bank Holiday, on a hired trailer with the help of son Simon and large nephew Ed. We all got very wet in the process, but dried out in the local pub, helped by a good lunch.

I've only had a brief look over the car since getting it home, but the general impression is that a lot of it is in very good condition, especially the interior, although the front wings and the bottoms of the A-posts are a bit sorry. I'll have to poke around some more, and then see what the "damage" will be to get the body in good order.

I'm not hopeful of getting it onto the road too quickly, as I am half way through building a Marlin Roadster, a different branch of the game altogether. Still, I'll do what I can, and intend to go to the next meeting of the Wessex Group to see what they have to say. They sound like a good bunch, to judge from the magazine reports, and a "brief" talk to Terry Smith on the phone, so I'm looking forward to that.

I'll keep you informed of progress and problems. Best wishes to all for the New Year.

Derek Gee
Inholmes House, Bolney Road
Ansty, Haywards Heath
West Sussex, RH17 5AW

(Those quotation marks around "brief" are Derek's, not mine. Terry (I've got shares in British Telecom) Smith's infectious enthusiasm could never, ever be contained in one short phone call, bless him! As mentioned in the editorial, I was pleased to be in on the unveiling, as it were, of LUD. Being a Banbury boy, I remember Wrenches Garage very well. It was the main Austin dealership in town, and to this day I cannot for the life of me understand why, when I decided to buy my A40 back in 1966, I went to the main Ford dealership - Young's Garage - to ask if they'd got one. They found one pretty quickly, a tired old 1958 model, and she's with me still. April's meeting of the Wessex inmates will be covered in June's FN so by then we may have more from Derek on his Marlin and the A40 - Ed.)

A FORM FILLING FUME

Dear Editor - Well, I'm obviously in good company. When renewing my membership it never occurred to me to fill in all those details of my car again - I assumed that part was for new members! I thought we must be "computerised" or at least the original form was kept to hand for reference. Surely that's just as easy as annually replacing it

with another. Sorry Keith, I think it's too much to hope that we have time or inclination to repeat ourselves annually.

Mrs. Isobel Turner
Newark, Notts. ...

(... who happens to be my long-suffering assistant editor-ette. Or is that sexist? Can't be too careful in these days of gingerbread persons, personhole covers and one-up-person-ship. Isobel's groan has been provoked by the Club Secretary's request – FN55, Dec. 1993 p.4 – that the form sent at the annual renewal be completed in full. As I admitted then, I'd never realised it needed doing every year either! I suppose the truth is, that we all have our ways of doing a task – sorting new forms must be part of the fun of running the membership side of things – Ed.)

ANY FRIENDLY NOR FOLK?

Dear Members,

I am now nearing completion of my 1959 Mk 1 after eight years off and on work. The car was stripped completely, resprayed inside and out, and slowly fitted up with new parts, or the old parts cleaned, fixed and ready for another tour of duty. I hope to run it to meetings this year, but it hasn't been without its share of problems, which brings me to the reason for this letter.

I see in our "Farina News" that there are another six members in Norfolk. Would you be able to give me their phone numbers so I could contact at least one to sort out a few problems, "on site, with their car", as it's far easier than on a phone to your fellow members!

Mr. P.A. Collins (M/N 14)
10 Scarnell Road, West Earlham
Norwich, Norfolk NR5 8HT
Tel: 0603 250765

(How well I remember wondering whether mine would ever look like an A40 again after only seeing running ones each year at the picnic or the AGM. Good luck with the final spasms of the rebuild; springtime should give the final impetus! It's club policy not to publish members' lists because we respect their privacy but if any Norfolk folk can contact Mr. Collins and help get one more A40 back on the road it would obviously be appreciated. You never know, it might be the start of the Norfolk Group! – Ed.)

TERRY'S TRAVELS ...

... this time without the A40 but, as you know, wherever you are, somewhere not too far away (perhaps hidden in a garage or just standing a couple of roads away) there is one, as I discovered in sunny Malta.

My wife Veronica and I were taking a short break away from the awful winter weather here in early December. We flew out from Gatwick, leaving the thick fog behind us, and arrived some three and a half hours later in temperatures comparable with our May ones (16-19 degrees) and pleasant sunshine too by complete contrast. This flight was nothing like the £10 helicopter rides we enjoyed in July at the Heddington and Stockley Steam Rally. This was the real thing, a Boeing 657, and a first-time flight for both of us. "We're getting a taste for this," we said to each other. "Where next?!" It was great.

We knew from the "Where it's all Happening" articles in our Farina News that we had a Maltese member in the club, so phoned him when we got there to see if he would like to meet us, which he was only too pleased to agree to. So on Monday 6th December (the day before we were due to return home) he met us at our hotel in a place called Bugibba, nearly fifteen miles from where he lives down south in the island. Our meeting with club member Saviour Zammit lasted for nearly two hours and was very enjoyable. He took us both from our hotel in his lovely Farina Grey/White Mk 2 1961 saloon just two roads away to where another A40 was parked (a rather scruffy pale lemon Mk 1 which did not seem to have been moved for a while) so that we could get some pictures of the two cars together.

The Mk 1 would definitely have been an MOT test failure in England, as on closer inspection the exhaust pipe was dangling, window rubbers perished and even the rear orange winkers were almost white, due to the sunshine I suppose. The license had expired in September and in Malta it seems you only tax a vehicle if it's actually being used. There's no such thing as an MOT test. In fact there were lots of 60s cars on the island in normal daily use. Ford Anglias are very popular, 1100s too. We had spotted only five different A40s of which we could picture just these two to show you all.

Saviour has owned his car ever since new in 1961. It was a beautiful example of an early Mk 2, lovely chrome and absolutely spotless. My pictures do not do his car justice. The Mk 1 was quite tatty and improves its looks by comparison. *(She's a fairly old 'un though, Terry. In one of your photos I can see the rare "Flying A" on her bonnet, so let's hope someone loves her – Ed.)* Special feature on the Mk 2 was that there was a neat burglar alarm fitted in its early days. Trust me to notice! It was just a keyhole positioned left side of the bootlid opposite side to the petrol filler cap, and although in working order Saviour told us it really is not necessary on the island as crime is practically non-existent. Malta isn't a large island, not even as big as the Isle of Wight. The cars are all right-hand drive and everyone drives on the left side of the road just like U.K. (unlike most European countries). The Maltese people have their own language but English is widely spoken and they all understand you but you would not understand them.

Well folks, before I sign off and until my next travels, I have to tell you that they are bringing the MOT test into Malta for the first time this coming summer. Such a shame, as it's lovely to see all the old cars in general use every day. We both really enjoyed the holiday and must say "thank you" to our fellow Farina Club member Saviour for coming to meet us and bringing his A40 for us all to see.

Terry Smith (M/N 1090)

(Never mind the photos of you two chaps, where's one of Veronica in her swimsuit? What a lovely holiday; I trust you put a fly poster on the Mk 1, Terry? – Ed.)

GOOD HOMES WANTED

Dear Editor,

Would any club member be interested in saving two 1960 Mk 1 saloons from ending up in the breaker's yard? One vehicle is complete and running, but is minus front wings. The second vehicle is stripped to a body shell but has all its parts, and more, with it including the engine and 'box. New sills have been fitted and it has perfectly good front and rear wings, but does need a small amount of work on the front floor pans. The owner's original intention was to make one car using the sound body shell.

Sadly this project had to be abandoned due to the loss of storage and work facilities, so if anyone is interested in these vehicles, any offers for all or parts should be sent to me at the following address:

Mr. Brian Green (M/N 2349)
5 Storth Place
Birkby Hall Road, Birkby
Huddersfield, HD2 2XL
Tel: 0484 512728

CLASSIC CAR INSURANCE WITH AGREED VALUE – MARKET TRENDS

Contribution from Martin Cooke, Director, Bain Clarkson Ltd.

FIRST THE BAD NEWS!

The motor insurance market changes rapidly – four weeks is a long time in insurance trends – but it is twelve months since I last put pen to paper and there has been an enormous transformation in that time.

The late eighties will be remembered for its “soft” market conditions when competition forced premiums below economic levels and huge underwriting losses followed. The early nineties saw dramatic increases in premium rates fanned by increasing accident frequency and an upsurge in theft and joyriding claims. The Classic Car insurance market was late to be affected by this market cycle but most of us are painfully aware that classic car premiums also rose sharply last year.

NOW FOR THE GOOD NEWS!

Steps taken to restore profitable underwriting are working, and Insurers are cautiously looking for ways to increase their market share once again. The prospects for more stable premiums in 1994 look promising. Theft is still a problem but positive initiatives by Insurers, the Police and the Motor Industry have led to a greater awareness of the need for preventative action. Better security devices are fast becoming available, immobiliser and alarm systems are being assessed by Thatcham Research Centre on behalf of Insurers, and some of the best systems qualify for premium relief.

Good quality business keeps the account healthy and we target our products and marketing very much towards the genuine enthusiast. Old banger owners looking for a cheap insurance are not whom we seek and the 20 year old East Ender with the ungaraged Cosworth used for everyday transport need no longer apply! Maybe an extreme example, but sound underwriting selection helps to keep premiums reasonable for the vast majority of us who cherish our classic cars.

CHOOSING THE RIGHT POLICY –

There are more and more Brokers offering classic car insurance and the increased competition generated is also a real factor in keeping premiums to a reasonable level. Care is needed when shopping around however, since no two policies are identical and you need to make sure the policy chosen is suitable for your requirements and not encumbered with potentially costly restrictions. The cheapest is not always the best, and we firmly believe that the quality of the Insurance Company backing the scheme is paramount.

Most Brokers offer low cost schemes for classic vehicles which only do a limited annual mileage, although this type of policy is not always available if you do not have another car for everyday use. The Broker will be able to give you guidance on this and Classic Insurance for cars in daily use can generally be catered for at somewhat higher premiums.

MAXIMISE THE BENEFIT OF AGREED VALUE –

The primary factor that appeals most to the classic owner is the Agreed Value basis of settlement in the event of a total loss through fire, theft or accident. Do remember, however, the obligation to notify your Insurers of any change in value, whether further restoration work has increased its worth or whether the value has fallen or risen in sympathy with market trends. We therefore encourage policyholders to update their valuations periodically and we will be assisting our own clients in the coming 12 months by enclosing with renewal invitations a valuation form for this purpose.

Finally, we at Bain Clarkson wish you a good season's Classic motoring in 1994 and hope that talk of total loss is purely academic, with not even a skid or a scratch to come your way.

Martin Cooke
Bain Clarkson Ltd.
Falcon House
The Minories
Dudley
West Midlands
DY2 8PF
Telephone 0384 455011

FANCY BUMPING INTO YOU HERE ...

Dear Club Members,

I had an A40 owner's worst nightmare. Me and the wife had just returned home after doing some shopping on a Friday afternoon in time for the children coming home from school. We had planned a weekend camping trip and were due to set off for the east coast at 5pm in our two A40s (it stops arguments over who's driving!). Anyway, I'd just shut the rear lids (mine's a Mk 2 Countryman) when a neighbour across the road beckoned me over to his house. I was idly chatting at his front door when there was an almighty BANG and, turning round, I saw my A40 being shoved up the road by a large Transit Luton van. The driver had come to a stop and was hastily trying to get the van into first gear and, with thoughts of him doing a runner, I rocketed towards his van, opened the driver's door, and snatched the keys from the ignition.

The next ten minutes of me and the driver talking are unprintable, especially when he freely admits to having no insurance whatsoever! The damage looked pretty bad. The lower corner of the Luton box had buried itself right into the offside rear light cluster, pushing the rear wing with it. Luckily the front of the car didn't suffer any damage as it mounted the kerb. It just missed my neighbour's car by exactly one inch! My wife made a swift call to the police, who eventually arrived at the same time as my children came home. My eldest daughter (Kim) was going to give the van driver some Grievous Bodily Harm; not because of the damage to the Austin, but because a trip to the seaside looked doubtful!

Once the police sorted things out (the driver had no driving licence, and his van had been checked over and found to have faulty steering due to a previous accident) we all managed to squeeze all the camping gear into my wife's Mk 1 saloon, complete with dog. But I was worried with the thought of an insurance claim. Who would pay for the damage?

On the following Monday morning I made a phone call to Bain Clarkson, my Insurance company, to see where I stood. They took the worry away and told me I was covered. Relief!

So, after a new rear wing, light unit and a strip of metal (thanks to Chris of Sheffield for that) she's now back to normal (*your wife, your dog or Kim? – Ed*). If any reader has any history of my Mk 2 Countryman, Reg. CBE 326C, please drop me a line.

David Cooper
70 Aldam Road
Balby
Doncaster
Tel: 0302 855503

(Nightmare-ish indeed. Lucky David had a sympathetic insurance company. Bain Clarkson are a well-established firm who understand classic cars, and David himself does too, because he's a professional mechanic. So if you can't get down to Steve in Bridgwater to get your A40 fettled, try Dave in Balby! – Ed.)

YOUR NUMBER'S UP!

In which the editor explains all ...

I sometimes receive enquiries from club members concerning the registration numbers carried by their cars. Being at that curious middle-age (too old to be a toy-boy; too young to be a dirty old man) I tend to forget that many new readers, enjoying more tender years, are unaware of the history of vehicle registration numbers, and may not have their vehicle's original logbook to refer to. Automobile Association handbooks used to contain a list of the registration letters and their corresponding issuing authorities but, so far as I know, no motoring organisation still does so. Here, then, with a little help from my friends at the Department of Transport and from various authors (all of whom will be acknowledged at the close of the story) is a potted history of why numbers were necessary in the first place, and how the legislation grew to cope with all the vehicles on the roads today ...

Up until the eighteen-twenties, that's only seven generations ago, the roads of England looked much as they had done for centuries past. The poor, if they had to travel at all (usually to the nearest market) walked; the better-off rode horseback; the wealthy travelled behind their horses, within carriages. Carters owned teams of horses and wagons to shift heavy goods. The ancient long-distance routes had been used for hundreds, no thousands, of years by those people whose position of wealth, power or necessity obliged them to travel far from their homes. So ancient were (and are) these roads that they follow relatively straight lines between large centres of population, their routes modelled by geography not man. Wet hollows – simply ridden around by horsemen – were patched with stone by those travellers whose wheeled vehicles became bogged in muddy ruts. To horsemen the stones were a nuisance, jamming painfully within their mounts' hooves and sending them lame. Eventually, as heavier loads were transported on larger vehicles, those stones became crushed beneath the wheels and eventually a smooth surface was formed. The smoother surface allowed more rapid transport of heavier loads, compressing the stones still further and requiring more to be added on top. The metalled road was born.

But for every mile of metalled road, there were thousands of miles of unmetalled country lanes across the face of the land – often little more than green paths or bridleways – which, local geography admitting, also took the shortest route between habitations. Until, that is, the wholesale Enclosures of the common land when, from the mid-seventeen hundreds, landowners fenced in more and more meadow for pasture. The smaller, less important lanes (travelled by less important people – always the first to suffer) were forced to start meandering; obliged to keep to the fiercely-defended boundaries of the increasingly wealthy land owners. Wheeled traffic was rare on such "roads" and the appearance of any vehicle in a remote village was a notable occasion. By the middle eighteen hundreds, out on the high-roads, steam engines were making what was to prove to be a short-lived appearance supplanting the traditional horsepower. Their huge weight wrecked any surface, metalled or not. In towns, though, many major streets had been densely cobbled, and in 1834 a Mr. Hancock started his public passenger service using a steam coach called "The Era", which ran from Paddington to Regents Park and the City. The fare was 6d (two and a half new pence) and the coach could carry 14 passengers. This idea was developed in the following year by Mr. Church who built an omnibus for 40 passengers for a company called The London & Birmingham Steam Carriage Company.

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The phenomenal success of the railway movement drove all such long-distance traffic off the roads despite fierce opposition from many landowners, who were making good profit by charging tolls for travellers using routes through their land. Although a Parliamentary Commission of Enquiry sat in 1836 and reported "strongly in favour of steam carriages on roads" subsequent acts of Parliament tended to have a discouraging effect on the development of the motor vehicle. In fact by 1861 the Locomotive Act became the first restrictive legislation limiting the weight of steam engines to 12 tons in order to alleviate the damage to roads and bridges, and to impose a speed limit of 10 miles per hour.

During the following seventeen years, the internal combustion engine's development had reached the point where such a unit could more or less successfully propel a light vehicle carrying two or three persons (depending on their stature!). The heavy haulage of goods or groups of people, for so long the preserve of the horse, now centred on the booming railways which were spreading to almost every corner of the kingdom. Only the very wealthy could indulge in such a private mode of transport as that powered by the internal combustion engine and, as today, thoughtless joy-riders made life a misery for the majority of travellers on roads which, remember, were compacted stone and gravel at best, and often still simply grass lanes.

Although dusty in summer and usually a morass in winter, these roads were adequate for the gentle speeds of horse-drawn conveyances but, with the advent of speeding "motorists", another Locomotive Act had to be passed. In 1878 a speed limit for motor vehicles in the country was set at 4 mph and within towns at 2 mph. Just to make sure, this same Act introduced the now-famous "man with red flag or lantern". Each vehicle had to be led, at a distance of SIXTY YARDS, by a man so equipped, thus enforcing a walking pace and warning horse riders and horse-drawn traffic of the approach of a self propelled vehicle. Sixty yards – 180 feet! That's about fifteen A40s in a line. Today we travel on the open road almost eighteen times faster with a quarter the distance between vehicles!

Later in that year of 1878 changes to the Act reduced the warning distance to (only!) twenty yards and made the red flag optional under local regulations. This amendment, however, didn't make life much easier for motorists and difficulties soon arose. Light motor cars were becoming increasingly popular and by the 1890s had become faster, more reliable, and were capable of speeds up to 15 mph. The continent, with its vast distances to cover quickly, was the main development centre of the motor car and imports started growing significantly. It was around this time that Britain saw its first-ever petrol driven engine, supplanting the unsatisfactory spirit fuel of earlier engines. The honour goes to either the 1888 Benz (now in the Science Museum in London) or the Benz imported by one Henry Hewetson in 1894. Two years later saw the first British built Daimler and, although the mechanics were state-of-the-art, tradition and manufacturing practices dictated that the body resembled the carriages with which everyone was so familiar.

The Locomotive and Highways Act of 1896 was introduced to enable these faster, more popular light motor vehicles to be properly used. It exempted vehicles under 3 tons from the requirements of the 1878 Act and encouraged development and increased usage of the new transport. It was brought about after long campaigns by such men as Frederick Simms, Walter Arnold and Henry Hewetson who fought to bring the motor car to Britain. They often broke what they saw as unjust laws in order to further their objectives, they attracted the interest of the Royal Family, organised motor shows and even started up a magazine dealing mainly in motoring interests.

The Act raised the speed limit to 12 mph and obliged motorists to fit lights and "an instrument capable of giving audible and sufficient warning". Drivers were to keep to the left when approaching on-coming coaches, horses and cattle; keep to the right when overtaking, and to stop the vehicle at the request of a police constable or of any person in charge of a restive horse. Every "heavy locomotive" (except steam-rollers, agricultural locomotives belonging to and being used by the County Authority within its district, and locomotives not being used for haulage purposes) had to be licensed by the County or County Borough Council, and any excepted cases had to be registered.

To celebrate the lifting of the restrictions the newly-formed British Motor Car Club staged an informal drive upon a route long-used and kept in fairly good repair – the London to Brighton road. Fifty eight owners intended taking their vehicles: of the 35 which actually started (in both senses of the word) 22 arrived safely in Brighton after struggling along a road which deteriorated with each passing car. Before the start, the Earl of Winchester solemnly tore up a symbolic red flag. This first journey became known as the Emancipation Run and is still commemorated in November each year under its popular name of The London to Brighton Run.

By 1900 the interest in the car was making its mark and a general dissatisfaction had arisen at the increasing destruction of the roads. The report on the Emancipation Run had stated that "The roads were filthy and the cars progressed through a deep sea of mud over surfaces of the most sodden and heavy-going character". The number of vehicles in use had now risen to 5000 and, apart from the damage they were causing to ancient routes, were creating increasing hazards to other road users. Difficulties were being experienced in identifying offenders of those few rudimentary regulations that existed. These difficulties forced the Government to embark upon its first attempt at controlling this new motor car, which was fast becoming more than just a rich person's toy.

The Motor Car Bill of 1903 was the subject of much debate, but eventually came into force on 1st January 1904. The speed limit was raised to a giddy 20mph (10mph in areas that "demanded the protection" of the lower limit). The real importance of the Act, however, was that for the first time ever all motor vehicles were to be registered (a fee of twenty shillings – the equivalent of the modern one pound, though worth considerably more in those days!) and had to display their registration marks (number plates) in a prominent position. Drivers had to be licensed too (an annual fee of five shillings – 25p). Fines were imposed on owners whose vehicles remained unlicensed. Heavy fines were introduced for speeding and reckless driving because at last the offenders could more easily be identified.

Unlike today – where the possession of a (sometimes expensive) "individual" number allows those persons who feel the need, to be noticed – those early plates were detested and looked upon as an invasion of personal liberty.

In June's Farina News I'll bring the story up to date, though for those who can't wait, I recommend the Department of Transport's booklet entitled "Vehicle Registration and Licensing, Index Marks & Addresses" (ISBN 0 11 550857 0). In 1992 it cost £2.50 and is available from HMSO bookshops or any good bookseller.

Your helpline phone number is 0922 30088 with an answerphone sometimes. I act as intermediary to put buyer and seller in touch as quickly as possible. This service is free to paid-up club members, who must quote their Membership Number with any enquiry. Please note that I DO NOT HANDLE THE TRANSFER, NOR KEEP ANY STOCK, OF SPARES.

If you need a spare part urgently, ring up. Try to have as much information as possible to hand before you do so, it saves us both time. I'll be able to tell you all the people who have what you need. If I can't help you immediately, I'll keep your name, address and phone number and come back when I've got some news, unless told otherwise. If you're looking for a spare with no urgency, send me a SAE. I'll check my lists and reply as soon as possible.

If you have spares to sell, send me as comprehensive a list as you can, by post, as soon as you want. It'll be immediately added to my lists and won't have to wait for the next issue of Farina News before prospective buyers read about it. Please take particular care to write stock and telephone numbers clearly, they are vital in this kind of work. If you have just a few parts to sell, then ring me up, but dictating/copying long lists over the phone is not fun and mistakes can occur. The whole system relies on YOU keeping ME REGULARLY UP TO DATE with your stock availability. Members who would still like their hoards advertised through the pages of the magazine will, of course, be welcome to do so. Please send your details to me FIRST so that I can add them to my list, then I'll send them on to the editor. I must have your details NOT LATER than 20th of January, April, July or October, depending which edition is due out next. Anything arriving after those dates will, of course, go on the list but probably not in the magazine.

The club intends keeping a list of firms/persons whose names club members have recommended as having given them good service. This scheme is still in its infancy, so write and tell me of any trustworthy car-repairers who have done you a good turn. Please note that NEITHER THE CLUB NOR ITS OFFICERS OR MEMBERS WILL BE HELD RESPONSIBLE FOR ANY RECOMMENDATIONS SO MADE.

SPARES FOR SALE:

From Chris Hampshire in Sheffield. Tel. 0742 324754.
Breaking Mk 2. Most parts available, except body panels.

From Bill Grimsey in Ipswich. Tel. 0473 788274.
New and used spares, plus complete Mk 2 1966 saloon.

From C. McCready in Wemyss Bay. Tel. 0475 521152.
Mk 2 fibreglass wing £15.

From D. Buttner in Caterham, Surrey. Tel. 0883 349307.
Complete set Mk 1 Kingpins, including Fulcrum Pins £25. Also a roof rack.

From Rick Wareing in Preston. Tel. 0772 613950.
Mk 1 interior; seats, panels, parcel shelf (not boot cover) in steel grey £55, Mk 2 doors £10 each in Horizon Blue.

From Simon Plant in Clevedon, Bristol. Tel. 0275 342353.
Mk 1 bonnet £10, BMC Workshop Manual £10, 3 "Flying A" hubcaps £2 each.

From Brian Green in Huddersfield. Tel. 0484 512728.
Mk 1 saloon for spares/repair: complete but minus front wings. Mk 1 body shell, good front and rear wings, needs work on floor pans. New sills fitted plus trailer-load of spares. Offers please.

From Frank Elliott in Essex. Tel. 0708 854333.
Mk 2 red interior side panels and rear seat in good condition £5.

From Dick James in Sussex. Tel. 0342 328549.
ALL NEW SPARES: Mk 2 front grille £100, 4 mk1 front exhaust pipes £9 each, Mk 1 stub axle assy £15, Mk 1 kingpins (some with bushes, some without) offers, 2 Mk 2 front overriders £12 each, 4 bottom hoses £3 each, 6 conv. heater hoses £2 each, front l/h wheel cylinder £7, 4 "Flying A" pedal rubbers £3.50 per pair, air filter £3, driver's side front carpet with heel pad (in Horizon Blue) £5, 2 front brake hoses £8 per pair, "Corgi" model Mk 1 (needs respray!) £6, Mk 1/2 workshop manual £12, Mk 2 body parts manual £6, doorlock r/h (complete) £10, doorlock l/h (complete) £10. All plus post & packing. Exhaust pipes and grille - buyer collects. Many other parts, mostly Mk 2. Give me a ring, I may be able to help you.

From Alan Johnston in South Shields. Tel. 091 455 9778.
Mk 2 Countryman for sale/spares. Body has tinworm, but I believe it could be made roadworthy. £120.

From Nick Bayliss in Birmingham. Tel. 0836 343980 weekdays 6.30 pm - 10.30 pm and 1 pm - 10.30 pm at weekends, or 021 777 2397 weekdays between 6 - 6.30 pm.
Alternatively send an SAE please to 328 Sarehole Road, Hall Green, Birmingham B28 0AQ.

A queuing service is also available. If you are requiring parts for your A40 please send me a list and I will try my utmost to help you find the parts you require. The queuing system is quite simple, if there is a high demand for the same part its first come first served basis. Also, if I can, supply second hand parts to keep your A40 running.

All new BMC unless stated

2	2A4020	Mk 1/2 wishbone fulcrum pin	£8.00 each
2	2A4028	Mk 1/2 top trunnion pin	£3.50 each
2	2A4082	Mk 1/2 front shock absorber buffer	£1.75 each
1	2A5127	Mk 1 rear brake/handbrake cable	£8.00
2	2A5648	Mk 1 rear shock absorber links	£10.00 each
1	2A5649	Mk 1/2 brake master cylinder (silver finish)	£35.00
1	Lockheed (as 2A5649)	Mk 1/2 brake master cylinder (gold finish)	£25.00
1	2A5651	Mk 1 rear brake frame cylinder	£65.00
2	2A7228	Mk 1/2 rear drum rubber plug	75p each
2	2A9116/27H4536	Mk 1/2 rear lamp assy	£20.00 each
1	14A5451	Mk 1 early (dimple lamp) rear centre bumper	£50.00
1	14A5453	Mk 1 n/s/r quarter bumper	£25.00
3	14A5465	Mk 1 front bumpers	£35 - £50
1	14A5567	Mk 1 saloon boot handle	£20.00
1	14A5567	Mk 1 saloon boot handle (shopsoiled)	£15.00

2	14A5606	Mk 1/2 door hinges	£5.00 each
1	14A5666	Mk 1/2 n/s door handle	£15.00
1	14A5850	Mk 1/2 o/s door lock assy	£10.00
1	14A5851	Mk 1/2 n/s door lock assembly	£10.00
1	14A7221	Mk 1/2 countryman r/h lower tailgate hinge	£5.00
1	14A8265	Mk 2 o/s window winder mechanism	£20.00
1	14A8266	Mk 2 n/s window winder mechanism	£20.00
1	14A9116	Mk 2 grille badge	£12.00
1	14A9121/9320	Mk 2 boot/tailgate handle	£15.00
1	14A9125	Mk 2 boot/tailgate slam lock	£8.00
1	14A9130	Mk 2 n/s rear side quarter bumper	£30.00
1	14A9643	Mk 2 front bumper	£50.00
2	21A104	Mk 1/2 Fixed side rod assys.	£20.00 each
1	21A159	Mk 1 saloon 6-leaf rear spring	£25.00
1	21A278	Mk 1 Countryman 10-leaf rear spring	£25.00
1	21A669	Mk 2 anti roll-bar link	£10.00
1	21A710	Mk 2 exhaust front pipe	£20.00
1	21A782	Mk 2 exhaust,silencer + tailpipe	£35.00
1	21A789	Mk 2 (61-65) indicator stalk assy	£12.00
1	21A1074	Mk 1/2 r/h thread track rod ends	£10.00
1	21A1075	Mk 1/2 l/h thread track rod ends	£10.00
1	21A1536	Mk 2 headlamp cowl/switch assy (late plastic type)	£15.00
1	21A1836	Mk 1/2 clutch master cylinder (silver finish)	£35.00
1	22A233	Mk 1/2 clutch slave cylinder	£15.00
2	8G589	Mk 1/2 wishbone grease nipple plug	£1.50 each
8	8G621	Mk 1/2 wishbone inner bushes	£1.00 each
1	8G2443/23	Mk 2 set of 1098cc +20thou pistons	£80 set
1	8G4218	Mk 2 1098cc king pin set	£40.00
1	14G3738	Mk 1 Grille badge surround	£15.00
1	28G80	948cc crankshaft with shells +20 thou.	£80.00
4	88G274	Mk 1/2 top trunnion bushes	£1.00 each
1	88G344	Mk 1 front grille assy	£35.00
1	3H1835	Mk 1 regulator box (screw-on terminals)	£35.00
2	13H521	Mk 2 headlight rims	£10.00 each
1	17H6590	Mk 2 steering box assy	£65.00
2	17H7364	Mk 1/2 o/s/front wheel cylinders	£12.00 each
2	17H7365	Mk 1/2 n/s/front wheel cylinders	£12.00 each
2	17H7612	Mk 2 handbrake lever backplate boot	£2.00 each
2	17H7621	Mk 2 o/s and n/s lower ditto	£1.50 each
1pr	17H7945/6	Mk 2 shoe handbrake levers	£10.00 pair
1	17H7947	Mk 2 o/s upper rear shoe return spring	£2.50
1	17H7948	Mk 2 n/s ditto	£2.50
4	37H9915	Countryman wing-mirror stems	£8.00 each
2	47H5059	Mk 1 headlamp rims	£35.00 each
1	47H5064	Mk 1/2 rear indicator lens	£2.00
2	47H5080	Mk 1 front indicator/sidelight lens	£3.00 each
1	ACA5208	Mk 1/2 gearstick gaiter	£6.00
1	ARA173	Mk 2 front grille	£150.00
1	BCA4308	Mk 2 regulator box (spade terminals)	£25.00
1	BLA718	Mk 1 o/s rear skin wing	£110.00
1	BLA719	Mk 1/2 n/s rear skin wing	£110.00
1	BLA1490	Mk 1 front apron crossmember	£50.00
1	BLA1506	Mk 1/2 o/s door	£75.00

1	BLA1507	Mk 1/2 n/s door	£75.00
1	BLA1520/1744	Mk 1 o/s/r quarter panel assy	£200.00
1	BLA1522	Mk 1 bonnet	£45.00
1	BLA1525	Mk 1 n/s front wing	£250.00
1	BLA1525/2049	Mk 1 n/s front wing, less headlamp return panel	£150.00
1	BLA1600	Mk 1 rear valance	£40.00
1	BLA1676	Mk 1 o/s sill	£45.00
1	BLA1904	Mk 2 o/s rear skin wing	£125.00
1	BLA1924	Mk 2 o/s/r inner wheelfarch	£40.00
1	BLA2049	Mk 2 n/s front wing	£250.00
1	BLA2053	Mk 2 saloon boot lid	£135.00
1	BLA2063	Mk 2 front apron crossmember	£40.00
1	BLA2082	Secondhand Mk 2 Countryman lower tail-gate (good)	£45.00
1	BLA2102	Mk 1/2 saloon boot aperture panel assembly	£50.00
1	BLA2109	Mk 2 n/s sill	£25.00
1	BTA552	Mk 2 o/s/r brake backplate	£10.00
1	non-genuine	Mk 2 tow-bar assy	£25.00
1	set non-genuine	Mk 1 rear brake shoes	£15.00
1	set non-genuine	Mk 2 rear brake shoes	£6.00
1	non-genuine	Mk 1/2 948cc clutch assy	£50.00
1	non-genuine	Mk 2 1098cc clutch assy	£50.00
1	non-genuine	Mk 2 1098cc king pin kits (both sides)	£25.00
1	non-genuine	Mk 2 exhaust box + tailpipe assy	£35.00
1	non-genuine	Mk 2 exhaust front pipe (fits Mk 1)	£15.00
1	non-genuine	Mk 2 rear shock absorber	£10.00
various non-genuine	Mk 1/2 sills		from £5 - £10
<hr/>			
<i>From Steve Nicholls in Bridgwater, Somerset. Tel. 0278 421574.</i>			
1	Davenset battery charger 6 or 12 volt		£5.00
1	Desmo 1960s paraffin sump heater (new, boxed)		£6.00
1	Smiths rear window heater (new, boxed all fittings)		£5.00
1	old-type KrookLock with 2 keys		£3.50
1	Radford Panels bootlid skin (Saloon) new		£12.00
1	Karobes 1960s car head rest, VGC		£4.00
1	Karobes 1964-ish back rest VGC		£4.00
1	Mk 2 rear bumper (useable but some dents)		£4.00
1	1960s chrome coat hook (hang coat in rear of car)		£1.50
1 pr	1960s rubber door buffers with red spot in the centre, still in packet		£1.00
1	Linwood car alarm (simple fitting instructions)		£5.00
1	Sedan steering wheel cover (lace on)		£1.50
1	pair Lucas headlight converters (yellow - useful in fog)		£1.50
1	thermostat. New, still in box		£1.20
1	Lucas radiator cap (as new)		£1.20
1	early Raydot rear fog lamp		£1.20
1	universal fog/spot lamp with no-drill fitting bracket		£1.50
3	new rotor arms (still in packets)		60p each
1	radio blanking plate VGC		£1.75
1	radio speaker grille (fits on top of dash) VGC		£2.00
1	grille as above, but secondhand		75p
2	BMC rear flexible Mk 2 brake pipes (new, boxed)		£2.00 each
1	dash bracket to hold 4 Smiths 2" instruments (new)		£1.50
1	dash bracket as above, to hold 3 (2nd hand)		80p

1 Austin A35 locking fuel cap + 2 keys (brand new)	£1.50
1 Halfords reversing light (brand new, 1965-ish)	£3.00
1 chrome dash bracket to hold 2 switches	£1.00
1 secondhand parking light	50p
1 "magic eye" parking light (automatic operation)	£2.00
1 Klaxon horn (1920s) working	£15.00
1 Phillips push-button radio, with speaker VGC	£4.50
1 Motorola radio, manual tune, with speaker VGC	£4.00
1 Mecca cassette player VGC	£4.00
1 Sharp cassette player VGC	£7.50
1 Motorola radio/cassette in Unipart colours, with 2 speakers, VGC	£18.00

** ALL RADIOS ARE NEGATIVE EARTH OPERATION, but by the time this advert will appear I might have some more positive earth models available – demand seems to have outstripped supply!

** All prices are plus post & packing. Many items aren't listed; just phone and I'll search the bedrooms and I might even find the odd tyre or wheel behind the settee!

SPARES WANTED

From *Barrie Ashford in Bristol. Tel. 0272 653638.*

Mk 2 front offside steel wing and a new plastic insert for radiator grille badge.

From *Geoffrey Taylor, 41 Whenside Close, London SE28 8HH.*

New or used SU fuel pump for Mk 2.

From *T. Higgins, 161 Springfield Road, Walmley, Sutton Coldfield, West Midlands.*

A pair of Mk 2 steel front wings, new or used. Willing to remove same from donor car himself.

From *Mick Evans in Exeter. Tel. 0392 51487.*

Would like to swap brand-new (still in wrappers) Mk 2 bootlid for a Mk 1 bootlid.

CARS FOR SALE

1. Send details to me (*address inside front cover*) and they will be added to my lists which I will keep constantly updated.

At the minimum, please indicate whether Mk I/II, saloon /countryman, year of manufacture, tax/MOT and most important the asking price.

Please state whether or not you want both your address or just your phone number with your home town to appear in the advert. If nothing is indicated the latter will be used.

2. There is no charge for advertisements by either members or non members.

3. If you require an acknowledgement of receipt of your advertisement please include an SAE. Alternatively you may phone on the number below.

4. All advertisements will appear in two issues of Farina News before being deleted from the register. The second insertion assuming space allows and being at the discretion of the Editor. If you want your advertisement to appear in further issues please notify me either in writing or by phone.

5. When your car is sold please notify me either by writing or by phone.

CARS WANTED

If you are looking to purchase an A40 please write stating your requirements, enclosing an SAE and within a few days you will receive a current list of possibilities.

NOTE : Details of cars will NOT be given by phone.

GENERAL

My phone number is (0495) 290369 (between 7pm and 10pm). This number may be used to:-

- Confirm receipt of advertisements.
- Alter details of advertisements.
- Confirm car sold.

For inclusion in Farina News details must be received **NOT LATER than the 20th of January, April, July, or October** depending on which edition is due out next. Anything arriving after these dates will go on the list but probably not in the magazine.

(NOTE : Sections marked (*First advertised December 1993*) contain those adverts which first appeared in FN 55 and will be deleted from register of vehicles for sale if not otherwise notified).

MK I SALOON

(*First advertised December 1993*)

1959. Blue/black. Mileage 35000. Reg. 28 HDH. MOT July 94. £1300 with Reg. or £800 without. Denise, Tel: (0203) 717672 or Mrs. Joan Humphries, Tel: (047482) 2736

1960 Red/black. Tax Dec. 93, MOT Oct. 93. £500.

Julie Madden, Gwent, South Wales. Tel: (0291) 673011.

"Bluebell". Reg. 413 VPC. Horizon blue. Mechanics, body and interior fully overhauled. Full history, Low mileage. £1400.

Richard Burkart, Hayling Island, Hants. Tel: (0705) 469174.

(*First advertised March 1994*)

1960 Red/black. MOT April 94, 70000 miles, good condition. Used daily. £300 ono.

Caroline Strong, Dursley, Gloucestershire Tel: (0453) 545466.

1960 Grey/Black. MOT Sept 94. £950.

Mrs. Anne Kerr, Argyll, Tel: 036-986-755.

1959 Tartan Red. OSK 672. 35000 miles. 3 owners from new, first for 31 years.

Exceptional original condition. Original carpets, interior trim and tool pouch. 5 new radial tyres, new "black" battery, and new period seatbelts. Braking system renewed with new copper pipes. Never used in rain throughout its life, hence never required welding. £1550 ovno. Mr. Dean, Tring, Herts. Tel: (0442) 827576.

1959 YVS 887. 45,000 miles. Horizon Blue/Black. Very solid and original, A1 condition, mechanically excellent with new clutch and king pins. 11 months MOT. £1,200 ono.

Robert Hudson, 98 Waverley Avenue, Kidlington, Oxon. OX5 2ND. Tel: 0865 373089.

1960 Good condition. 2 owners. 46000 miles. £Offers.

T. Rees, Foxton, Cambs. Tel: (0223) 872910.

1960 NPU 326. 37,000 miles. Black with red interior. Has been kept off the road for some time. £ Offers. For further details contact Mr. J.P. Herbert, 5 Burford Lea,

Elstead, Godalming, Surrey, GU8 6UT. Tel: 0252 703364.

Elstead, Godalming, Surrey, GU8 6UT. Tel: 0252 703364.

MK II SALOON

(First advertised December 1993)

1966 Immaculate condition, MOT, tax. £1500 including £1000 BL spares and accessories.

Peter Sheridan, Nottingham. Tel: (0602) 296474.

1962 White. Mechanically very good. Body reasonably good. £550.

R. Cook, Southall, Middlesex. Tel: 081-571-3043.

E Reg. Off road since Nov 92. One owner for 23 years. Needs bodywork. Good home required. £Offers.

A. Tonkin, Saltford, Bristol. Tel: (0225) 872479.

E Reg. Horizon blue/black. Mechanically very good, bodywork good. £800.

Alan Brown, Newtown, Powys. Tel: (0686) 625897.

B Reg. Horizon blue/black. Not used for 10 years, bit of body rust, well maintained when in use. £ Best Offer.

A.R. Bennett, Dorking Surrey. Tel: (0306) 885657.

(First advertised March 1994)

1967 Not used last ten years. Rusty but sound. £150 ono.

Nick Winter, Ledbury, Herefordshire. Tel: (0531) 650333.

1966 Maroon/Black. JRC 335D. Much body work done but floors need minor work. £450 ono.

Andrew Tadley, Hucknall, Notts. Tel: (0602) 638235 (after 6pm).

1963 Horizon Blue/Black. Long MOT. Recent clutch and service. Good all round condition. Complete with original registration YAP 689. £750 ono.

P. Tompkins, Bournemouth. Tel: (0202) 518669.

Mk II off road since 1983. £Offers.

A. Bennett, Dorking, Surrey. Tel: Dorking 885657.

1962 Blue. Needs new sills plus minor works for MOT. Some spares. Lack of time forces sale. £110 ono.

Paul Gordon, Greenford. Tel: 081-903-7663.

MK II COUNTRYMAN

(First advertised December 1993)

1963 Horizon Blue/black. Tax & MOT Sept 93. £450.

Helen Teece, Blacon, Chester, Cheshire. Tel: (0244) 374514.

1963 Mk 2 Countryman. Maroon, 45,800 miles. One Owner from new – pristine condition, many extras. Genuine reason for sale (ill health).

Offers please to Mr. Ron Morton on Blackpool (0253) 852050.

Countryman. Off road since 1989. Webastco sunroof. Good home required. £Offers.

M. Trethewey, Bognor Regis, West Sussex. Tel: (0243) 784441.

1965 Blue/black. 47000 genuine miles. Service history and bills. Original condition. Very good runner. MOT. £1250.

Sally Connor, High Wycombe, Bucks. Tel: (0494) 527356.

(First advertised March 1994)

1967 Grey/White. Needs restoration but generally sound. 60000 miles. £Offers.

Simon Ford, Huntington, Cambs. Tel: (0480) 404050.

A40 FARINA CLUB OFFICIALS

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

COMMITTEE MEMBERS

CLUB SECRETARY	MEMBERSHIP SECRETARY	SPARES CO-ORDINATOR	CLUB TREASURER	GENERAL COMMITTEE MEMBER
Keith Hallock 113 Chastilian Road Dartford Kent, DA1 3LN.	Christine Hephord 75 Tennial Road Harborne Birmingham, B32 2JB.	Debbie Smith 21 Manor Road Walsall, WS2 9PX. Tel: 0922 30088	John Kilby Mutfords Hare Street Buntingford Herts. SG9 0ED.	Tim Hinton 10 Cleves Court Epsom Surrey KT17 4AQ

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 £8.00. When your membership has less than one month to run (or a renewal notice arrives with your Farina News) please send your renewal to the CLUB SECRETARY (address above). **Make cheques/POs payable to A40 FARINA CLUB**, please.

TECHNICAL ADVISORS

Mk. I CARS

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

Mk. II CARS

Mark Johnson, 162 Smiths Green Cottages,
Vyne Road, Sherborne-St-John, Basingstoke, Hants.
Tel: (0256) 851553.

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 **either** 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, Croesycefiog, Cwmbran, Gwent, NP44 2ED. Allow up to 5 weeks for delivery of shirts.

CHILDS T-SHIRT

Red or Navy
Sizes 20in-32in.
£4.65 + 50p P&P.

ADULTS T-SHIRT

Round neck: Cream,
Black, Navy, Red or
White.
V-neck: White.
Small, med. lge, ex-lge.
£4.95 + £1 P&P.

CHILDS SWEATSHIRT

Red, Navy or Black
Sizes 20in-32in.
£9.95 + £1 P&P.

ADULTS SWEATSHIRT

Cream, Red, Sky Blue
Brown, Grey, Dark Green,
Black or Navy.
36in, 38in, 41in, 44in.
£9.95 + £1 P&P.

TIE

Red club badge on
Brown, Pale Blue,
Maroon, Dark Green or
Navy Blue background.
£4.50 + 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.

KEY FOBS

(with A40 logo on) 40p each.

BALLPOINT PENS

(with A40 Farina Club on)
40p each

CAR GRILLE BADGE

£7 each incl. Fittings and P&P

LAPEL BADGES £1.50 each incl. P&P.

CLUB SPARES

STEEL WINGS/BODY PANELS/REPAIR SECTIONS

Details from Radford Panel Co. Ltd., 1 Blick Road, Heathcote Industrial Estate, Warwick CV34 6TA. Tel: 0926 313601. Please quote your membership number.

REAR WINDSCREEN RUBBERS

Saloon (Mk 1 & 2) £16 + £2.75 post and packing (total £18.75). Countryman (Mk 1 & 2) £16.00 + £2.75 post and packing (total £18.75). Please quote your membership number, and order from Anna Vickerman, Aston Court Farm, White Ladies Aston, Worcester WR7 4QQ. Tel: 0905 345412.

BOOT RUBBER SEALS

Tim Hinton, 10 Cleves Court, Epsom, Surrey, KT17 4AQ. £10 each incl. P&P.

Make cheques/POs payable to A40 FARINA CLUB please.

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

Tim Hinton, 10 Cleves Court, Epsom, Surrey, KT17 4AQ.

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 were never published) £1 incl. P&P. Please allow up to four weeks for delivery.



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One insert with this issue:

A double-sided A4 sheet booking form for the AGM was bound between the middle pages.

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PULL-OUT BOOKING FORM

FOR THE

**A40 FARINA CLUB
AGM AND SOCIAL WEEKEND**

Saturday 6th & Sunday 7th August 1994

**Copyright A40 Farina Club Ltd
www.a40farinaclub.co.uk**

ANNUAL GENERAL MEETING AND SOCIAL WEEKEND

6th and 7th August 1994

This will be held at the usual venue in the pleasant surroundings of Ancaster Hall at Nottingham University. Accommodation in study bedrooms with meals, refreshments, and a bar, are available to all members, their families and friends. This event provides an excellent opportunity to meet other members, sell surplus spares, and take part in some of the activities that will be arranged including a raffle (for which members are invited to donate prizes).

Members requiring accommodation or meals should book these using the attached form. Refreshments (tea, coffee, fruit juice, etc.) need not be booked.

CHARGES (inclusive of 17½% VAT)

Bed and English breakfast	£21.45 per person	} if all these are taken £43.58
Lunch	£ 9.63	
Dinner	£12.50	

Club expenses for weekend £2.00 per club member, or per car if less.

SPECIAL RATES on meals and accommodation are available for children if their ages are quoted on the booking form.

0 - 2 years on 21 July, 1994	No charge.
3 - 7 years on 21 July, 1994	50% reduction.
8 - 12 years on 21 July, 1994	33% reduction.
13 - 15 years on 21 July, 1994	25% reduction.

VEGETARIAN MEALS are available at no extra charge providing you indicate this wish on the booking form.

REDUCED RAIL FARES are available if you indicate on your booking form and return it by 31st May, 1994.

HOW TO BOOK:

1. Fill in and detach this booking form.
2. Make out the cheque/postal order as indicated on the form.
3. Send the form and cheque to:

B. High (AGM),
2 Spring Lane, Croxall Colliery, Cembran, Gwent, NP44 2ED
to arrive as soon as possible please.

Late bookings cannot be guaranteed, so please book early to avoid disappointment.

If you require a booking acknowledgment please enclose an SAE, otherwise these will be sent with the June Farina News. (An SAE must be included with any booking made after 26th May).

ANNUAL GENERAL MEETING AND SOCIAL WEEKEND

6th and 7th August 1994

Name (Block Capitals) _____

Address _____

Telephone Numbers: Office _____

Home _____

I will/will not be bringing non-members with me as follows:
(Please state age if under 16 on 14th July, 1994)

Name _____	Age _____
Name _____	Age _____
Name _____	Age _____
Name _____	Age _____
Name _____	Age _____

I wish to book the following meals and accommodation (enter the total number required in each box).

	FRIDAY 5th AUG	SATURDAY 6th AUG	SUNDAY 7th AUG
LUNCH			
DINNER			
ROOM & BREAKFAST NEXT DAY			

I shall/shall not* be bringing my A40(s), Registration Number(s): _____

I do/do not* require vegetarian meals.

I enclose £12.00† non-returnable deposit per person attending. (Cheque or postal orders payable to "A40 Farina Club").

Membership No. _____ Total: £ _____

Signed _____ Date: _____

* Delete whichever is inapplicable.

† Or total cost of meals and £2.00 expenses fee, if less than £12.00.

FOR OFFICIAL USE ONLY

Mem. No. _____ Name _____

Paid _____ Outstanding _____ Received _____

★ Please check that you've filled it in properly.

and

that the cheque/postal order is made payable to the **A40 FARINA CLUB**.

Now send it off as soon as possible to avoid disappointment!

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