

# A40 SPORTS (GD2) P XK 38

1. RHD EXPORT BODY NO. 554  
BUILT APPROX 16. JULY 1951.  
(SEE BRITISH MOTOR INDUSTRY HERITAGE CERTIFICATE)
2. FIRST OWNER: COLONEL J. E. FODEN  
EXPORTED THE CAR AS HE WAS ASSIGNED OVERSEAS  
AND REGISTERED THE CAR LOCALLY, AS A BRITISH  
REGISTRATION WOULD HAVE BEEN A RISK.  
HE BROUGHT THE CAR BACK IN 1954, WHEN IT GOT  
ITS FIRST BRITISH REGISTRATION P XK 38, ISSUED  
IN LONDON (SEE LETTER DATED 23 JUNE 1952, TO  
COLONEL J E FODEN, FROM THE AUSTIN MOTOR COMPANY)
3. SECOND OWNER: ARTHUR STANLEY FINCH  
(SEE BUFF LOG BOOK)
4. THIRD OWNER: HOWARD DAWSON  
(SEE OLD BLUE STYLE V5C) + VARIOUS OLD MOT'S.
5. FORTH OWNER: ANDREW JOHN WEARING  
(SEE AGREED VALVE CERTS 2015/2016)
6. THE CAR WAS RESTORED BY HOWARD IN LATE 80'S,  
EARLY 90'S + FITTED WITH A LATER 1500CC ENGINE  
+ GEARBOX, SO THE CAR RUNS + PULLS VERY WELL,  
COMPARED TO THE EARLY 1200CC 'B' SERIES ENGINE

THE CAR IS SITTING ON REFURBISHED LATE WHEELS  
+ LITTLE USED RADIAL TYRES  
IT HAS A NEW EXHAUST SYSTEM + FUEL TANK +  
ALSO A NEW WIRING HARNESS.

THE FUEL GAUGE IS FROM A LATER CAR (ORIGINAL IN  
GLOVE BOX BUT READS  $\frac{1}{4}$  TANK WHEN EMPTY, HENCE  
LATER GAUGE FITTED).

SEMAPHORE INDICATORS DO WORK BUT FEED WIRE IS  
DISCONNECTED INSIDE EACH UNIT (EASILY PUT BACK  
IF REQUIRED)

THERE IS A HALF TONNEAU IN THE BOOT  
THE HOOD FOLDS DOWN BEHIND REAR SEAT  
MOVE BACK SEAT FORWARD TO ACCESS SPACE, FRAME  
HINGES + SLIDES  
EITHER USE  $\frac{1}{2}$  TONNEAU OR SIDE COVERS IF 4  
PEOPLE IN THE CAR.

THE CAR WOULD BENEFIT NEW BRAKE LININGS ON  
THE FRONT, HYDRAULICS HAVE BEEN RECENTLY SORTED  
(NEW + RESEALED AS REQUIRED)

THE CAR HAS HAD VERY LITTLE USE IN THE LAST  
5 YEARS, BUT RADIATOR CLEANED + REFILLED RECENTLY  
+ DOES NOT OVERHEAT ON A RUN.

THE CAR IS A VERY RARE GDZ (DEVON DASH) MODEL +  
ONLY THREE KNOWN TO EXIST TO THE CLUB

## SELLING POINTS

VERY RARE GDZ MODEL (DEVON DASH)  
ONLY 3 ARE KNOWN TO THE COUNTIES CAR CLUB.

GOOD LOW MILEAGE LATER 1500cc ENGINE +  
GEARBOX FROM A RILEY 1.5 TO REPLACE THE  
'NOT SO RELIABLE' EARLY 1200cc 'B' SERIES ENGINE.  
THIS MAKES THE CAR PULL WELL + KEEPS UP WITH  
MODERN TRAFFIC

RESTORED + PAINTER LATE 80'S / EARLY 90'S, + STILL  
LOOKING VERY PRESENTABLE TODAY

ALL MAJOR WORK DONE - EXCELLENT CHASSIS  
REASONABLE PAINT & TRIM, SUPERB CHROME WORK, WITH  
ONLY A FEW MINOR JOBS TO MAKE IT AN EXCELLENT  
VEHICLE.

THE AUSTIN COUNTIES CAR CLUB + VARIOUS DEALERS  
SUPPLY SUFFICIENT SPARE PARTS TO KEEP THESE CARS  
ON THE ROAD

THE CAR LOOKS PARTICULARLY NICE WITH THE HOOD  
DOWN + 1/2 TONNEAU FITTED, ATTRACTING ATTENTION  
WHENEVER PARKED UP.

AWARDS GIVEN TO THE CAR EARLY 1990'S AT  
VARIOUS CAR SHOWS