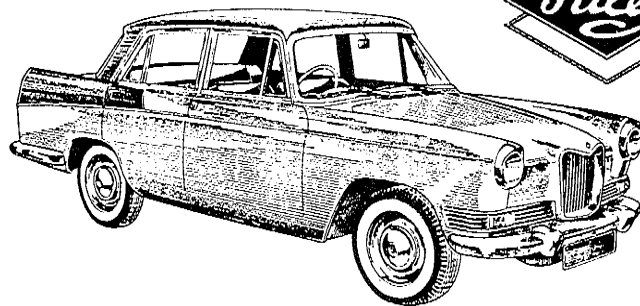
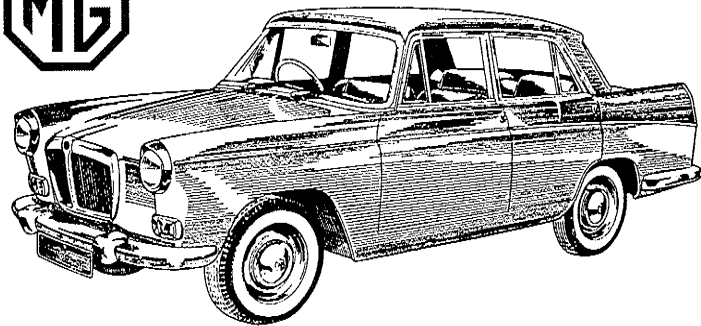


FARINA MG & RILEY REGISTER NEWSLETTER

For the enthusiast of the
BMC Farina Riley 4/68, 4/72
and MG Mk 3 and Mk 4 Magnette

ISSUE 23



MG & RILEY FARINA REGISTER

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MG Registrar: John Green (01476) 861279

Historian: Neil Cairns



HELLO! Welcome to the new look edition of your newsletter. I have taken over from Neil Cairns who was as many of you will know from the last issue struggling to find the time to do it. I hope you will join me in thanking him for his tremendous efforts to keep us all informed. It will be a very hard act to follow and while I will not even begin to pretend to have Neil's technical expertise I hope my enthusiasm will make up for it. He is to continue to maintain the register and act as the register historian. Other new appointments are of John Green as MG registrar and Keith Hutchinson as Riley registrar. I hope you will keep us informed of any cars you unearth.

I hope you will return your renewal forms with £5 as soon as you can to enable me to fund the project. I am planning four issues in 1999 - March, June, September and December. The newsletter needs your contributions to keep it interesting so please send me anything you feel may be of some interest to us. I am also encouraging the advertisement of any cars, parts or other items you may have for sale or need.

Many of you may already know me from rallies or the spares service which I provide. My cars consist of a 1960 mark 3 Magnette which I rescued from a North Yorkshire field in 1994. Also a 1964 Cambridge which I've just rebuilt having owned since I was eighteen which is responsible for my fascination with Farinas. I am employed as a printer and hope you enjoy the new look newsletter which the company have kindly assisted me in producing.

Mick

OVERRIDER CONFUSION

(Please ignore this all you experts out there.)

Due to my dealings in the spares world, many people contact me regarding overriders. Many of them are often confused, especially when they are novices to the hobby as to the different types of overrider. It is not helped by the fact that there are three types which are very very similar. They are often unsure when it comes to finding MG/RILEY rears. They have often found the A60 fronts and thought they were the ones for the MG/RILEY rear. For the record, three similar types were produced:

SMALL

As used on front of A55 Mk 2, Wolseley, MG Magnette and Riley.

MEDIUM

As used on front of A60 and Oxford Series 6.

LARGE

As used on rear of MG, Riley, A55 Mk 2 and Estate Models.

To help, I have the part numbers available for the MG and Rileys:

Front R/H 24G635 or 24G1822

Front L/H 24G636 or 24G1823

Rear R/H 24G 610

Rear L/H 24G 611



INCONSISTENT INFORMATION IN CLASSIC CARS BUYER'S GUIDE

I recently contacted the editor of Classic Cars after I found some major inconsistencies regarding Farinas in their Buyer's Guide. It claims to be the most accurate guide in the business and every piece of information has been scrupulously checked. Within their Buyer's Guide they give each vehicle a rating out of 5 for practicality. One thing Farinas are, is extremely practical. The Guide gave the Austin A60 4 out of 5 (which is fair enough). However, I cannot for the life of me understand why the almost identical Morris received 2 out of 5. The other three members of the family, Wolseley, MG and Riley received a '3'. It is the inconsistency which I find annoying. I urge you all to take up this matter with the magazine as so far, I have not received a satisfactory reply.

MOBIL BATTLE FOR MPG

Flashback to Spring 1967

The 13th Mobil Run took place in late April 1967, 40 motor car drivers practising the art of gentle economy driving over the 1,000 miles route. The route was a long loop, starting from Scotland, Coming South of the Border into the Lakes then back up along the Northern Pennines and the Cheviot Hills to Edinburgh for the finish.

The well-engineered Scottish roads enabled competitors to keep up the time schedule imposed for the 30 mph average speed. The final day was quite menacing and dawned with a bang! The prospect of driving up the Wrynose and Hardknottes Passes! Thankfully, the organisers had allowed an average speed reduction for these gruelling and lengthy 1:3 ascents in the heart of the Lake District.

Strict rules about body damage incurred, eliminated a Triumph Herald, which grazed its side against a rock on Hardknotts whilst a Wolseley Hornet ran off the road in the Pennines and had to be towed back onto the tarmac.

The BMC 1800s (Land Crabs in classic parlance) had a poor run, the Morris retiring with collapsed suspension and the Austin being delayed with radiator trouble. A stone flew up through the wing valance vents and broke the fan blade which then chewed its way into the radiator. An ingenious temporary repair was affected using the plastic compound on which the Marshal's bonnet seals were stamped!

A Ford Anglia's exhaust came adrift at the manifold and finally fell off altogether - that competitor's resultant repair costing him a penalty of 4.5 mpg.

For those dying with suspense, the REAL CARS which topped the economy and reliability stakes in the 1500 - 2000 cc engine class were:

- 1st Hillman Hunter 1725 cc (standard transmission, 1 Stromberg carb, Michelin X tyres) - **42.53 mpg**
- 2nd Hillman Hunter 1725 cc (overdrive, 1 Stromberg carb, Dunlop SP tyres) - **40.86 mpg**
- 3rd Austin A60 1622 cc (manual box, 1 SU carb, Michelin X tyres) - **39.68 mpg**
- 4th Riley 4/72 1622 cc (manual box, 2 SU carbs, Dunlop SP tyres) - **39.29 mpg** (*Less 1 mpg penalty*)

Other cars in the contest in this category of 13 motors, included:

Rover 2000 TC	36.62 mpg
Triumph 2000	36 mpg
Morris 1800	35.88 mpg
Ford Corsair 2000E	35.69 mpg
Vauxhall Victor 101	33.83 mpg

For the BMC Farinas, which were into their 6th year in production and were even older as a design, this was a remarkable result and it speaks well of the car's sound and efficient design. Although they were pipped to the post by the Hunter, this was a very new design then, having been launched just months earlier by Rootes.

By comparison with the Farinas, it used lightweight McPherson strut front suspension, had an alloy cylinder head and new techniques had been used to reduce the bodyweight without detrimentally affecting the strength of the shell. As a result of these factors, it weighted a very significant 18 cwt kerb weight, as compared to the Farinas 22 cwt (18.8% less).

Also of interest is that the Riley performed about as well as the Austin variant, despite the fact that it had twin carbs and the standard cross-ply tyres on. There has long been a debate about the merits or otherwise of twin carbs as compared with single - Well, this test shows that provided the twin SU are set up properly, they will perform equally well to the lowly single SU. Also, the test would lead you to believe that there is nothing to be gained in economy terms by fitting radial tyres as opposed to crossplies. Some have claimed over the years that radials offer less rolling resistance. They do certainly give you a much better ride and more sure-footed road holding, whilst making the steering a bit heavier. If you change from cross plies to radials on your Farina, then my own experiences would say that you should reset your tracking at the front so that the wheels toe out. (Yes, out) by about 0.25". Otherwise you will find that the tyres wear down the outer edge and will wear quite quickly if you try and stick to the handbooks toe-in setting.

Another potential problem on pre-1964 Farinas (without steering box to battery tray strengthening bracket) is that they have a tendency to split along the edge of the chassis leg where the steering box mounts.

Going back to the Mobil Economy Run, this was a well-publicised event which went on for a number of years in the 60's and I do recall that Farinas

always performed well. I seem to recall that in one of the earlier years an A60 won outright at 41 mpg.

How do the cars perform in practice? Well the two which I have run, both achieved about 35 mpg on a long run with stop/start town work, reducing that figure to around 25 to 27 mpg. I have found that they generally consume more petrol in the winter months. The hotter the engine runs, the more economical it is. Regular tuning and servicing is crucial, plus the way you drive it!

Andrew Idle

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EVENTS DIARY 1999

May 9th Yorkshire BMC Gathering
Sewerby Hall, Bridlington
Contact Steve Turner
32 Invicta Ct., Foxwood, York, YO24 3NN

August 1st Sixth BMC/BL Rally & Spares Day
Ferry Meadows, Peterborough
Contact Mick & Barbara Clarke on 01476 572124

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A LETTER FROM JOHN GREEN

Dear Magnette Owner,

1999 is a special year for us, 40 years of Farina. I am trying to get together as many as possible Mark 3 and 4 Magnostes in one place. This year at the BMC/BL Rally at Ferry Meadows, Peterborough on Sunday 1st August, we have our own parking space for Mark 3 and Mark 4 Magnostes. Please bring your car and have a great day. Camping is available on the Rally Field Saturday night and a large Auto-Jumble on Sunday of BMC/BL parts.

Look forward to meeting you and your car. All the best.

John Green

(Contact Mick and Barbara Clarke on 01476 572124)

Classifieds

CARS FOR SALE:

1964 Dark Green Morris Oxford Estate. Needs engine. £200. Contact Mike Evans, Exeter. Tel: 01392 204278

Morris Oxford requiring underbody surgery. Tidy car needing good home. Nominal fee required. Contact Ted Watterson, Sheffield. Tel: 0114 2683327

PARTS FOR SALE:

Numerous new and used parts for all Farinas. Contact Mick Holehouse. Tel: 01282 618802.

New BMC Rear Wing for Wolseley or Oxford. £100.
SM MG Bonnet £50. MG Front Panel £30. Sill skin outer - £30. Oxford Rear Lights £40 (pair). Wolseley Front Bumper £50. Oxford Clock/Speedometer, Horn Push.

Contact: Ansar Mahmood, Tel: 01534 630170 (Jersey). However, some parts are available in Birmingham.

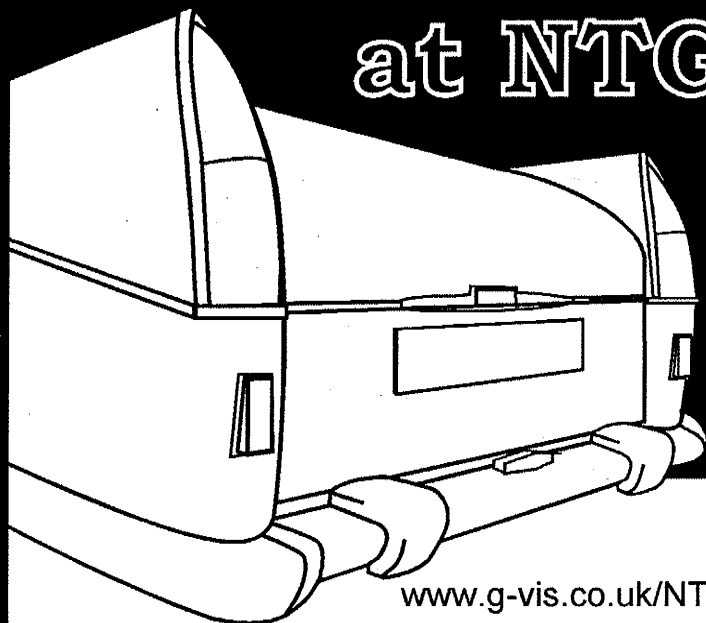
WANTED:

New MG Front Wings. Contact: M. Holehouse

NTG (See back page advert) are constantly updating their farina product range. Latest highlights are MG/Riley chrome number plate surrounds and new jacking point covers. They can also convert your cylinder head to unleaded. They offer a 10% discount to COOC & MG/Riley register members. Phone them for a catalogue for more details

FARINA

at NTG



www.g-vis.co.uk/NTGservices



For new illustrated catalogue & price list
send large addressed envelope and
50p (inland) £1 (overseas) stamps.



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