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Annual subscription  
time's almost here;  
please see MemSec Colin's  
article on page 7



No 164

March 2021



Photo courtesy of Greg Unger

Bob's  
almost there!  
See page 30



**A** VERY WARM WELCOME TO YOU ALL:-  
 this 52-page FN 164 is bursting with news, memories and articles which I hope you'll enjoy.  
 The late **Ron Calvert's** impeccable Mk2 is now on permanent display at the **Lakeland Motor Museum** in Cumbria; he joined us back in 1981 as m/n 171 and graciously donated all his spares to the Club.



*Lakeland Motor Museum in its beautiful setting just south of Lake Windemere.*



**Derek's** account of the 580-mile journey to collect them appears on page 42, adding them to the Club's **SPARES SERVICE** which itself goes from strength to strength.

**ANNUAL SUBSCRIPTION TIME** is upon us once again – please see MemSec **Colin's** article on page 7. The renewal price of **£17.50** remains one of the lowest in the kingdom and gives members access to *Farina News* and, for those who need expert help in keeping their cars roadworthy, our Technical Adviser **Mike** (*see below*) is nearly always available by telephone. For those with internet access, we also have others very willing to help on the Club's secure website – plus an increasingly growing archive of technical documents and almost every back copy of *Farina News* which can be downloaded free of charge.



**Steve** mans the Regalia department so, all-in-all you really do get value for money from your subscription. *We look forward to your support for the coming year!*

**FARINA HINTS:** the series on caring for your A40, moderated by ex-BMC mechanic **Mike Hodgson**.



## TECHNICAL A40 ADVISER

Mike Hodgson

3 Stour Hill Park, West Stour, Dorset SP8 5SE, tel. 01747 839 756 or (mobile) 07982 511 515  
 any day 9am–10pm or e-mail [carsforsale@a40farinaclub.co.uk](mailto:carsforsale@a40farinaclub.co.uk)

Due to lack of space in FN 164 I've had to hold over the selection of pages which normally contain helpful maintenance and repair articles. All of them can of course still be easily found on our Club website at <https://a40farinaclub.co.uk/forums.php> where it is hoped they will continue to assist owners maintain their cars in tip-top condition. Technical help and advice is freely available there, given by experienced members of the Club who have a wide range of skills and knowledge.



Sadly, the Regalia page has also had to go onto the back burner for this issue but of course Steve's goodies can be simply found by referring to past copies of *Farina News*.  
*Sorry, chaps . . .*

## REGALIA

by Steve "Stoney" Stone

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# Farina News 164, March 2021

Annual subs!



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**FRONT COVER:** The gentle smile of a man who knows his long-term project is about to come to its end; our extraordinary **Bob King** m/n 3889, from Wyee in New South Wales placidly awaits the visit from an inspecting engineer who will grant the world's *only* A40 Farina Traveller the freedom of the roads. See the completion (almost!) of his story on page 30.



## Editorial

by Keith Bennett

36 Wood End, Banbury, Oxfordshire OX16 9ST. Tel. 01295 265 762  
[FNeditor@A40farinaclub.co.uk](mailto:FNeditor@A40farinaclub.co.uk) Contributions for next issue by 30th APRIL please

**W**e were so sorry to learn from our treasurer **John Kilby** that Club member 1377, **Debbie Smith** died in late January. John's note reads: "Debbie's daughter **Vicky** has just phoned me to say that Debbie passed away as a victim of Covid last Monday. One of Vicky's two brothers works in a shop and caught the virus and unfortunately brought it home. John and the three children have got over it, but Debbie wasn't so lucky.

"Debbie was a strong character and had a heart of gold. She has been an enthusiastic supporter of the A40 Farina Club and an early promoter of the A40 Club's spares programme. She will be very sadly missed." **JK**.



Naturally, the Club sends our deepest condolences to husband **John** and children **Vikki, Gordon** and **Robin**.

Perhaps ironically it was Debbie and two other committee members whose sales activities moved the Club towards a refreshing new system of spares. Their precept was firmly based upon the assertion that, as they held the posts of car sales and spares, and used their knowledge to help members in need, they would use their own money to buy spares for selling to the membership.

Thus, in their eyes, the Club was helping maintain members' A40s, they were seeing a return on their time and investments, and so they perhaps understandably vigorously resisted any change in that status quo as the committee tried bringing the spares service completely 'in house'. Indeed, the only spares the Club itself owned were a few Mk2 seat bases!

After a year of tense committee meetings culminating in an aggressive 2011 AGM the entire system was overhauled: a temporary committee member, **Ian Bushrod**, was given

the post of Spares Co-ordinator to take the heat out of the situation and ease **Derek Minter** into the post. (It is salutary to note that, at that 2011 AGM, treasurer John Kilby reported the Club's trading surplus for that past year stood at £182; just nine years later Derek's spares activities saw a *surplus* of £10,128 and our Club's net assets – mainly represented by spares in stock – stood at an astonishing £73,813 which in hindsight more than justifies the upheavals of 2011.

However, as I say, Debbie's untimely death must have come as a great shock to the family: a life lost is a life gone for ever. *Salutation, Debs, you were a worthy opponent!*

**R.I.P.**

The continuing pandemic has obviously heavily impacted our social meetings within the Club and so there are no reports in this issue of *Farina News* of activity from the various regions, although our furthest-flung Australian correspondent **Peter Asquith** wrote to tell me that his best mate **Bob King** had just (4th February) "started radio-therapy for 5 days straight to hit a new 87mm tumour on the tail of his pancreas.

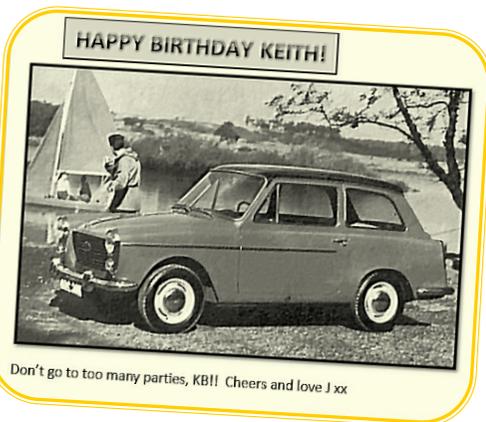
"Not so good: however the Woody is road-worthy and with a few runs down the street in the coming days, it will be ready for the engineer to pass for registration."

I think Bob deserves his place on the front cover of this magazine, don't you?

Now then, to put those anxious reader's mind at rest over the print future of their favourite Austin A40 *Farina* magazine, it will continue to be published in the traditional paper manner, so thanks to those who wrote expressing their – sometimes forceful – opinions on the matter. Club member **Kevin Scott** went to far as to try writing on the back of a tenner (as I'd hoped many folk would) but he claims it wasn't a success, so he sent an e-mail instead. **Val & Bernard Coombes** were also very determined to let

me know their adamant opposition to the digital version and were complimentary of *FN* into the bargain. Another member (no names, no pack drill) rang to tell me that his copy of the magazine often comes in very useful – stuffed down the driver's door to stop the glass rattling!! Hmm . . .

The Club always listens to its members and, if there really are any out there who would prefer just the electronic version, each quarterly issue will continue to appear in the archive area of the Club's website for free download.



Onto lighter matters now, and your editor's birthday on 6th January prompted the rather natty card above. It's clearly a carefully composed press publicity release for the Mk1 launch some time in late 1958 and, as the steering wheel's on the 'wrong side', it obviously came from an overseas publication. A kind thought much appreciated.

Staying on my home turf, sharp-eyed member **Liz Smith** spotted an archive photo of a driving school Mk2 A40 parked-up at the top of Banbury's high street and just near the Cross (of nursery rhyme fame).

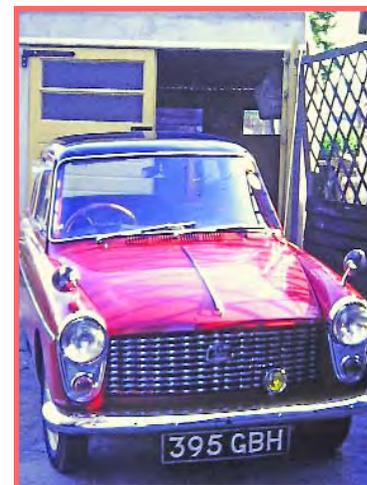
I believe that "Smith's" took over from an old-established school founded by a retired bomber-driver called Squadron Leader Trump (oh dear – no relation!) with whom I learned to drive. He had three Mk1s and

was a popular choice for many years, charging 12/6d (62½p) an hour even though his chain-smoking often reduced us pupils to paroxysms of coughing. As he'd survived two Tours in Bomber Command during WW2 we all quite understood why his nerves needed soothing, especially with the sometimes unexpected antics of his fledgling drivers on busy roads.

The base of Banbury Cross can be glimpsed just behind the mini-van and to the far left of the picture stands the County Garage's petrol pump, an elaborate affair



whose rubberised feed pipe was some fifteen feet long and carried on a hinged arm which allowed it to be swung above the pavement in



order for it to reach the customer's vehicle.

Many years later, **Bar & I** parked Gab in almost the same place (the garage long gone) when a chap sneered at the car and remarked that, "I had one of those rust buckets once and the steering was so stiff I had to do a three-point turn to get round the Cross." I politely refrained from telling him where he should have stuck his grease gun...

Still in Banbury, a local company made sectional buildings (called, with an awful inevitability by local teenage boys, "sexual buildings"); Dad and I bought one for the A40 and, below, here's Gab happily standing outside her new home in 1966. Sharp eyes will spot the driver's window draught excluder, and that she didn't have the over-riders she now wears (quite some years later those original bumpers had become very rusty from the inside out and I found two more in our local scrap yard)

Happy days; let's all hope that with the onset of spring, and the continuing steady fall in infections and resultant deaths, that all our spirits will rise and we'll be allowed a little more freedom. Meanwhile do please take care of yourselves and stay safe & well. **Ed. Keith**

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## Chairman's Report

by Ed Davis

Tel. 07880 581 541 (mobile) or e-mail [chairman@a40farinaclub.co.uk](mailto:chairman@a40farinaclub.co.uk)

**E**ditor **Keith** has just chased me for the second time for my report but, in my defence, despite being retired for some seven years, I appear to be as busy as ever. How I ever found the time to go to work is a mystery.

As I write this in early February the world is still in the grip of Covid-19 with, sadly but inevitably, some of our Club members and their families affected.

Quite when "normality" will return is unclear but scientific progress is being made and all we can do is be patient and act responsibly

Like many others, my wife **Sally** and I have taken the opportunity to clear out cupboards and drawers, the contents of which have not seen the light of day for many a year. Long overdue but a very satisfying exercise.

I understand that the fastest-growing businesses are in parcel delivery as we all

move to internet shopping. This is something **Derek Minter** is well aware of as a steady stream of couriers arrive at his door to collect Spares parcels destined for members utilising their time in fettling/ restoring their cars.

Other than regularly starting 'Franc', my Mk1 A40, I have not ventured far from home as there is no need.

It appears that despite the global situation, we continue to gain more members from both the U.K. and other countries and it is always interesting to know where survivors of the A40 marque surface.

I often receive e-mails from previous owners of A40s offering free workshop manuals, so if you are in need of one, you may wish to regularly visit our Club forum or Facebook pages to see if there's a latest offering.

Best wishes to all, and until next time, stay safe. **Ed.**



## Secretary's Report

by Mervyn Ward

The Gables, 421 Ashby Road, Boundary, Swadlincote, DE11 7BA  
or e-mail [secretary@a40farinaclub.co.uk](mailto:secretary@a40farinaclub.co.uk)

**H**ello all, I'm still at work, not furloughed again. My replacement engine for my '67 A40 seems to be running quite well. The extreme cold spell halted any further work but I'm thinking about soon venturing back into the garage for some fine-tuning and clutch adjustments in preparation for the new season (if we're allowed one!)

I'm hoping to attend the 18th MG & Triumph spares day to be held in the Telford area (moved there from Warwick for this year).

In the past I've acquired some really useful parts – it caters for other marques as well.

Dare I mention the **2021 AGM**? I shall be

getting back in touch with the proposed venue, the Helicopter museum at Weston-super-Mare which very reluctantly and disappointingly we had to cancel last year. Would like your opinions, about going there for this year, possibly mid-July?

On a personal note, I am still the guardian of the Club archive. If this is a rôle you'd be interested in taking on, please contact our Club chairman **Ed Davis** for further information.

*And please don't forget to send in your annual subscription for the coming year!*

I do hope you're all still keeping safe & well.

Kind regards. **Mervyn Ward** m/n 3868  
Swadlincote, Derby



<https://www.a40farinaclub.co.uk>

## Webmaster

Dave Gilbert

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Tel. 07971 837 906 (mobile) or e-mail [admin@a40farinaclub.co.uk](mailto:admin@a40farinaclub.co.uk)

**H**ello again everyone, just thought I'd add another of my "now & then" bits of narrative for your cranial delights... I alluded in *FN 163* to numerous recent new members registering on the forum. Well it's looking *really* good! New registrations have actually slowed a bit in the last few weeks, but a select few of recent (ish) members have been posting regularly... and I have to name :- **Paul Speight, Alan Trindade, Nik Handford, Colin McIntosh** and **Chris Ennis**.

These chaps have over 200 postings

between them. Gents, I applaud you :D  
Along with the "old" regulars, they're using the forum for what it's meant for. And there's also quite a few other members who've posted a bit less, but are frequently looking in to the forum to see what's going on.

*SO.....*as I've said; it's *your* forum, *your* chance to converse with the committee and other Club members virtually at a moment's notice. Plenty to see, learn, read and comment on. Committee members look in "every day"! 'til next time then.....

**Dave (the Rave!) m/n 3604**



## Membership secretary's Report

by Colin Wells

75 Coronation Avenue, Dawlish, Devon EX7 9EH  
or e-mail [membership@a40farinaclub.co.uk](mailto:membership@a40farinaclub.co.uk)

### **IT'S MEMBERSHIP RENEWAL TIME!**

**W**e currently have **467 Members** of the Club, **56** of those are overseas, while **83** have signed up since 1st April last year – a big thanks to *all* you members for your continued support in the last 12 months especially in these difficult times. It would be fantastic to have everyone renew their Membership again so we can continue to expand the Club. There is **no increase** in this year's subscription rate so this April it remains at just **£17.50** for existing Members.

You should have a light yellow Renewal form accompanying this *Farina News* – if not please get in touch should you need one. If you pay by **STANDING ORDER** or by **ELECTRONIC TRANSFER/PAYPAL** you can e-mail me the completed Renewal form if it's easier. Obviously **CHEQUES** must be posted with the form.

Don't forget you can pay up to three years' subscription up-front, in one payment; just tick the appropriate box on the Renewal Form and indicate payment method. The up-front payment method is only offered when paying by Cheque, Electronic Bank Transfer or Paypal.

The **STANDING ORDER** method will remain for those who wish to pay yearly. If you currently pay by Standing Order and wish to change to another payment method to take advantage of this then *please remember to cancel the Standing Order* at your Bank. There is no reduction in the rate for multiple years as we still feel we are one of the cheapest Classic Car Clubs around. There will be no refunds if you decide to leave the Club – only in exceptional circumstances.

Last year I introduced **Paypal** for our Overseas Members so they may pay their

Subscriptions as it was an easier method of moving money from outside the UK. I had to add a small fee of £1.50 per transaction to the subscription as Paypal makes a charge to the Club for monies moving across borders, and this will stay the same for this year as well. So Members from outside the UK need to pay **£19.00 if using Paypal**.

(If you are in the UK and wish to pay your subscription using Paypal you may of course do so – the sub. remains at £17.50. Please leave a note with your payment indicating your Membership number or full name and address. And it would be appreciated if you could send to “Friend or Family” – Full details are on the back of the Renewal form.)

If anyone is in any doubt as to how they paid for their subscription last year, please contact me beforehand and I will check, as one common problem is that some Members end up paying their subscription more than once – this is due to forgetting what they had done previously. Also when paying by Electronic Transfer or Standing Order – please ensure your Membership Number appears in the reference as it can be difficult to match up some payments with the sender. A reminder of your Membership number is just above your name on the white address label which came with this magazine. If in doubt please contact me – no problem at all.

Also, recent new Members have extended Membership until April next year – this is because you first joined the Club since 1st January this year or thereabouts. If this is the case then you don’t have to pay again this April: if you are unsure please check your Membership card for the expiry date or contact me to check.

Last year I contacted just about everyone with confirmation that their Renewal form/payment had been received, so this year I will do the same. Email is always

easiest for me to achieve this, but I will try to contact everyone. This is one reason why it’s vitally important your contact details are correct and legible on the form so please pay particular attention especially if anything has changed since last year.

I send out Membership cards for all new Members which have their “Membership Expiry” date on. If you would like a new one with the updated Expiry date on, or if you don’t currently have one and would like to receive one, please send a S.A.E (or just a stamp) with your Renewal form and I will print one off and return it.

**You’ve got until the end of April to send the Renewal form back to me (to avoid the late payment levy of £10) but the earlier you do so, the better.**

The next *Farina News* – Number 165 will be arriving with you in early June – if you’ve paid your subs and don’t receive it please get in touch with me.

To contact me for *any* reason e-mail is always best as I can reply more accurately and you have a record of the reply, but I will always accept a phone call. If I’m not in, or at work and cannot answer, then just leave a message and I’ll get back to you.

New Member 4220 **Miguel Cruchaga** sent me these photos of his A40. The first photo was taken in 1982 at the Ordesa Valley in Huesca, Spain and was the last year the car was on the road. The second is a recent photo. I have suggested to him that when it’s back on the road he should travel to the same location in the Valley for another picture, what a fantastic backdrop!

That’s it from me – remember **FHBCV’s “DRIVE IT DAY” 25th April** but the way it’s been over the last year nothing is certain so check their website/Facebook page. I just hope that we can all get through this safely so we can go out to the shows once again.



Don’t forget, *any* queries just get in touch with me – no problem at all.

*My contact details are:*

[membership@  
a40farinaclub.co.uk](mailto:membership@a40farinaclub.co.uk)

Mobile =  
**07760 394 670**



**The A40 FARINA CLUB would like to greet our *new members* this quarter...**

- 4214 – **Robert Sinclair**, West Yorkshire
- 4215 – **Paul Standen**, Deal, Kent
- 4216 – **Chris Ennis**, Manchester
- 4217 – **Alistair Cother**, Reading
- 4218 – **Mark Cloutman**, Norfolk
- 4219 – **Henrik Mulberg**, Denmark
- 4220 – **Miguel Cruchaga**, Spain
- 4221 – **William Cooke**, Bradford

- 4222 – **Adrian Poile**, West Sussex
- 4223 – **Master Tom Scurrah**, North Yorks.
- 4224 – **Delwyn Roberts**, Chester
- 4225 – **Dave Bull**, West Yorkshire
- 4226 – **Marcus Pieper**, Germany
- 4227 – **Paddy Meehan**, Ireland
- 4228 – **Mr C Franks**, Staffordshire
- 4229 – **Dave James**, Porth, Wales

**We have no *returning members* nor *30-year members* this time.**

**Garry Clement-Boggis** (m/n 3851) Tel. **01832 238 350**

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[www.clementandboggis.co.uk](http://www.clementandboggis.co.uk)



Letters are always welcome, as are photographs to accompany them. Please supply your name, membership number and address, and post to our editor Keith Bennett, 36 Wood End, Banbury, Oxfordshire OX16 9ST or alternatively by e-mail if you prefer, to FNeditor@a40farinaclub.co.uk

**Dear editor**, sure I am happy to tell you how I got to that very Mk2. I was browsing the world wide web as I often do. Specially in this more detached world of living with the Covid virus around the world.

When looking for spares for my two Austin minis, I came about an ad in the south of Switzerland of that very Mk2. By the way I first got in contact with the Farina (I am 35 and in my generation they are rare) back in 2018 at Goodwood where I saw them really racing and boy did they catch my attention.

So I showed the ad to my girlfriend of what she would think about that one.

She immediately responded without any hint of hesitation, "That would be the perfect picnic car." I quoted that as a Yes, get it if you can!

On the next day – after some vivid dreams – I organised a trailer, set off in my car and drove for about 2 hours to that garage with the respective cash in the pocket. And I said to myself, when that car is as good as on the picture, I will take it home immediately.

When inspecting the car from underneath it appeared to me that the car has a sound structure – not perfect but a nicely well sought after patina and so is the paint. And the Cardinal Red interior is in pristine condition.

After the obligatory haggle of what I should get done to it in order to maintain its veteran status (special declaration by the Swiss authorities of whether a vintage car is due to its originality, and pristine condition a cultural asset) we agreed on the final amount and I drove back with my new beautiful luggage.

This was my fastest and most spontaneous buy of my lifetime and I am loving it. Looking forward to next spring when we can take her out for a picnic.

Cordially yours, **Fabian Bartlome** m/n 2413, Switzerland



**Dear editor**, HM the Queen might have had an *annus horribilis* when Princess Diana died but Saturday night, 12th December 2020 was an *event horribilis* for Tina the Farina, navigator **John Varney** and myself.

This was probably the toughest road rally that we had ever undertaken. The route was tough, the timing was tight and – thanks to Devon County Council – some of the roads were, I think it fair to say, *very rough* and those that weren't rough were, thanks to the weather very wet and muddy.



Chris (left) and John photographed on the 2019 Monte Challenge

But, fair play to **Daniel Pidgeon** and the **Exmouth Motor Club** for managing to put on an event in these troubling times.

The event was approximately 150 miles long consisting of six Regularity Sections (RS) with link sections. From the start at Diggerland near Cullompton, the first four RSs skirted to the north-east of Exeter, the south of Tiverton and the north of Crediton to a fuel halt at Whiddon Down Services just outside Okehampton. The fifth regularity went from south of Moretonhampstead to just outside Dunchide oak. A short drive through Exeter to

RS6 in the Ashclyst Forest to the east of Exeter ended at the finish at the Keeper's Cottage Inn, Kentisbeare.

At the start we were given, 1¼ hours before our start time, the route card which would enable us to plot the route onto the Ordnance Survey maps. The bulk of the route was by grid references. RS6 was by tulip drawings included in the route card, but RS4 was plot-and-bash with the tulip diagrams in a sealed envelope that could only be opened at the start control of this regularity. We managed to get done about 90% of what we were allowed to plot. Thirty crews entered but only 28 were to start.

At the drivers' briefing Daniel advised all crews that the timing and conditions were going to lead to a tough event.

To us this became quite apparent as early as RS1, when we had cut a short section to get to the end of it on time. The weather at this point was not too bad and the roads were quite clean.

RS2 proved a little tougher with a bigger cut being done and the first hint of trouble with a slipping clutch on one hill, but we persevered. Patchy rain and mist on this one for us.

On RS3 the roads started to get wetter because of heavy rain: muddier surfaces, the



Did I mention the mud? Owners of pristine A40s are strongly recommended to look away now!

weather got rougher, but nothing that was the Devon County Council's fault. A little more clutch slip, so a cut was made to stay in time.

Because of the time issue, we decided to miss RS4 completely and head straight to Whiddon Down in order to stay in time at the main time control located there. We had 20 minutes to fill up with fuel, empty the bladder and plot the remainder of the route. We managed to leave on time and set off for Moretonhampstead and RS5.

At the drivers' briefing we were advised that the hill and its hairpin bends not far from the start of RS6 could cause problems and they did. Straight up a steep hill the like of which we have never seen, not even on the Monte Carlo run. We took as best a run as we could but poor Tina suffered more than she could tell us. We got stuck! We had smoke that the Royal Navy at D-Day landings would have been proud of – and as for the smell, well that's another story . . .



Not marooned, yer 'onour, just resting a bit.

We rolled backwards to get out of the way of any other competitors and managed to get stuck up a bank at a 45-degree angle. We thought that we were last on the road but no. Car 27 (a mini) turned up and tried the hill; we even tried pushing it but no. We gave the crew a hand to turn around. Now, as at this point in time, Tina was marooned up a bank and so we asked the crew to let the section start marshal know where we were, which they duly did. The distraction of helping the mini

gave Tina time to cool down and when we tried again we managed to get her off the bank with little clutch slip. We then backed down the hill and managed to turn around and met the marshal. We told him that we were effectively out of the event and would make our way to the finish. We also advised the Clerk of the Course of this as well.

Once out on the main road, we headed for Bovey Tracey and the A38. After a short distance, we decided that the Haldon Hill would probably be too steep for Tina's clutch and so turned around and went back through Mortenhampstead to Whiddon Down, where coffee, hot chocolate and a croissant each was undertaken before heading along the A30 and the M5 to the finish at the Keeper's Cottage Inn, Kentisbeare.

On arrival at the final control, we found that we were actually within time and were given a time and classed as finishers. Tina came true again!

At the finish, we found that there was a lot of water on John's side of the car and before you say anything it wasn't incontinence!! We also found our marshalling friends **Keith Dodsworth**, **Glen Baker** and **Chris Stacey**. We hatched a plan so that Tina didn't have to drive any further. Keith and Glen went home, while Chris Stacey gave Chris a lift to his home to get the trailer with John volunteering to stay with Tina to keep her safe.

Our congratulations go to all the winners both overall and in each class. As already mentioned, we also congratulate Daniel and the Exmouth Motor Club team for managing to get an event on. Finally, we thank all who braved the weather to marshal for doing so.



Tina the Farina safely on her trailer for the ride home.

Earlier on we mentioned that there were 28 starters. There were nine retirements for different reasons and Tina managed to finish 19th overall, seventh in a class of 11 and winners of an award for being the Highest Placed Historic entry. Tina was the oldest car taking part at age 53, the crew were probably the oldest crew with a combined age of 145 years with the combined ensemble having a total age of 198 years! Here's to the next little trip!

Cheers, **Chris Mockridge**  
m/n 3993, Bridgwater, Somerset

[Chris kindly sent me a similar tale of derring-do which appeared in FN 163 and I commented then that reading his account while sitting in the warm and dry was certainly quite an experience. And here we go again! Perhaps it was reading that previous account that prompted Club member **Jeff Wincott** to follow suit – his account literally follows . . . – ed]

**Dear editor**, A CHALLENGE (the sequel) Now, it's a common conception, with films and books (for example), that sequels usually fall short of the mark. However, I decided some months ago to try the HERO Challenge 2 once again – at the time it appeared to be (and turned out to be) the ONLY event going on at the time in this VERY strange, frustrating and challenging year 2020! Blink an eyelid and a whole year has disappeared before you knew it! (What did we do to deserve this?)

**Bicester Heritage** is a *fantastic* venue, especially as we are able to stay (once again) on-site in the motorhome, then be ready and waiting (!) for the start on Saturday. A 'one-way' system around the site had been stipulated but I'm not sure why.

Signing-on already done – electronically. There was NO noise check. 'Vehicle checks' rather than the tradition scrutineering process were the order of the day and felt superficial, so they were! For any persons that may be 'concerned' about the anti-Covid measures being taken on multiple gatherings of people, best find another pastime; it was all quite surreal actually. Road books and other trivia [trivia?? – ed.] were duly collected, provided one was wearing a mask.

Measured distance exactly as last year. Somehow, my navigator missed the first slot! Start again! 9.15am Saturday – best get going! En route to MTC1, everyone was subject to getting 'zapped' with 'star trek' type devices in order to record body temperatures. Why, at this particular time, is another mystery to me, but, being generally cynical by nature, some of the restrictions we are all having to comply with don't seem quite logical. Or necessary. There is no denying that some people have unfortunately fallen victim to this virus, but I also believe the media have 'hyped' the whole situation into something that maybe doesn't warrant the current level of paranoia being portrayed. Right, STOP. *Enough!!* Where are we? Ah yes, rallying in my A40.

This year, to kick the day off, we only had three tests rather than four around the Bicester site, straight out of the bag. Sadly, we fell foul of an over-zealous marshal, so gained a stop-line infringement. (It's been SO long ago, I'd forgotten what I was supposed to do!) Test times weren't so bad. The rebuilt motor (in lockdown times) had proved quite worthwhile and different cam and head modifications were definitely 'money in the bank'.

On the first group of regularities, we failed (just like last year) to gain any 'zeros' (a 'zero' is to get the arrival time *SPOT ON* to the second!) In fact, this year, we failed to achieve many zeros at all – 3 x one early/late was the nearest we got to perfection on this occasion.

HERO (challenge) events, it would appear, provide easier navigation than a comparable HRCR event. Our vast experience (of ONE previous event) would confirm that following a road book to be far easier than infinite plotting beforehand. The format seems to involve a mixture of tulip and mark instructions/jogularities plus printed map sections. Reg 1 started very well and only went downhill (forever) thereafter. +6, 2 x .01 early and a 0.4 early.

The second group of tests at the **Bill Gwynne Rally School** restored my 'feel good' factor with some impressive times, acknowledged by a 'stop' marshal. (10th & 11th fastest). Unfortunately, on the second regularity (jogularity), getting a +.08, then .08 early reinforced our inconsistency,



Just one frantic photo was taken that day – we're somewhere in that dust cloud. Nice aeroplane though!

but then navigator **Anne** (my wife) missed a slot left, due to her deliberating over the previous (ambiguous) junction layout... I guess we must have covered almost a mile before realising the error! *Sh\*te!* At least we remembered to reverse the 'trip' before retracing our steps to our last-known junction. Turn around, and trip reverted to + and on we go!

Luckily, some fast, open roads allowed me to regain time, but (not surprising) a minute late at the next control. Managing to arrive a minute EARLY at the subsequent control proved to be a mystery.

Reg 3 - 4 all! .04 early/.04 late - what's the difference!!!! And so it did prove to be; a slight imbalance with regard to driving 'average' or fast! It was actually a 'cracking' day - lots of sunshine, dry, sunny. Perfect; although 'dry', could be an adjective also applied to our clutch! A good deal of pumping to achieve any sort of pressure was now beginning to seem somewhat futile. Having first appearing to be slightly 'sluggish' it had rapidly progressed (in no time at all) to being somewhat useless.

It became necessary as we approached the re-fuel to cruise through the 'no-entry' of the petrol station, to avoid complicated manoeuvres, in order to assess the damage! Only another mile to the lunch halt...

**Gaydon Museum** – another excellent venue. Our wristband pass allowed us access to the museum. Had I not been starving, I *may* have gained some benefit from the 'freebie' although realistically a whole day would be necessary to do it all justice. So much to see!

Dare I mention the Covid 'stuff' again? Management of the *excellent* lunch was exceptionally well-performed regarding social distancing to put any readers' minds at rest who may (still) be worried about the concept of mass gatherings.

Anyway - The HERO support team volunteered to investigate the 'clutch' problem but were unable to provide a permanent solution. I resolved to change gear without the clutch as often as possible. Only static starts from controls proved to be sometimes problematic. Lucky we had no more 'tests' to negotiate.

BUT, then there are tractors... just when you *DON'T* need them. On a single track road! Reg 4 had already proved erratic – best not to mention the errors already accumulated. Then a bl\*\*dy tractor. Brilliant! Another minute lost! Not surprising in the least. Real surprise (eventually) at next control – early again!

As a team, our protocol is that Anne is contracted to point us (hopefully) down the right road. Despite being *only* the driver, I make some attempt to achieve the correct average speeds in addition to turning that 'roundy' thing in front of me.

Regs 5 & 6 presented us with a map extract (easy peasy) then a set of 'blind' tulips!! (To the uninformed, they are indeed tulips, but NOT as we know them!) No dots, no arrowheads; the additional clues provided in the road book rendered the exercise as being something of an anticlimax.

The finish, back at the Bicester Heritage Centre provided a slightly sterile, unsociable environment, due to maybe excessive Covid regulations. ("*Oh no, not again*", I hear you say). There was no results board, evening meal/awards presentation. We were 'treated' to a Hog roast – a bread bun with some bits of roast pig in it! Not quite what we are used to expecting! Quite disappointing really. Masks not required, it would appear. Well. Obviously. How do you eat a bun full of roast pig with something covering your face? Throughout the weekend, all government recommendations, social



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distancing, sanitising, etc were fully adhered to, insofar as my blinkered viewpoint witnessed. However, I do believe many of the restrictions were unnecessary and unwarranted.

(Only MY opinion. Let's move on...) Overall, a slight disappointment, after last year's encouraging result, but generally, sequels are always a disappointment, aren't they? But so good to be OUT THERE at last, it has to be said. That, there is no doubt. Let's hope that next year we'll all have more to shout about! Must remember to order another bottle of 'Positive' pills...

**JARGON BUSTER:-** HRCR = Historic Rally Car Register; HERO = Historic Endurance Rallying Organisation; Trip = Digital tripmeter reading distances to one hundredth of a mile; Measured Distance = set by the organisers to check your tripmeter against their (set) distances; Tulip = a diagrammatic 'flower' representation of a road junction, showing approach & departure; Tractor = a large lump of very heavy and very slow (mainly) metal; Positive = as in 'trying to be' (does such a term still exist?); COVID=**really?** Do I need to go on...

Best wishes, **Jeff Wincott & Anne** m/n 3947, Stoke-on-Trent, Staffs.

[Wow, the A40 fraternity are certainly putting it out there in competitive sports even though the opportunities for doing so are very restricted. Grateful thanks to Jeff, Anne, Chris and John for giving us a glimpse into the hectic and sometimes frustrating world of rallying. Makes a Sunday afternoon classic car show seem a little tame! – ed.]



grandfather in Guiseley, near Leeds, when my Mother was pregnant with me. Grandad hated driving, so he and Grandma would go out for a run on Sunday, after which Grandma would polish the A40 and back it would go into the garage. It was passed to my mother in 1974 after Grandad had a series of mini-strokes, mainly while driving,

**Dear editor,** the story of my car.

"I'm not having that *thing* in my shed" was my husband's response when I mentioned the possible return of the family heirloom. "Ok," I thought, "so I'm on my own". Besides, it's a barn rather than a shed, and is *our* barn, with plenty of room for an additional vehicle without having to turf out his precious sit-on lawnmower.

The aforementioned "thing" is my Austin A40 Farina Mark 1, bought new in 1960 by my



A photo of Mum and my grandparents somewhere, sometime in the mid-'60s. [Ah happy days; girls wearing skirts, not today's ubiquitous jeans, and just look at that empty main road! – ed.]

eventually ending up in a ditch. Luckily all emerged unscathed – including the car.

I remember Mum driving it and, unbelievably (it's not exactly easy to drive!) my brother and I had lessons in it. Dad eventually deemed it unsafe, and gave it away in 1988 to a neighbour, **Neil**, who promised to "do it up".

Twenty-or-more years ago, I heard on the grapevine that the car was *still* in bits in Neil's garage. I contacted him, offering to take it off his hands, but he was adamant that he was going to restore it. *Ten* years further on, after a marriage and a house move, Neil's wife allegedly put her foot down regarding the wreck that was taking up garage space. So, the call was returned – and the car was effectively mine.

So now what? I had no idea about how I was going to restore it. I am so inept with anything mechanical that I can't even open a bonnet. I decided to put aside that minor issue and concentrate on retrieving the car, which was in bits in Cheshire, so the only option was to hire a trailer. The trailer had no straps, but someone in the village mentioned that the local mechanic **Rob** might have some straps that I could borrow.

Leather clad, studded and shaven, Rob works out of his farm buildings nearby. He has a sign saying "**NO ELECTRONIC DEVICES: TRESPASSERS WILL BE SHOT**" – complete with a few bullet holes just in case visitors are in any doubt. I approached with trepidation, only to find out that this lovely man had restored many Austin A40s, having raced several of them in the past. What an amazing stroke of luck that he was more than happy to take on yet another restoration job in between his other work.

Problem number three was driving the trailer. I can go *forwards* but, try as I might, I *cannot* reverse a trailer. That meant enlisting the help of my Dad, who has a caravan and so agreed to step in and drive if needed. He was initially very enthusiastic, but suddenly became really reluctant, when he twigged that my other half was not at all happy. It took some time to persuade him that the days of sex equality are upon us, and the "obey" bit in the marriage vows were not to be taken literally (pretty sure I crossed that bit off anyway). So late one evening we delivered "Austin" to Rob, having survived the motorway, my learning the art of towing on the job, and a number of narrow country lanes without having to reverse.

Rob did an excellent job, restoring the car carefully over nine months to



Post-restoration, probably 2008 or later.

'almost' its former glory. It is now complete with leaky floors, windows that gradually work their way down unless you lock the door, and non-existent brakes.

As soon as he drove it, my husband was won over, declaring "this is what *all* the fighter pilots are driving" when he took it to work at his RAF station, although his sports-car-driving pilot colleagues weren't at all convinced, and

instead fell about laughing. The kids took a little more winning over. After their teenage years insisting that they wouldn't be seen dead in it, they now think it is quite fun for a short while, but the lack of Bluetooth rather limits their attention span . . .

"Austin" is now part of the family of aging vehicles that we own (working on the assumption that one of them will work at any given time) and is keeping Rob in work.



Arrival of the car in 2007: kids showing their, um, appreciation.



Happy, vindicated me!

It fits perfectly well in the barn next to the lawnmower, and comes out when the weather is good and we are not in a rush to get anywhere. My Mother bought a "PASSENGERS TRAVEL AT THEIR OWN RISK" sign just to be on the safe side.

The bad news (for the kids) is that one day it will of course be passed on to the next generation...

Kind regards, **Jane Maloney** m/n 3444, Husthwaite, York

ps: looking back at the photos, I realise this has taken me 14 years, retirement and Covid-19 lockdown to get round to writing! Would it be possible to have some extra copies of the magazine? My Mum **Chris**, Neil (*see above*) and my brother **Andy** in New Zealand, would all be interested.

[Thanks so much for sharing your determination with us, Jane! And yes of course MemSec **Colin** can arrange for three "overs" to be printed - it's the least we can do in recompense for those 14 lost years! - ed.]

**Dear editor**, I've been meaning since the late summer to send you our latest A40 tales but seem to have been caught up in a whirlwind of workload and more workload. I won't complain - I know I am fortunate to be in a post where I am still working. But suffice to say it has meant that updating the A40 Farina Club about our car has been somewhat delayed but I wish to make amends for that now, so here goes...

Despite it being a somewhat tedious year in so many ways, we got our A40 Mk2 Countryman, "Austin" (original, aren't we? [*No!*, *see Jane's letter above!* - ed.]) back on the road after spending 2019 in our garage and then in a professional garage when my skills ran out. We were on the verge of retrieving Austin when lockdown

version 1 hit, so we were A40-less until the mid-summer.

In the preceding 12+ months, she'd had a total engine-out rebuild and the results are amazing. To drive, she feels so much more responsive and I am sure a few lost horses have been recaptured. Family trips seem more relaxed due to less trepidation about breakdown - and we've ventured a bit further afield, even completing one outing of nearly 100 miles from which we returned *still* smiling (and not too seat sore!)

The children (which you may remember have featured in *Farina News* 155, December 2018 aged about three when all asleep on the back seat) are now seven and a *lot* bigger. I do hope their love of a trip in "Daddy's green car" continues into their teenage years and beyond.



Hendrik, Evangeline, Arthur

"Austin" has gone back for some more work this winter. The roof is peeling a bit so a new bit of Snowberry White is called for and having had a flat battery twice this summer after evening trips where I've used the headlights, I have reluctantly agreed to go rogue and have now fitted an alternator to replace the



Arthur, Evangeline, Hendrik



original dynamo. I do like authenticity, but in this case it has to come with practicality too (*I wait to be pelted in rotten tomatoes by all those who will not deviate from originality!*) and is charging at 14v as she should, versus the dribble of charge the dynamo was putting out.

Cant wait to get her on the road in the near future without fear of "dead battery syndrome" !

With an engine rebuild, Chilworth should be within striking distance too, now (certainly not before). Part of her condition is I don't like her to get wet feet, so if it's raining I would cry off, but if all is dry then a good and longer trip is always a bit of an adventure!. Long may it continue, as **Lena** and I love the family time all

together in "Austin". We look forward to a freer 2021 (fingers crossed) for much more time to explore the amazing East Hampshire countryside in our favourite and trusty A40. I was thinking back the other day – we bought her more than a decade ago now. Time flies when you're *genuinely*



"Daaaad, how fast can our car go round a left-hand bend?" Galloping along with the extra horses restored after an engine rebuild: Martyn and Lena (rear seat, Evangeline, Hendrik and Arthur).

having fun. Wishing all the Farina Club members to stay safe and well during these continuing difficult times.

With very best wishes from,

**Martyn & Lena Edwards**

m/n 3618, Alton, Hampshire.

**Dear editor**, following on from a family article in *FN 92* (March 2003) I now find myself teaching some of my grandchildren to drive their mother's A40 (on private roads) as **Georgina** is 11 and **Alexander** is 9 years old.

In fact it's this car having a cracked block which set off a chain of events I did not expect... Many years ago, after my two youngest daughters finished with their A40s, they were (with a third car for spares) given to my nephew who used the cars and then sadly just left them outside on the farm to rust away.

Now needing a new cylinder block I knew just the place to go. It was a sad sight to see three A40s rusting away, so now in retirement it was decided that we try to find them a better home.

The best of the cars, with plenty of welding and bodywork, could be recommissioned as the car was surprisingly in quite good condition mechanically. So after a word with **Derek** our spares secretary, it was decided to advertise the car on eBay, hoping to get £1000.

When **Andy** from Lincolnshire came to collect LUN 837F he also took a liking to

XVS 262, and if you have two you may as well go for the "hat trick", so Andy gave a fair price and took BNO 220B as well, which will at least make plenty of spares! He did not mind that I had retained the registration number.

So now as well as three A40s, my nephew had a 1098 engine from a Post Office van which has replaced my original A40 engine and is running very well.

Those events ended up a very busy month for A40s but now, after selling three, I still have a garage roof full of spares – doors, bonnets, Countryman boot upper



Karen (17) with LUN, Tracy (22) with BNO, Dad (Deny) (recycled teenager) with LCP & Julie 23 with WRR

and lower doors. Also gearboxes and more which I must start to thin out! And so back to the beginning. The grandchildren are now enjoying driving their mother's car again. It's great to think our cars have meant so much to three generations and it's



so important to have the support of the Farina Club with its spares, knowledge and friendly service. Thanks all – **Denys Hutchinson** m/n 2669, Sutton on Trent, Newark, Notts.



Left to right: **Jamie, Alexander, Georgina and Amy.**



**Dear members**, re the A40 FARINA REGISTER, I started this little project to try to get an idea of how many of our wonderful little cars still survive, and also to gather some statistics which might just prove interesting for private analysis just within the Club.

It was launched last year and the initial response was interesting to say the least; some owners were very enthusiastic; some up in arms, thinking this would be an invasion of their human rights etc. and openly speaking out against such an “intrusive” organisation.

There are *no grounds for fear of intrusion* into the lives of A40 Farina owners whatsoever. My request – and this still remains true today – is for *any* information an owner is happy to give regarding the registration number, model, colour etc. and any more specific details of the car/s they own. There is nothing to join, no fees; just something I am collating securely which may help someone researching A40 Farinas in the future.

The information came in as a bit of a surge at first and has slowed subsequently to a steady pace. Details of cars have arrived from all over the world and, as I normally suggest to owners the benefits of joining the Club, I hope in some small way to have helped to swell the membership somewhat. I am sure **MemSec Colin** has seen an increase in overseas members particularly, many of whom were completely unaware of our Club’s existence. By asking owners to submit their details to the Register and advising particularly of the great wealth of knowledge within the Club and the brilliant spares department run by **Derek**, our name is now known more widely worldwide.

I’ve been able, with owners’ permission, to share contact details to help more sparsely-located overseas owners get together for mutual support. We have some **84** cars registered at present (UK **63** and overseas **21** including Canada, US, Ireland, Spain, France, Malta, Italy, Sweden, Holland, Germany, Japan, Australia, NZ, Switzerland and Tasmania) and some small analysis of information has been done regarding the earliest known survivor, numbers of a particular colour registered etc etc. but until the Register grows a little more this does not yet reflect the true picture. The more cars we know about, the better the analysis will become. I believe that we have possibly up to **15%** of UK cars and around **50%** of the overseas cars.

The Register has its own web page on Facebook with a simple to fill-in form, or the same information can be sent direct to me exactly as I have already received some, by the old reliable paper & pen method. I just need the basic information regarding the car – if you feel so inclined, you can supply some personal details regarding yourself, although none is mandatory. The full form was published previously on page 12 of *FN 162* and a cut-down version on page 15 of ‘163. *All information is stored by me on a secure internal system and no information, other than what is already available in the public domain, will be shared in any way without the owner’s full permission.*

I do hope this will encourage more owners to share their information of our great little cars.

Best wishes, **Trevor Parfitt** (aka “Scotty”) m/n 3578, Lakenheath, Suffolk

## A40 Farina Register

I have always been interested to try to find just how many of our great little cars are still surviving around the world and to that end I have started a Facebook page at **Facebook.com/A40FarinaRegister** to try and source as much information as we can. This is not intended to be any form of a club (there are no fees), just a Register of Survivors.

There is an easy-to-fill-in form on the Facebook page asking for various details (*see below*) **All such personal information is secure; all data is protected under my company’s data protection policy at Scott Automotive** (please see our website at [www.scotttrace.com](http://www.scotttrace.com) and also [www.facebook.com/scottautomotive/](http://www.facebook.com/scottautomotive/)) **which is available upon request should anyone wish to receive it .**

We have also been able to put owners in contact with one another to help meetings and just exchange information. This has been particularly successful in North America. All owners were asked if they would like their contact details to be supplied to the other parties and this has worked very well: this Register continues to attract new members for our A40 Farina Club.

Some owners may not wish to supply all the details – that is absolutely fine – anything we can get will help our understanding of the survival of the A40 Farinas.

Should you not use the internet or Facebook, the details requested are as follows:

- ✍ REGISTRATION DATE
- ✍ REGISTRATION NUMBER
- ✍ MODEL (Mk I OR Mk II)
- ✍ SALOON OR COUNTRYMAN
- ✍ BASIC OR DELUXE
- ✍ ORIGINAL COLOUR
- ✍ PRESENT COLOUR(S)
- ✍ OWNER’S FIRST NAME AND SURNAME
- ✍ CONTACT NUMBER
- ✍ E-MAIL ADDRESS
- ✍ CHASSIS NUMBER
- ✍ PLUS, A GENERAL DESCRIPTION of the present condition including ‘on/off the road’, ‘awaiting restoration’, ‘being restored’, ‘restored to original spec’ etc. Please list any mods, larger engine, front discs, etc. I alone will control and monitor this at all times and guarantee no personal or secure information, such as chassis numbers, will be released nor used in any way without the owner’s prior full approval.

I hope this has given owners an insight into what I am trying to achieve and hope to receive details from some of you in the future. Thanks, **Trevor Parfitt** aka “Scotty” (m/n **3578**). My personal e-mail is [trevor.parfitt@btinternet.com](mailto:trevor.parfitt@btinternet.com) and any postal contact can be sent to **SCOTT AUTOMOTIVE, UNIT 15, PARK FARM, HERRINGSWELL, SUFFOLK IP28 6SR**

**Dear editor**, I have been looking back through old photos and found some of our family A40 Farina **ABG 206B** when she went to her new home. We had her from one of my uncles so were only the 2nd owners. She was Agate Red with a Black roof and gave us years of pleasure, even taking us to Austria and back in the summer of 1972.

My late father joined the club here in Hampshire but then decided to sell her, and a fellow Club member came down from the Blackpool area to collect her on a low loader. According to the DVLA records online the reg number is still assigned to an Austin A40 and I would love to have an update on her. We called her “Jezebel” – **the scarlet woman !!!**

My Mum’s brother bought her new and, when we had her at six years, she had only done 4,000 miles. She ferried me and my belongings back and forth between

Southampton and Birmingham uni. Her biggest adventure was three weeks to the Austrian Tyrol with me driving.

The car was bought new by my Uncle when he lived on the Wirral. They moved to Hampshire but he was an invalid and his wife didn't like driving it so she sat around in his garage for six years until he offered her to my parents. I had just passed my driving test, so enjoyed driving her for my parents on our many adventures, with our dog comfortably in the back. We were once at Great Dixter gardens when two elderly ladies looked disgusted as we put Trudy in the boot. Then up she popped and on seeing her head they didn't know what to say!

In 1971 we went on our Austrian adventure with another of my Mum's siblings and her husband. Jezebel followed, with me at the wheel, and never once let us down.



We had hoped my Dad would enjoy the A40 Club but although he looked after Jezebel with great care, he never got to go on the rallies. She was finally put up for sale through the Club magazine and bought by a gentleman from the Blackpool area.



That must have been some time around 1992–5 as my J-reg Astra Estate is on the drive beside her.

Here's a photo of my late Dad, **Tom** on the left, and the gentleman who bought her. He paid for a space on a low loader to take her safely to her new home, although she was quite roadworthy.

I hope this gives you a picture of why I would be interested to find her and know that she is still cared for. Thanks to **Mike Hodgson** for his efforts at tracing her through DVLA and via the Club's membership lists, sadly to no avail.

Yours hopefully, **Jane Saunders**, Southampton. E-mail [liefkees@hotmail.com](mailto:liefkees@hotmail.com)

*[Mike wrote: "ABG 206B is still on DVLA register but has not been taxed since 1999. Faint possibility it is still out there but I cannot find it on any previous members' lists going back to 2012. A new V5 was issued March 2000, the tax was due April 2000 and it looks as if was sold on with a month's tax but nothing since." There is a possibility the car went to Southern Ireland – outside the DVLA remit – so if any of our Members there do recognise the car, please either contact Jane or MemSec Colin to let us know – ed.]*

## LONDON TO LUSAKA, by Simon Lind.

*Dear editor*, in around 1962 my father was sent out to Africa to help the Federation of Rhodesia and Nyasaland achieve a smooth handover to independence; as a doctor his remit was the health services, and in particular the mental health services as he had just graduated from London University as a psychiatrist.



Map of the Federation of Rhodesia and Nyasaland, where we lived from 1962 to 1967.

My parents decided the best thing to do with their young family was to take as much as possible with them, including the newly purchased Austin A40.

We sailed for Cape Town by Union Castle Line, possibly the Windsor Castle, with the A40 in the hold. On arrival in Cape Town the A40 was loaded with almost everything we had, leaving just enough room for my father to move the gear lever. My mother, sister and I flew, by SAA Viscount to Salisbury (now Harare) before flying on to Blantyre in Nyasaland, now Malawi.

Nyasaland had joined the Federation in 1953 so was a very new country, and now 10 years later, was preparing for the breakup of the Federation and independence. Our new home was in Zomba, the capital and

administrative centre of Nyasaland, and the location of the mental hospital where my father worked. Early family photos of the time show a dry and dusty garden, the rains had obviously not arrived; a very different experience for a child from England!

The A40 was our family car. I assume my father had some sort of official car too but not one that I remember, although I thought for many years we had a Humber Hawk. I can't find any photographic record and my father didn't remember for definite either, so that may have been the 'government car'!

One of the family legends involves the A40, my father, frightened border guards and lions! The story goes that on the way to join us in Blantyre from Salisbury, my father followed the main road *via* Tete in Portuguese East Africa (now Mozambique). However in 1962 it was just a gravel road with a couple of small villages either side of a fairly rudimentary border post. Traffic only travelled in the daytime; freight trucks were smaller and tougher, like their drivers, and the area was somewhat wild and remote and certainly without any form of accommodation for weary travellers.

About five or six miles after crossing the border in the late afternoon the car ran out of petrol. The tropical night comes very quickly and, so the story goes, the guards, enjoying their evening meal, were astounded when a lone European knocked on the door and asked for a can of petrol! When they heard he had walked the better part of five miles through the dark of an African night without being eaten by lions or worse, they willingly syphoned a can of petrol for him from one of their official cars as, even fully armed, they absolutely *refused* to leave the safety of their little hut to drive my father back to his car. It probably wouldn't have been the first time he'd slept in the car

as, when he arrived at the next village, everything was shut fast and he had to wait until morning before being able to refuel!

We lived in Zomba for a couple of years and the A40 was our family car. It was mostly used by my mother to go to the market and to visit friends locally but also made quite a few slightly longer weekend trips as we explored our new country. The lake shores with its beautiful beaches and little African villages was a popular destination, recently discovered by young European travellers, many developing a strong social conscience as they compared the simple subsistence lifestyle of the indigenous population with the rapidly developing materialistic society of their home lives.

Another popular destination, especially in the warmer dry season when the daytime temperatures topped 30° C was Zomba Plateau, still a well-known tourist spot, and there is another car-related family story set there: apparently in those days it was still forested and full of numerous walking trails as well as a number of steep-sided river valleys, and I was a very inquisitive and active 4 year old! The story is that I happily wandered away from my parents, exploring, they, having lost me, mobilised all the other families there to help with the search, and after an hour of fruitless searching returned tearfully to the car to be met by a very indignant four-year-old asking where they had been! Apparently even at that age I could clearly pick the car out from all the others in the car park!

Incidentally I do remember the road up and down the mountain was steep, narrow and untarred, and down-traffic was on the half hour, up-traffic on the hour, but I think on that day the cars coming down the mountain did so with great relief and a blatant flouting of the protocol!

In 1964 we moved to Lusaka in Northern

Rhodesia, soon to become Zambia. Once again the family piled into the A40, but this time there were five of us as my brother had been born in Zomba hospital the previous year. With three children in the back, no seat belts, luggage in the boot and on the roof-rack, we set off on the long drive to Lusaka *via* Salisbury.

I'm sure we retraced the route through Tete in Mozambique, as it had become, and probably stopped to visit friends in Salisbury on the way, but one thing I do remember are the strip roads. The colonial administration didn't have enough money to tar all the roads so outside the main centres all main roads were given two strips of tar.

Vehicles were sufficiently infrequent that for most of the time you had the road to yourself, protocol was that when you met an oncoming vehicle each moved *left*, keeping the right hand side wheels on the tar and the left on the gravel. This worked very well

until the heavy rain washed away the gravel edges, it then

became quite drop from the tar. Sadly few of these roads remain, many of the modern roads are ill-maintained and even more



treacherous!

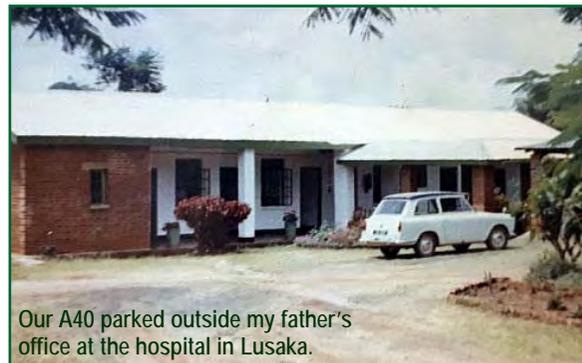
Our house in Lusaka was a lovely large government house set in lush gardens and the A40 lived under a large jacaranda tree. The photo below shows me with my sister and brother in the push chair and the A40 under the jacaranda tree.



One of the very few pictures I have of our A40, this one taken on the driveway of our house in Lusaka.

We must have been expecting visitors as I am smartly dressed and am wearing shoes, I distinctly remember spending most of my days bare foot... The car is clearly a Mark 1 and has been fitted with a sun visor. The black roof ensured the car was always hot, especially if it had been standing in the strong African sun for any length of time.

This became my father's daily driver and at weekends our family car, taking us on Sunday picnics by the Kafue River, where my father checked for hippos or crocodiles before letting us out of the car to play, or to some of the local events arranged for the



Our A40 parked outside my father's office at the hospital in Lusaka.

growing ex-pat community.

Another overriding memory of that time were the tropical thunderstorms that signalled the end of the dry season; in the early afternoon the wind would drop, the heat would build, the crickets and cicadas would fall silent, the light would become eerily pink as huge clouds shot with flashes of green lightning crowded the dusty sky and everything seemed to wait with bated breath. Gradually the sky darkened, and the towering, turbulent black storm clouds would unleash their fury; first as big, slow, heavy, fat drops of rain that would have everyone scurrying for shelter and then in a huge torrent of water that thundered to earth. If, as was often the case, we were in the car on the way back from school, we would be caught in the downpour; the noise in the little A40 was deafening and terrifying.

As the thunderous, crashing, pounding rain that brought us (and all other traffic) to a standstill, the wipers were flailing ineffectively at the torrent and my sister and brother cowered in the back with their hands over their ears while my mother did her best to reassure us.

I, though, would be bouncing up and down with glee, marvelling at the sheer power of nature; to this day I love storms and really *miss* those brutal tropical downpours!

My involvement with this little car soon tailed off as we bought a shiny new Toyota Crown Wagon, or

estate car, a much larger and more practical option to the A40 for our growing family, and this gradually became our main car. Sadly our life in

Lusaka was also drawing to a close as, with independence, my father's job was



Toyota Crown Wagon, 1965.

done and he also struck for independence; we moved to South Africa so that he could start in private practice, something he continued until he was 90! The A40 was given to Jim, our trusted – and much loved by us children – senior servant as a wedding present (we think it was his fourth wife) and, although he couldn't drive, we were sure that in the new Zambia that wouldn't be much of a problem; licences and proficiency was not very high on the political agenda in their new era!



Driving our new Mercedes Benz 250SE back from Cape Town. It had been imported from Germany. This was probably early 1967, and that is me sitting on the stones.

We drove south in the Toyota, our furniture following in a large lorry, and a few days later picked up the A40's replacement; a shiny new 1966 Mercedes Benz 250SE specially imported from Germany.

#### MY CURRENT A40

It wasn't until 2019 that I was interested enough to track down an A40. My mother

had died a few years before, my father was nearing the end of his time, and I had a growing interest in classic cars. I started with one that my wife and I had when our family was new, our first large estate car in the (boxy but practical) shape of a Volvo 760GLE. This prompted thoughts of the car I first remembered: the A40.

#### GHU 486B

I know a little about A40 Farinas in general but almost nothing of 'my' car, as there is very little history with it, and most of that is bills for repairs and improvement by the previous owner.

The DVLA suggests eight former keepers, and its first registration on 25th March 1964. It seems to have kept the same number throughout its life, has done just over 93,000 miles and is in the lovely standard colour scheme of Snowberry White over Fern Green with a beige interior.

It's not in perfect condition; by the time you are reading this I hope we are out of lockdown and I can get it to the paint shop for a respray – it has obviously been done in the past in bits and pieces, there is a subtle difference in colour between various



GHU 486B, otherwise known as 'Bertie' after my father.

body panels, some running of paint and overspray, and now, as the car lives outside, some creeping rust patches. The engine bay is somewhat scruffy and the boot could do with tidying!

A company known as *TIGER RACING* in

Wisbech and owned by **Jim Dudley** also restores classic British cars. Jim has already done a fantastic job on the roof and underneath the car, so it's going back to him for the new green paint, I may also



Bertie, before receiving new period profile Pirelli tyres.

get him to fit twin carbs, if we can get a good pair... and then I should have a lovely little car to show off on the classic car circuit.

I've also managed to collect some show memorabilia to put on a good display! I must also thank **Derek Minter** at the A40 Club for all his help and very swift response when ordering parts. I look forward to seeing as many of you as possible this year!

**Simon & Kathryn Lind**  
m/n 4160,  
Wisbech, Norfolk

[ *What an extraordinary story, Simon. Your father played an important rôle in serving to ensure a hoped-for smooth transition for Rhodesia to the newly-formed Zimbabwe during the winds of change that began blowing across much of Africa during the 1960s. Tragically, as history has shown, the ascendancy of the reviled Robert Mugabe, Black nationalist and the first ruler of independent Zimbabwe, destroyed the country during his savage 37-year terms of office and your father in his wisdom could see a glimpse into that dark future. I wonder what became of your faithful servant Jim and his A40.*

*With the Covid-19 pandemic showing slight signs of easing, we must all hope that some semblance of a past normality may return in time, but I fear that may yet be some way off. Meanwhile, enjoy fettleing your 'Bertie' and look forward to better days to come –ed.]*

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**Dear editor**, you've been kindly featuring my friend **Bob King** and his latest project. You would not think he has had Pancreatic Cancer for nearly eight years – however, his health has deteriorated now and he's surviving on morphine at home. At our **Central Coast Antique Motor Club General**

Meeting on 12th February, after managing to keep **Bob** away from this meeting (!), our President **Frank Donaldson** brought forward a motion to have Bob nominated as a **LIFE MEMBER OF THE CLUB** after 47 years, which was passed unanimously by the 28 members attending. We were shown two certificates and a plaque for Life Membership and the other two for Project of the Year for the "Woody".

His many restorations including a 1912 solid-tyred Federal Truck, and 1915 Enfield Coupé which started out as a load of parts in a trailer: (Bob rebuilt this car from photos) and many more projects.

Today, Sunday 14th, we went on our monthly car run with more than 30 people attending and, at the morning tea stop, President Frank, presented Bob with these awards. It was all quite emotional!

Bob has just finished five days of radiotherapy and now may go back onto Chemo.



He needs to take liquid morphine daily to ease the pain. He is very slow and sleepy, but still giving cheek. We have had the Woody out up and down the street a couple of times, but under load it had no power. A friendly mechanic **Rod Martin** (who is helping to finish the project) after checking all the usual "A" series issues, diagnosed the problem as a blown head gasket, so on Friday, after his treatment, Bob started to pull the head off. No holding him back!

**Peter Asquith** m/n 3700, Lake Munmorah, NSW

[Above: daughter **Christine**, Granddaughter **Mackenzie**, himself and wife **Clare**. And a beautiful photograph of proud little **Mackenzie** helping Bob show off his awards. He has had the cheerful help of so many friends to get the Woody to the stage it's now at, and I know that every Club member will, I'm certain, hope that Bob's health can stabilise and hopefully begin to recover a little – we wish him and his wife **Clare all the luck in the world.** ed]



**WESSEX GROUP NEWS**  
by Terry Smith



The Community Hall, Fowler's Walk, Chilworth, Southampton SO16 7NN. Tel Terry 02380 551 856. Meet spring & autumn from 2–5 pm + summer shows.

**H**i folks! As you know, we are in the middle of the third lockdown just now, and it looks like its going to be quite a lengthy one this time, so I do hope all of you out there – wherever you may be – are coping as best you can in these unprecedented times. Last year I called them the "in-between times" but now I don't really know what to call them as, needless to say, we haven't arranged our Spring Meeting this April as things have not really peaked as this moment (this being the last week in January as I write these few lines). We just cannot plan anything at all just now, but will do so as soon as this is at all possible.

**VACCINATION ROLL-OUT**

The massive Covid-19 vaccination plan delivering to all is now underway and both my wife **Veronica** and myself were lucky enough to have the Oxford version. (We didn't jump the queue because, like so many of us in the Wessex Group are 70+ and that probably goes for a lot of the whole A40 Farina Club membership in general, so you know what I'm talking about: because the cars are 1958–67 we were brought up with them!

The only drawback with our appointment was that it clashed with the Saturday lunchtime match on 23rd January when our football team (Southampton) were playing Arsenal in the F.A. Cup, so we missed all the second half on the radio. Nevertheless,

that turned out OK as we won by just one goal (scored in the first half) so on to the next round now, which is Wolverhampton Wanderers (away). By the time you're reading this, you'll know the outcome! [Wolves 0 – Southampton 2 and Terry's one happy little bunny! – ed.]

**SOME STUBBORN MOTORISTS**

Well, my daily paper says it all, really!

**26 facing fines for car meet**  
Drivers gather in industrial estate in blatant breach of health regulations

A total of twenty-six people, many of whom were men and women aged in their twenties, have been reported for summons in relation to fixed penalty notices following a car meet in Afton over the weekend.

At around 8.15pm on Saturday 23rd January a resident reported a disturbance at Blacknest Industrial Estate, Police officers from the North and Roads Policing Team, Response and Patrol, and Roads Policing attended to find a large number of vehicles that had gathered for a car meet.

Officers blocked off the car park to enable all those present to be identified. Following the officers engaging, explaining, and encouraging the members of the public to observe the current Health Protection Regulations in place, twenty-six people were reported for summons in relation to fixed penalty notices for blatant breaches of the current health regulations.

Cars including BMWs, Nissans, and Toyotas had been brought, and officers identified that some of the drivers had come from as far as Surrey, Kent, Berkshire, and even Shropshire. People inside the cars were from different households and many were not wearing face coverings.

Superintendent Phil Lamb said: "This was an excellent piece of team working by officers from Neighbourhoods, Response and Patrol, and Roads Policing, following a clearly unacceptable gathering during the current pandemic.

"While our approach to engage, explain, and encourage people to follow the Health Protection Regulations continues, it was obvious that enforcement was required in these circumstances.

"Some of those people that officers spoke to accepted personal responsibility, but others were extremely defensive. It's shocking that such a large number of people have

CONTINUED FROM P1 completely ignored the current lockdown, thereby putting themselves and their loved ones at risk from the virus. It's reckless actions like this that place increased and unnecessary pressure on the NHS.

"As per the government guidance, 'stay local' means stay in the village, town or part of the city where you live. The guidance strongly requests that people do not leave their local area.

"We all have a responsibility to follow both the regulations and the guidance in place to protect the NHS and save lives. I'd like to thank the vast majority of people in our communities who have been working hard to follow the rules, those who do not follow the regulations in place to limit the spread of the virus should expect to receive a fine."

The articles come from the **Daily Star**

Apologies for their poor reproduction.

# Stall or nothing

THE country's most hapless learner driver failed his theory test a whopping 157 times at an eye-watering cost of £3,600.

The unnamed 42-year-old finally ditched his 1. plates on his 158th attempt, much to the relief of his wallet - with theory exams priced from £23 a pop to book.

Britain's most ill-fated practical exam taker, a 72-year-old Englishman, needed 43 attempts to get his pass certificate. With tests costing £62 on weekdays and £75 on weekends, that means the persistent pensioner shelled out up to £3,225 - along with thousands more on lessons.

The depressing driving stories have come to light through figures obtained by the vehicle company Select Car Leasing. A Freedom of Information request, submitted to the Driving and Vehicle



**TOP GEAR: Learner's agony is over** Standards Agency, revealed the bumpy road for some luckless learners. Select Car Leasing's Mark Tongue said: "Whether you fail once or 157 times, there's no shame in having another go."

should be celebrating big birthdays this year: the **MG Midget** (60), **Austin A30** (70) and **VW Beetle** (80). Most of us were brought up with these cars too!

Here's to the future when we can all meet again safely either at Chilworth or local shows. **Terry m/n 1090**



1941

## MILESTONES IN 2021

While talking about age, I can tell you that there are three cars (amongst others) which



1951



1961

**Dear editor**, "Ruby" has not had a great deal of use of late but she has needed yet another head gasket. I have now used a copper one from **Mini Spares** which I cannot recommend enough. With normal service resumed, here she is out in



the recent snow getting my friend Daniel to work while his Morris Traveller engine bay is being restored.

Looking forward to hopefully seeing every-



one later in the year.

**Stay safe!**

**Sam Pettit**

m/n 4103,

Seaford,

Sussex

**Dear editor**, my first task after buying my A40 was to change water and add antifreeze/rust inhibitor (there was none, so became suspicious about what else awaited). I was surprised how little water it took to fill, so removed water outlet and found thermostat was upside down! I knew then if I wanted reliability I would have to check *everything* from top to bottom and front to back.

Engine removed and dismantled, cleaned throughout and reconditioned with a better performing camshaft. I found gearbox (as fitted to later 1098 models) which had been reconditioned with new first, reverse gears and cluster, as well as bearings (what luck!). I had to replace the radiator core, then found an A60 heater core with 28 tubes instead of the A40's 14 tubes. That proved to be a huge increase in heat output over the original.

I joined the Vintage Car Club of New Zealand hoping to find items of interest. A short time later a 1098 block was found, so I rebuilt that, finding a Cooper 998 head, 1½ inch carb 1½ exhaust system, warmer cam and Sprite spec distributor and clutch cover assy etc.

While wife and I went for a drive to top of Port Hills to road test the work done so far, all was great going up to the hill tops but half way down I noticed there were no brakes whatsoever. The next task became urgent (!) to find disc brakes and with luck there was a purist with a Bug-eye Sprite with Mk2 Sprite discs which he was unable to get to work at all, so was refitting drum brakes. I bought them and found the problem: the bleed screw and fluid blank plug had been swapped around meaning outer piston had no fluid just rusty and dry.



With that corrected all worked well and, with a NOS Lockheed brake servo (as fitted to Coopers) was installed, I had brakes that worked with little pedal effort. Also found Sprite 3.9 diff which I fitted, and then off up the hills again to check out both items. What a difference, safer for us and everyone but still slightly under powered.



Other tasks completed are electric fans (2x10 inch), I removed original fan blades which made for very quiet driving. A suitable thermal switch with operating temps similar to Allegro makes worry-free motoring - don't have to keep an eye on temp gauge any more!

Speedo has been recalibrated, 85mph has been reached with ease, "booming" starts at 60 mph and goes at 65mph. May try for maximum speed one day when cops are on holiday. . .

Recently added a pair of flasher repeater lights; 4 LEDs so very easy to be seen especially when exiting dual lanes roundabouts.

On one visit to the parts shed at **Vintage Car Club** years later, I purchased a 1300 automatic engine that was in great condition, I dismantled that for parts and ditched the crankshaft and block.

Months later a damaged Marina 1300 block donated to our Car Club was obtained, but I only wanted sump, rear main bearing cap and half-moon and crankshaft. A friend gave me a 1300 east-west block in superb condition



which I drilled and threaded to mount backplate etc.

Now then built the 1275 engine and duplex chain with Marina tensioner, and timing cover with crankcase breather and warmer camshaft, then machined crankshaft to accept 1098 flywheel and drilled extra holes. This should match the 3.9 diff. I then painted the engine and now it's all completed and ready to install . . . I'll be the oldest Boy Racer in town but the reason for increase in

power is to keep up with modern cars on motorways; seems to make impatient drivers happy. (I sold the 948 engine and the 1098 engine was shipped south to another A40 Farina owner.)

I may re-do the quarter light rubbers over winter months to make them water tight (I hope). We took part in the **Christchurch Vintage Car Club** annual rally at the end of February 2020, got half-way and broke a half shaft at top of a very steep road so, with help from locals, "Alice" was turned around to face down hill and we were able to coast back down. I offered my wife a choice; *she* push our car home and *I* steer or call a friend, she chose call a friend!

The car club had some Morris 1000 half shafts so I took two to a machine shop to have them shortened, new splines cut, then shafts waisted and hardened to 50 Rockwell. Covid arrived so this was put on hold but finally they were completed and made Alice road-worthy again. So, eight months after starting we were able to complete the rally, but on our own. No prizes given for last to cross finish line!

Hoping all is well with you. Stay safe, everyone,

**Colin McIntosh** m/n 4206, Christchurch, New Zealand.



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**Hi Mike**, I've just about got the Farina ready for its roadworthy certification but I have what I fear is a rather silly question about setting up the rear brakes. I've never dealt with hydraulic/mechanical combination brakes and I must admit they are a bit of a mystery.

I believe that I have adjusted the brake shoes correctly and bled the hydraulic system; however when the brake is applied, or the parking brake is used, I can



see movement on the hydraulic cylinder part but the drums don't lock up.

Is it as simple as an adjustment on one of the rods to take up some slack in the linkages, or is it something else?

Also, has anyone fitted a brake booster into the system? If so may I have some pictures of the installations to give me some ideas?

This is my partner this morning with the car. I

bought it for her back in April and I have been secretly working on it at the inlaws ever since. It was her birthday today which seemed like a great time for the Big Reveal, she was very excited!

Many thanks in advance for assistance,

**Jared Mifsud** m/n 4161, Risdon Vale, Tasmania

*[Dear Jared, due to lack of space in this FN, Mike Hodgson's usual technical queries I copy from the Club's website have had to be held over until FN 165, for which I'm very sorry. However, to help you, Mike's supplied the solution which Neil Evans (A30/35 OWNERS CLUB) wrote. Much of it reads over to the Mk1 A40 - ed.]*

Make sure all the clevis pins, expanders and the brake compensator are in good mechanical order and well-lubricated, then adjust the rear brakes as follows:

With the car supported on the rear axle...

:: Disconnect the brake cable from the compensator whippetree on the rear axle.

:: Adjust the brake shoes up in both rear wheels until they lock the drums.

:: Remove the clevis pin from the handbrake lever sliding joint.

:: Push the linkage towards the rear as far as it will go (until the frame cylinder is fully retracted).

:: With the handbrake lever in the fully off position, adjust the position of the sliding link on the rod so

that there is 1/6in of free play.

:: Reconnect the handbrake cable and set the eye bolt adjuster (by the frame cylinder) until the handbrake lever is correctly positioned when on.

:: If there's insufficient adjustment on the brake cable adjuster to enable the above, the brake compensator can be moved up or down its threaded rod to give more scope (either nearer to, or further away from, the axle). I've known loads of people throw away a perfectly serviceable brake cable thinking it had stretched... If you remove the grease nipple it will usually (just) unwind without removing the mounting bracket.

:: Slacken the rear brake adjusters until the wheels revolve freely.



The A40 Farina Club is a proud member of the  
**FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS**

PDFs of their Newsletters can be downloaded for free at [www.fbhvc.co.uk](http://www.fbhvc.co.uk)

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\_\_\_\_\_ a quarterly digest by our *FN* editor \_\_\_\_\_

The FBHVC's **2020 National Historic Vehicle Survey** has revealed a significant contribution to UK economy and was announced during the **Virtual Lancaster Classic Motor Show with Discovery**, filmed at the NEC.

∴ The number of historic vehicles on DVLA database has increased yet again to 1.5 million

∴ The historic movement now worth over £7.2 billion to UK economy

∴ 4,000 businesses employing over 34,000 people

∴ 700,000 enthusiasts – up from 500,000 in 2016

∴ Overall, historic vehicles account for less than 0.2% of the total miles driven in the UK

∴ 35% of owners either already or are willing to contribute to a carbon reduction scheme

∴ 56% of historic vehicles are on SORN.

Historically, the Federation has undertaken this major survey every 5 years, the most recent being in 2016. However, in light of the very obvious impact that worldwide pandemic has had on the UK and is likely to have on historic vehicle habits, the survey was conducted earlier (to represent a more typical year) in 2019.

The survey is the largest and most detailed survey of historic vehicle ownership carried out in any country. The results will help shape the future of the industry and will give the Federation of British Historic Vehicle Clubs the vital facts and figures needed to protect the future of transport heritage in the United Kingdom at the very highest levels.

Growth in the sector is the result of an increased number of historic vehicles registered with the DVLA, over the 2016 figures, to an incredible 1.5 million vehicles of all types from cars, buses and lorries to motorcycles, agricultural, military and steam vehicles. This represents 3.4% of *all* registered vehicles in the UK. Naturally, more vehicles mean more owners, 700,000 in fact, up by 200k on the previous survey in 2016.

The use of those historic vehicles and their need for services and supplies has kept spending healthy, with the historic vehicle sector now contributing an impressive £7.2 billion to the UK economy – that's more than the equestrian sector and significantly up on the £5.5 billion in 2016. This revenue is generated from the nearly 4,000 businesses that support the movement employing over 34,000 people. Those businesses are working on ensuring the future of the movement as well, with over a third either employing or considering employing an apprentice.

The value of individual vehicles is widely spread, with 51% having a market value of less than £10,000 demonstrating a community of diversity and inclusiveness driven by enthusiasm; 44% are registered as on-the-road and ready for use.

The survey revealed that, increasingly, historic vehicles are not used for daily transport. Indeed, the average mileage covered during the course of a year is just 1,200 miles, which equates to all the historic vehicles on the road accounting for less than 0.2% of the total miles driven on UK roads each year. Despite that tiny mileage for recreational and heritage uses, enthusiasts are clearly becoming more aware of the environmental

impact of their activities, with 35% of owners saying they already contribute to, or would consider contributing to, a carbon reduction scheme. The Federation is actively researching options to identify tangible solutions for enthusiasts.

So, the headlines are positive and it's good news for the future of the historic vehicle community that, despite concerns and uncertainty around Brexit, the movement has continued to grow, develop and contribute a significant sum annually to the economy of the United Kingdom.

**David Whale**, Chairman of the FBHVC said, "The significant value to the United Kingdom that the historic vehicle industry generates simply cannot be ignored by those in power. We face the most challenging times ahead over the next few years and these results give us the justification to ensure that our freedoms to enjoy our transport heritage continue unhindered. As a sector we cannot be ignored and will be instrumental in the recovery of our nation's economy post-Brexit and post-COVID. The most heart-warming news was that there are more enthusiasts than ever who are immersing themselves in our community and that is really positive for the future."

*Statistics are from the 2020 National Historic Vehicle Survey, carried out by the FBHVC during Summer and Autumn 2020.*

*Other figures are from DVLA published statistics. JDA Research has been the FBHVC's research partner for the 2020 Survey. JDA Research also undertook the Federation's 2016 survey and is completing a worldwide survey on behalf of FIVA.*

#### **LONDON CLEAN AIR ZONES**

Some slight confusion has surfaced in the Transport for London (TfL) Clean Air Zones payment with regard to historic vehicles entering those restricted areas. Roadside ANPR cameras scan and check all passing vehicles and automatically match them to a database maintained by TfL and the DVLA. [*Happily for A40 owners, their registration marks*

*are already on the register and owners do not have to physically register their car – ed]*

A strange and rather confusing feature of their CHECK & PAY system shows that, if the registration of an exempt vehicle (ie one registered in the Historic tax class) is entered on the CHECK YOUR VEHICLE page, it will initially indicate that the ULEZ charge *is* payable. This is because this page only indicates whether or not a vehicle meets the emission standards. However, on proceeding to the PAY TO DRIVE IN LONDON page – as if intending to pay – it will then correctly show the vehicle as exempt. This isn't immediately obvious but is explained in TfL's small print. It's perhaps worth re-stating that there is not and never has been any historic vehicle exemption from the London congestion charge.

#### **Green number plates**

These plates, signifying a zero-emission vehicle, are identified by having a green flash on the left-hand end and will allow their drivers to benefit from local initiatives like cheaper parking and cost-free entry to zero-emission zones.

The FBHVC has received many enquiries from members asking whether the historic vehicle movement itself could in some way have distinguishing number plates. Well, of course, we already have! Reflective plates became compulsory for vehicles registered after January 1973 but in 2015 the change-over date from black & white to reflective was linked to the 40-year Historic tax class, meaning all vehicles in that class are permitted to wear such plates and can boast as being a culturally significant historic artefact!

On a much lighter note, this lovely little joke appeared in the magazine of the **Southend & District Classic Car Club**: the caption to a cartoon showing a man standing next to a wooden motorcycle reads; "It's got a wooden frame, wooden engine, wooden wheels and a wooden fuel tank. Did he ride it? No – it wooden start!"

# FEDERATION FACT FILE



## ARE BRITISH HISTORIC VEHICLE CLUBS HAVING A MID-LIFE CRISIS?

This short fact file contains results from 248 club surveys which form part of the National Historic Vehicle Survey.

The average age of Clubs since formation that completed the Federation's 2020 National Historic Vehicle Survey is 41 years. The survey reveals there are potential problems ahead for clubs who are not prepared and starting to take action - read on...

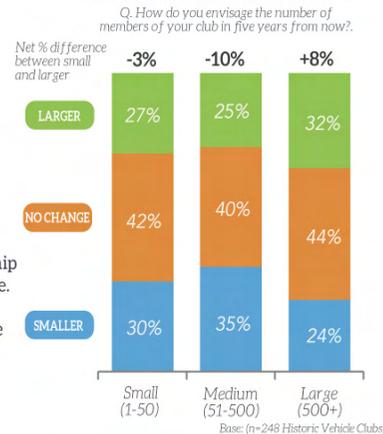
### IN THE NEXT 5 YEARS...



We know from the enthusiast part of the 2020 Survey that of those responding to the survey 87% of owners and 50% of non-owners are members of at least one historic vehicle club. This is a small decline from comparative figures of 90% and 56% in 2016.

We also know from the enthusiast survey that the average age of Club members is 64 compared to 59 for enthusiasts that are not a member of a historic vehicle club.

### MEMBERSHIP TREND



### DIRECTION OF TRAVEL

In addition we know that 43% of Clubs expect the average age of their membership to increase over the next 5 years, while only 5% expect it to decrease.

We also know that 1 in 3 Clubs overall expect a decline in membership over the next 5 years, when in 2016 they were predicting an increase.

All this when the number of historic vehicles on the DVLA database has increased and the estimated number of enthusiast owners has grown from around 500,000 to over 700,000.

### WHY MIGHT THIS BE?

#### Lack of enthusiasm for historic vehicles? Probably not.

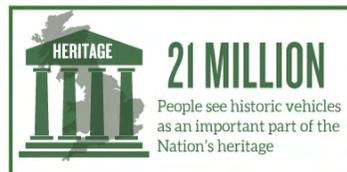
We know that in 2019 21 million of the population saw historic vehicles as an important part of the Nation's heritage.

We also know that in 2019 around 10% of the adult population, 5.1 million people, do not have a historic vehicle but aspire to own one. Indeed the interest was strongest amongst younger adults.

#### Is it too expensive to join a club? Probably not.

In 2016 the average cost of club membership was £20 per annum. In 2020 it has risen to £25.

Beertoday.co.uk suggests that the average cost of a pint of beer is currently around £4.00. Membership of a historic vehicle Club for the price of five or six pints, hardly a night out!

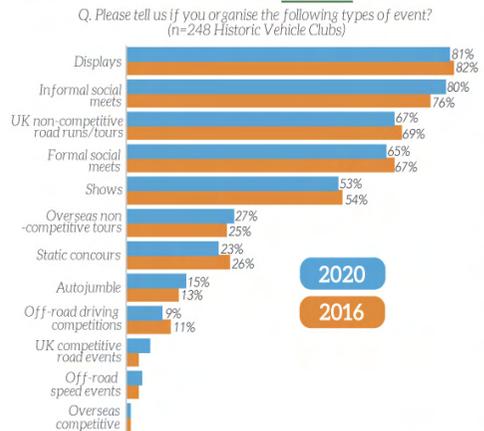


# IS THERE A PROBLEM?



What then is the problem? Are Clubs just not seen as relevant to today's historic vehicle driver? Clubs were mostly started by like minded individuals with a shared interest in vehicles, whether generally or specifically by make or model. Clubs offered the opportunity for enthusiasts to compare notes on their vehicles, seek help with problems and often obtain assistance with repairs. Clubs provided magazines and social meetings or events for the interest and benefit of members. Our survey shows that Clubs are continuing to do all these things:

### CLUBS ARE STILL VERY ACTIVE!



But in fact is that the problem? Clubs are doing what they have always done yet most are not thriving and growing. We have to conclude: 'if clubs keep doing what they have always done the results will always be the same'.

Communication between a club and its members has changed. 85% of Clubs have a website, similar to the number in 2016 (86%), but managing and maintaining this resource with relevant content must be challenging.

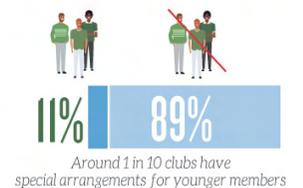
There has been a significant increase in the use of Social media where now over two thirds of Clubs have a presence against barely half in 2016. There is an emphasis in use with larger clubs far more readily adopting social media than small clubs (80% vs 45%).

One major change is the reduction in the number of clubs offering a library service, down from 40% of clubs to only 23%. Are Clubs finding members do not want the library service now that so much information, mostly free, is available on the web?



### ATTRACTING YOUNGER MEMBERS

Our research does show that 11% of clubs either have a youth group or make special arrangements for younger members. Set against that 89% that do not. It is the larger clubs that cater best for younger members (24% do so), which perhaps contributes to the potential for a polarisation effect - the large get larger, whilst medium size clubs get smaller and smaller clubs eventually disappear.



### HOW ARE LARGE CLUBS DIFFERENT?

Large clubs tend to be single make and benefit from the 'halo' effect of current vehicle production. These larger clubs tend to be national or international and have well developed communication routes. They are more familiar with social media and tend to have some dedicated staff or volunteers helping. Small clubs tend to be less formal groups. Many are multi-marque clubs based in a specific area or region. In these clubs communication by social media has fallen from 2016 to 2020 (from 50% to 45% of clubs).

Large clubs also offer more activity, for example, 93% of large clubs participate in displays (on average 23 per annum), where 76% of small clubs do so (on average 6 displays per annum). This pattern repeats down the range of club activities from informal social activity to static concours. The impact of this may influence membership patterns or perceived value of club membership.

In conclusion, some clubs will be thriving, many are not. This overview starts to illustrate some of the reasons that are in play in the club scene. The FBHVC is available to advise and share experiences between clubs, contact us at research@fbhvc.co.uk

# FEDERATION FACT FILE



## #1 OLD VEHICLES ARE DIRTY, SMELLY & POLLUTING - RIGHT? WELL NO ACTUALLY! CONSIDER THESE FACTS A-D:

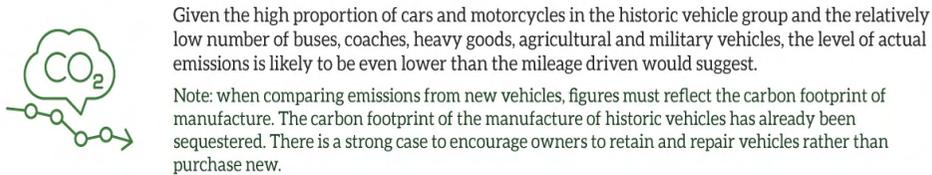
A. There are not that many historic vehicles compared to the total number of vehicles on UK roads today.



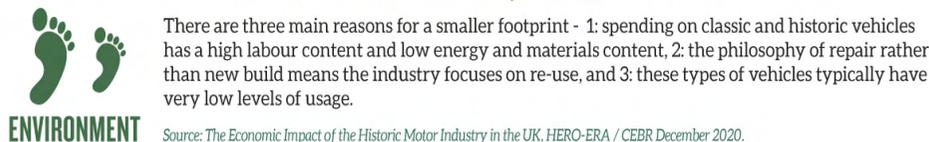
B. Historic vehicles are not driven very far each year which means they don't actually account for that many miles.



C. Total emissions from fuel used by licensed historic vehicles are low by comparison to those emitted by all other licensed vehicles.



D. The environmental footprint associated with historic vehicles spending is smaller than that of normal consumer spending.



ENVIRONMENT

# YES, THERE ARE SOME EMISSIONS BUT THESE ARE HERITAGE ASSETS



## #2 HISTORIC VEHICLES STILL CAUSE SOME ENVIRONMENTAL POLLUTION SO SURELY YOU SHOULD STOP USING THEM?



Of course historic vehicles cause some pollution but owners are aware of the environmental issues, and we have seen this from our survey. The FBHVC is committed to carbon zero.

Already, 35% of enthusiast owners either contribute to a carbon off-set programme or would do if a suitable programme was available

The FBHVC is working towards creating a carbon off-set programme that will be available to all historic vehicle owners and allow enthusiasts to achieve carbon zero for their historic vehicle use.

## #3 NEARLY 1 IN 3 OF THE BRITISH POPULATION THINK THAT HISTORIC VEHICLES SHOULD BE USED RATHER THAN SIT IN A MUSEUM



We know from previous research that a significant proportion (32%) of the population think that historic vehicles should be used rather than sit in a museum and that nearly half (48%) believe they should be preserved for people to enjoy in the future.

A similar proportion believe historic vehicles are an important part of our heritage.



The FBHVC is working towards creating a carbon off-set programme that will be available to all historic vehicle owners and allow enthusiasts to achieve carbon zero for their historic vehicle use.

For more information please contact: [environmental@fbhvc.co.uk](mailto:environmental@fbhvc.co.uk)

For more information on the survey or other opportunities to get involved email: [research@fbhvc.co.uk](mailto:research@fbhvc.co.uk)

**SPECIAL FEATURE**

## TWO DAYS IN THE LIFE OF OUR SPARES SECRETARY DEREK MINTER

IN NOVEMBER 2020 the Club was contacted by the **Lakeland Motor Museum** in Cumbria who emailed us to say that a Mk2 A40 Farina had been donated to them [see page 2 – ed.] by **Lucy Calvert**, our Club member **Ron's** widow, along with a selection of spare parts. As the car is in exceptionally good condition they had no use for the parts and told us they would donate them all to us if would we like to come and collect.

The photos they e-mailed looked tempting, so I contacted the sender, **Bill Bewley**, a director of the Museum, and we arranged that I would come and collect on Monday 7th December, just a few days after we came out of lockdown. At that time we were in Tier 2, as was my destination. It seemed best to grab this opportunity and, as it turned out, this was a good decision because yet more Covid disruption was just around the corner.



Museum director William Bewley, left, and Alan Thompson, one of the staff at the museum who met me.

During the ten years that I've been looking after Club spares parts, collection trips have been a fairly regular thing and this has hugely benefited the Club's stocks. Often when a Club member has died, his widow takes a look at the long-salted-away pile of A40 Farina parts that have been accumulated, and contacts the Club to ask if we'll come and collect. I always take away everything we are offered even when I can see a part is broken or worn and unlikely to sell, because I consider it to be a social service for the late member and his family.

In this case it turned out that Lucy herself also had a collection of parts at her home that she would also like us to collect and, as she lived only 10 miles' drive from the Museum, I could combine both collections. This was especially convenient as Cumbria is a 250 mile drive from my house (aka Central Stores) down in Maidenhead, Berkshire, so I started to plan the trip.

Lucy mentioned that the parts included an old engine; I decided to hire a 35cwt Ford van with an electric tailgate and take my trolley along so that no heavy lifting would be required. [I wonder whether our hero will thank me for telling you he's just turned 70?! – ed.]

It was a tight schedule and I had intended to get cracking early but by the time I had filled out the hire paperwork and sanitized the cab thoroughly (!) plus topped the tank with fuel it was 9.45am by the time I had reached the M40. Fortunately almost all of the journey was on the motorways and the van seemed happy to cruise at 70 mph although many miles of the M6 had speed restrictions due to



A relieved grin as her garage space is about to return to normal. Thanks for the goodies, Lucy! dropping – but time was not on my side.

I made good progress and arrived at Lucy's house in Lindale at about 2pm. However after loading the engine I was shown a *second* garage, the floor of which was covered in A40 parts of all sorts of ages and condition! Thank goodness I had hired such a large vehicle. I set to loading and because we were both becoming concerned about how long it was taking, Lucy kindly began helping with the smaller items. It was hard labour but I *had* to get to the Museum about 4pm because if collection was delayed until the next morning, it was going to throw my schedule badly off course.

After calling Bill to say I would be late I drove over and collected the rest of the parts, but sadly there was no time to inspect Ron's A40 which is now on display. These items soon became the garnish on the top of the stew of parts onboard!

Then onto the Premier Inn in



the road works. I kept the speed up and even used the M6 toll road to save time. I usually cruise more slowly to save fuel – the van drank diesel so rapidly I could watch the fuel gauge rapidly

Ulverston (why do they make these hotels so difficult to find, no signs no nuffink!). I was pretty well bushed by the time I arrived and at Reception was told that the computer was 'down' and told, somewhat ominously, my booking would have to be dealt with manually. To my amusement I gave my name and the young lady immediately handed me a key card, it took about 10 seconds... so much quicker than booking in using the online system!

I had signed up for the 'meal deal' which was great value and even fairly good quality and included a drink of the alcoholic sort that was *especially* welcome. It poured with rain all night but the next morning it eased off and so, after breakfast, I set the satnav for our re-conditioner's shop near Oldham in order to deliver a box of old shock-absorbers for fettling.

Thence onto Hinckley to collect more repair panels from BK Engineering and from there to Banbury to visit and collect a few items from chairman **Ed** that editor **Keith** was looking after. A very welcome cup of tea and a chat before getting back on the M40 and home about 5pm. Pretty tired by then and as I reversed into my driveway I went a bit too far and there was the most horrendous crunching sound. I went around to the back of the van (with my £500 deposit in my mind!) to discover I had only taken out the plastic gutter in front of the garage. No damage to the van and the gutter is easily fixed! *Phew.*

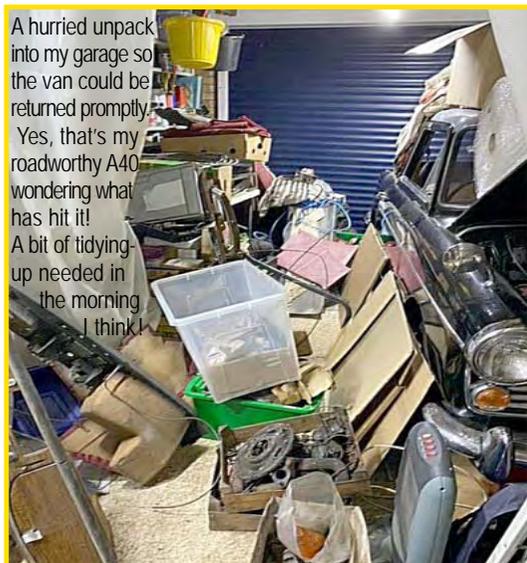
As I had to get the van back before 8.30 the next morning I immediately started to unpack, and some of the larger parts spent the night under tarpaulins in the front garden. Next morning I was up early, swept out the van's interior and returned it before coming home to spend the rest of the day carrying out an initial sort-out and pack-away – always the most exciting part, discovering exactly what we have gained, and the Club has certainly done very well out of this collection.

With van hire, fuel and the overnight stop, costs were high for the 580-mile round trip but we have been massively rewarded with plenty of parts that are still being sorted and integrated with the rest of our stock.

**Derek**

*When happier times return, the Lakeland Motor Museum in Cumbria will be well worth a visit, if only to see Ron's A40 in captivity! (see page 2 for photos very kindly taken for us even though the Museum is currently shut). It's situated in very picturesque countryside just south of Lake Windermere on the banks of the River Leven, with the three-mile-long Lakeside steam railway just down the road; what a lovely day out (hint, hint!) once they re-open post-Covid. The Museum holds a fascinating collection of over 30,000 exhibits that trace the development of road transport throughout the twentieth century including cycles, motorbikes, motor cars and automobilia – ed.]*

<https://www.lakelandmotormuseum.co.uk/>  
<https://www.lakesiderailway.co.uk/>



A hurried unpack into my garage so the van could be returned promptly. Yes, that's my roadworthy A40 wondering what has hit it! A bit of tidying-up needed in the morning I think!

## A40 Farina Club Spares

by Derek Minter

No doubt we are all pleased to turn the corner out of this winter, which has seemed so long and difficult. Judging by the level of spares sales an amazing amount of A40 lockdown work has been carried out to our member's A40s and I am looking forward to seeing some of the parts that the club has supplied fitted to our cars when we next meet up! In anticipation of our A40s getting back on the road later in the year I have been busy organising the manufacture of some more new items to add to our spares range.



£10 each

Mark 2 window regulators (the winding mechanisms) do wear out with time and, presumably with the number of winds! Until now I have been able to keep up with demand for replacements with the supply of decent secondhand units. However, like many other parts from scrapped A40s, stocks are now declining.

The main failure point is the large quadrant cog, which were originally pressed out of mild sheet plate and perhaps not designed to last 50+ years! The central teeth start to wear and fail and the window slips down when it should go up although fortunately the rest of the unit is more robust and survives well. Thanks to the marvels of modern technology I have been able to arrange to have a batch of replacement quadrants to be laser cut, this time from stainless steel which should last longer - if indeed we need them to last over 50 years!



Partly prompted by our front wing production project, now only a few months away, we have had some Mark 1 front wing inboard panels made. (£75 each) We are also nearing the completion of the Mark 2 wing internal metalwork development.



One offs for sale:

I have now received the prototypes for an order of our PVC rear bumper joining units. These have been completely unobtainable new for many years and we no longer have any good, or even decent, second hand ones left. Not yet arrived at the time of writing (although could sell the pair in the photo!). They will cost £4.50 each.



£250

A most unusual item - a 1098cc cylinder head which appears to have been crated for military type storage. Underneath the waxed paper and the heavy grease is a new cylinder head in perfect condition.



Torque wrench £15

Two new original Mark 2 grille badge inserts - £75 each  
 One new surround - £30



Mark 2 rear seat £25  
 Collection only, asap!

A40 Farina Club Spares

T: 01628 673472 E: [parts@a40farinaclub.co.uk](mailto:parts@a40farinaclub.co.uk)

## Club Bodywork Repair Sections

### A40 Farina Club Bodywork Repair Sections

**A40-1-38**  
Mark 1 rear valances

**A40-2-38**  
Mark 2 rear valance/cross member

**A40-1-33**  
Mk 1 & 2 Grill Support Channels

**A40-2-33**  
Rear light inner fillet repair sections

**A40-15-L&R**  
Rear lower 'A post' sections

**A40-36** **Boot skins**

**A40-2-37**  
Later saloon bootlid inner frame

**A40-2-37a**  
Bootlid frame lower repair

**Mark 1 Sills** **A40-1-25L&R**

**Mark 2 Sills** **A40-2-25L&R**

**Front floor pans**

**A40-27-L&R** **A40-29L&R**  
Rear floor pans

**Front Wings**

**1)** **09-L&R**  
Wing top front repair sections

**3b)** **Mark 2 headlamp rings**  
A40-02-11

**3a)** **Mark 1 Front light panels**  
A40-01-10

**2)** **Wing lower front repair sections**  
A40-03-L&R

**A40-07-L&R**  
Rear lower 'A post' sections

**A40-35**  
Front valances

**A40-22L&R**  
Rear wing repair sections for both Mark 1 and Mark 2

**A40-1-20L&R** **A40-2-20L&R**

**A40-1-18L&R** **A40-2-18L&R**

**A40-24L&R**  
Inner wheel arch front repair section

**Inner Sills**

**A40-32-L&R**

**Front cross member** **A40-34-b**

**Front apron** **A40-34-a**

Please contact me for a price list

T: 01628 673472 E: parts@a40farinaclub.co.uk

## A40 Farina Club Spares

### Exchange Items



£42 each



£42 each



Exchange reconditioned wishbones. £48 each.

Exchange reconditioned **lever arm shockers** in stock for Mark 1 and Mark 2 front and Mark 1 rear. We can also supply new Mark 2 rear telescopic units.

### New Mark 2 rear shockers



Reconditioned **front brake cylinders**. These are professionally re-sleeved with stainless steel inserts and honed back to original bore size. Sold on an exchange basis, assembled with seals and refurbished pistons. Set of four £136.



Exchange refurbished front grille badges £29.



Mark 1 resleeved **frame cylinder bodies** supplied with a seal kit.



£48 Exchange

**Anti-roll bar drop links**, exchange.



A few of these Brake Master cylinder bodies left. £40 with seal kit.



### Reconditioned stub axles supplied with kingpin kit

Mark 1 (£110 pr.) Mark 2 (£100 pr.)

The club has acquired a pair of MG Midget type stub axles to enable us to offer the same exchange service to those members who have changed to disk brakes. (£100 pr.)



### All brake parts



Including all types of brake shoes



We have now have new Mark 1 rear brake return springs in stock.

### QUALITY SERVICE PARTS

- Set Champion plugs £11
- Condenser (yellow wire type) £7
- Points (fibre heel type) £7
- Distributor Cap £11
- Rotor arm (red, no rivet type) £6
- HT leads set (copper wire) £14
- Oil filter £5.50
- Air filter (SU carbs) £7



We are currently experiencing supply issues with plug caps.

Saloon boot lid straps.

Made from stronger synthetic material but still retain the traditional look. £6 per pair.

T: 01628 673472 E: parts@a40farinaclub.co.uk

## A40 Farina Club Spares

These pages illustrate just a small selection of the items the club has for sale, both new and secondhand.

### SU and Hardi Mark 2 fuel pumps



Sticky Fingers?



Refurbished Steering wheels

We stock Borg & Beck 948 and 1098 clutch kits plus some unbranded.



Boot and door handles



Tank senders, both types



Exchange Radiators £148



Mark 1 & 2 steering idlers

Copper brake pipes for both the Mark 1 at £35 and Mark 2 at £38 a set.



Mark 1 fuel pumps

Refurbished and diaphragms



Glass window blocks



Refurbished rear light clusters assembled using the best parts from secondhand units.



Half-shafts

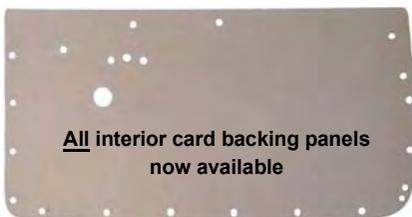
...tested

Copper fuel pipe (£17 per car length) plus fittings. Clutch pipes are also available. £8



£5 each

Window weatherstrips



All interior card backing panels now available

£15 each, footwell cards £7.50



£86 per car set

Window channels

Second hand:

Carburettors - SU and Zenith, wiper motors, manifolds, distributors, front springs, idlers, drag links, air filter housings, locks, headlights, sidelights, rear light clusters, starters, Mark 1 and Mark 2 dashboards and individual instruments.

T: 01628 673472 E: parts@a40farinaclub.co.uk

## A40 Farina Club Spares



£216 inc vat in mild steel or £270 inc vat in stainless.

Plus carriage of £21 inc vat. Dispatch time 3 - 4 weeks

K M Exhausts Ltd, based near Boston in Lincolnshire, can supply club members with two piece traditional type Mark 2 exhaust systems in either mild or stainless steel.

Please call Kathy on 01754 820077 email: kmexhausts@gmail.com

PD Gough of Nottingham can supply both Mark 1 and 2 stainless steel exhaust pipe kits directly to club members. These are made to an exceptionally high standard and come with a lifetime guarantee. They have a 4 to 6 week supply lead time

The cost including vat is £360. Carriage to mainland UK addresses is £30 inc vat, or collect from Nottingham.

Please state Mark 1 or Mark 2 when ordering.

Fittings available from the club.

Call 0115 938 2241 or email info@pdgough.com

Website www.pdgough.com



Our rear springs are still available from Cornwall based BCC. Our Club Members will still benefit from Trade Prices although unfortunately, due to price increases in their supply chain, they can no longer offer us a 20% discount.

### MARK 2

The rear springs that JD and I helped to develop currently cost £332.21 inc. vat (plus carriage) for a pair. These are code MAUR 7927 and work well on both the Mark 2 Saloon and Countryman. They are still looking good on my A40 five years after fitting.

### MARK 1

BCC supply several different options so best to contact them for a quote. Please tell them your chassis number, Saloon or Countryman when ordering.

Contact 01209 202820 or info@bcc-parts.com

Web www.britishclassiccarparts.com



Heater gaskets

Our differential gaskets actually fit!



Differential gaskets



RECENT EDITION!

Steering box top gaskets

We also stock the oil seals



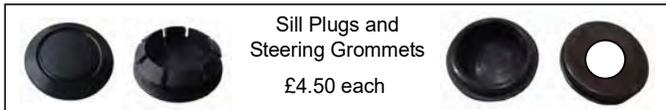
Body gaskets

T: 01628 673472 E: parts@a40farinaclub.co.uk

## A40 Farina Club Spares

### Cylinder repair seals

Front brake cylinder	£3.5	Clutch master cylinder	£5.00
Brake master cylinder	£5.50	Rear brake cylinder (Mk 2)	£4.50
Frame cylinder (Mk 1)	£4.5	Clutch slave cylinder	£5.00



All rubber items, bushes etc

### Rear window seals for Saloon and Countryman

Our club is the sole supplier of pre-formed rear rubbers with the embellisher channel.



### Multi-part front quarterlight seals



The original profile, made for the Saloon - £20. Solutions for Countryman rear seals also available.



Rear side window seal, manufactured to the original, highly complex, profile for the club.  
£14 per side



### Contact times/details

Emails work well. However please feel welcome to call to ask about any parts that you require if you can't contact me by email or would like to discuss options. Please leave a message if I can't get to the phone and I'll try to get back to you asap. Please don't call after 9pm any evening as I go off duty then! We still hope to go away for a couple of one week long breaks later in the year.

Payment methods: Direct bank transfer to the spares account at Barclays Bank, A40 Farina Club, a/c 83967891 sort code 20-73-26. Please note that this is not the same account that you may pay your subscriptions into. We also take card payments. If you would like to pay this way please call me to give your your card details.



### YOUR SPARES FOR SALE?

Please send full details to me. I will check members' wish lists and try to match you with any person waiting for such items. I will also add them to the webforum if you would like me to.

Prices do not include postage/courier. You are welcome to collect parts, please let me know when you are coming!

Contact: Derek, 26 Wootton Way, Maidenhead, Berkshire, SL6 4QU  
Telephone 01628 673 472 (please not after 9pm)  
E-mail: parts@a40farinaclub.co.uk

Steve "Stoney" Stone, ever the optimist, has sent me his photograph of this year's radiator plaque announcing the Federation of British Historic Vehicle Clubs' 2021 national "Drive-it Day" which is planned for **Sunday 25th April**. Due to continuing uncertainty as to whether any type of gathering will be permissible next month, please check the FBHVC's website for current status.



<https://www.fbhvc.co.uk/drive-it-day>

### THE SMALL PRINT !

We are a Private Limited Company, no. 6538250 Registered Office: 36 Wood End, Banbury, Oxfordshire OX16 9ST  
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Our website is [www.a40farinaclub.co.uk](http://www.a40farinaclub.co.uk) and Facebook page <https://www.facebook.com/groups/1387871914586985/>  
Committee meetings are held when necessary and the results published in *Farina News*. Members who wish to raise matters for discussion should forward them to the Club secretary. All posts are listed alphabetically:-

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e-mail [regalia@a40farinaclub.co.uk](mailto:regalia@a40farinaclub.co.uk) and/or [dvlarep@a40farinaclub.co.uk](mailto:dvlarep@a40farinaclub.co.uk)

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e-mail [technical@a40farinaclub.co.uk](mailto:technical@a40farinaclub.co.uk) or ring 01747 839 756

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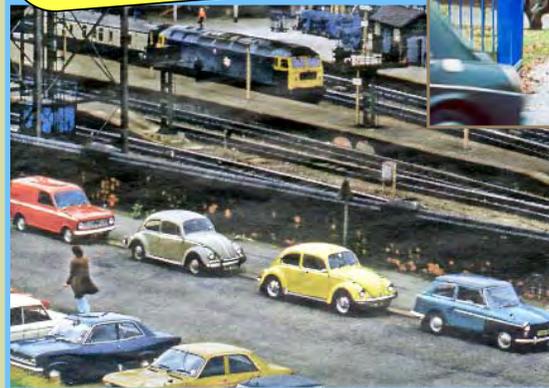
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If this copy of *Farina News* is more than a year old, please visit our Club web site at [www.a40farinaclub.co.uk](http://www.a40farinaclub.co.uk) or refer to an up-to-date issue before contacting any Club official whose address appears herein. It isn't just that we don't go on for ever, you know, but we sometimes move home and the new inhabitants of the old house get justifiably annoyed at being pestered by strangers. Hard to imagine, but not everyone loves A40s . . .

# Snippets



A weary Mk1 spotted at Manchester's railway station in the 1970s by Dave Gilbert

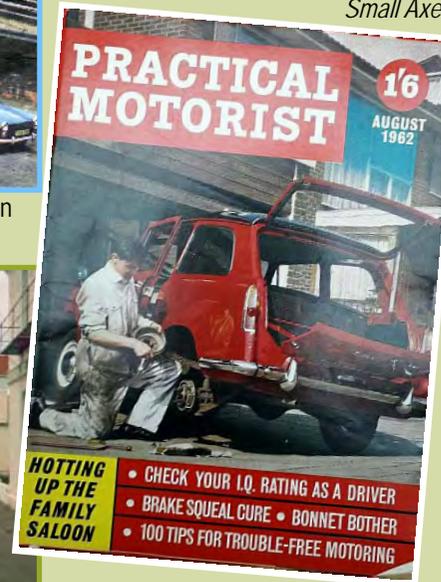


A more chipper Mk1 spotted in Roxburg, New Zealand, by Colin Hamill

A pair of mugs, Izzie & Dave Turner (read that caption as you may!)



Isobel Turner spotted this A40 during one brief shot during the BBC drama *Small Axe*.



Steve Stone spotted this front cover from 1962. Worryingly, the mechanic is relying on the A40's standard jack to support it. Older members will no doubt recall that the door cannot be closed while the jack's in use, and there are probably some unfortunates whose sills were rusty enough to bend upwards under the weight of the car, meaning a whole new world of pain 'cos even *if* the jammed jack *could* be removed, the door wouldn't close!

Okay, end of the show for this time - hope you enjoyed it. If you did, please remember to pay next year's subscription as soon as possible otherwise you won't receive June's Farina News - ed Keith