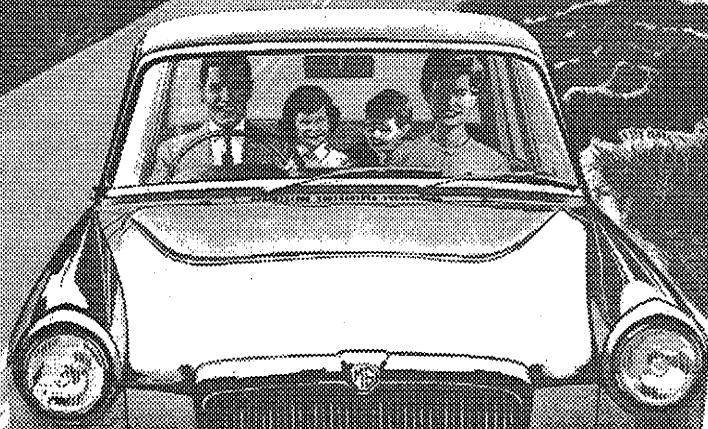


FARINA MG & RILEY REGISTER NEWSLETTER

Safety first MOTORING IS THE SAFEST OF ALL

RELAXED
MOTORING
TO-DAY
NEEDS
MAGNETTE MK. IV
PERFORMANCE



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



ISSUE 25

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ISSUE 25

MG & RILEY FARINA REGISTER

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Historian: Neil Cairns

E. Mail: neil.cairns@virgin.net



Well, here is issue 25, the autumn edition of the MG and Riley Farina newsletter. I have had a busy summer taking my two Farinas to all ends of Britain attending rallies, and I have seen some fine examples of our cars at the various rallies I have been to. Not least at 'The BMC Day' at Peterborough where we had a record turn out of Midgettes (six). This event just seems to get better every year and is well documented in this issue.

My recent strides into the technological minefield of computers means that I can now be contacted by E.Mail (see above for address). This has given me the opportunity to view the Midgette web site that is run by John Elwood of New Hampshire U.S.A. This is a fantastic effort by John to promote our cars (Riley's are also on the web site). It is well worth having a look at.

One or two cars have been turning up which we didn't know about so please keep the details coming in on any cars you spot. Neil Cairns has recently updated the car lists and it is hoped to issue the updated list with the December edition. If however, any of you need the list sooner please send me a S.A.E. and I will copy it for you.

We have recently had some good publicity and now have an entry in the Practical Classics club guide. Also the July edition of Classic Motor Monthly ran a large article on us. So, hopefully, peoples' awareness of our cars rarity will be growing, and they will be encouraged to preserve a few more of them.

MICK.

MG MAGNETTE WEB SITE

The site was set up last year by John Elwood in the U.S.A. It is very interesting to read and a lot of credit must go to John for promoting our cars in this way. The address for it is on the newsletter inside front cover above the introduction. It is hoped that John will get the newsletter up on the web enabling many owners from around the world to keep up to date with what is happening. He has agreed to do this.

The web site has numerous pictures of Midgettes from loads of places all over the world as well as many shots from advertising material and sales brochures. Original road test articles, details of parts suppliers and tips and hints on keeping your car on the road are also included.

Complete listings of remaining Midgettes and Rileys are given and a whole section is devoted to the Riley as well. Even if you do not own a computer I would strongly recommend gaining access to one (library or friend) to view this.

If you have any photos or information for the site John Elwood can be contacted at: 28 Christmas Tree Circle, Bedford, New Hampshire, 03110, U.S.A.

CLASSIC MOTOR MONTHLY ARTICLE

This appeared in the July issue of the newspaper, and was written by Peter Cahill. It was a very well written article which came under the heading of 'meaner Farinas'. Neil Cairns provided most of the information for the article which may just bring a few more cars and owners out of the woodwork. It features Darren Wright's Mk. 3 Midgette which is the oldest recorded Farina. As well as a rather proud looking Peter Dunn stood beside his Mk. 4 Midgette at a car show. If anyone has not seen the article I can provide photocopies of it if a S.A.E. is enclosed.

RALLY REPORT BMC DAY PETERBOROUGH 1/8/99

I set off bright and early on Sunday, 1st August bound for Ferry Meadows, in Peterborough, which is the annual home of the BMC day. This year was the 6th year of the event and I have attended every one. Every year it seems to get better and better. I always seem to get a suntan because for some reason the weather is always very good. I also seem to come home with an empty wallet as well because the selections of Farina auto jumble are fantastic, some of it extremely rare.

The organisers are the C.O.O.C. East Midlands branch of which our MG man John Green is an active member. Every year they get a World War II fighter plane to do a fly over in the afternoon, this year it was a Lancaster Bomber and was most impressive.

I took my Mk. 3 Magnette and lined it up with the other Magnettes, (six in total). John Green said that this was the most we had managed to ever get in one place. They generated plenty of interest especially from well known motoring journalist of the classic world Nick Larkin.

Riley Farinas were well represented as well, with around half a dozen mixed in with the other Farina models. I met a few of you for the first time who receive the newsletter. It is always nice to put a face to the name. I think it would be a great idea for next year to have a Riley/MG class, where they can all be appreciated together.

The report would not be complete without mentioning the two rare Farinas on view, Peter Kenny with his Riley Riviera (reported elsewhere in this issue), and a U.K. registered Austin Freeway estate, which must be the only one in the Country! A special mention must also go to Ilya Meyer from Sweden who came across in his Riley

4/68. This was his second U.K. trip of the year having come to visit me in April. Well done Ilya!

Mk. 3 Magnettes in attendance were: Darren Wright from Norwich 5125 AH, Me in UDN 599, Tony Sanderson from Lincoln VUN 462.

Mk. 4 Magnettes: Peter Kenny from Manchester HAB 17C, John Green of Colsterworth, Lincolnshire, FBD 5C and FRV 623D.

Riley 4/68's: Ilya Meyer from Gothenberg, Sweden, AXZ 540, 930 FKO local car and another one URP 795.

Riley 4/72's: Ken Breckon from Cleveland EDB 740C, Alan Marshall from London, 820 DUF and Charles Ferriman from Oxford SYC 134F.



Record Magnette Lineup at BMC Day Rally, Peterborough, 1999

RARE RIVIERA ON VIEW

A real rarity was on view at the BMC day on the 1st August. The rarity was in the shape of a Riley Riviera belonging to Peter Kenny. The vehicle, which is in a very rough state, was trailed down to the event from Manchester. I felt that a lot of people were a little unsure as to what it was, not least the rally steward who upset Pete by telling him that it wasn't a banger racing meeting.

I had already seen the car on previous visits to Pete's garage in Manchester; he is a very brave man indeed to attempt the restoration. His car XAM 533 is the only known surviving Riviera, which was basically an upgraded Riley 4/68. The same upgrades were carried out on the Riley 4/72 and it was renamed the Riley Silhouette. The only one of these is believed to be owned by Earlpart.

As many of you will know the Riviera and Silhouette were created from the basic models using parts from other BMC vehicles. The upgrades were carried out by BMC agent Wessex Motors of Salisbury, Wiltshire. The upgrades were in three stages depending on your budget. The most visible changes were the chopping down of the rear fins and the addition of wire wheels. Front disc brakes were offered, as were the fitting of spotlamps recessed into the front panel rather like the Wolseley 6/110. The MGA 1588cc engine replaced the 1489cc normal power unit in the Riviera.

Pete's car is the car, which was actually used on various road tests and in magazine articles so he is not short on pictures of how it should look. The colour of the car is dark blue. A real superhuman effort will be required to get the car back on the road along with a rather large bottomless pit of money, but I am hopeful that Pete is the man to do it.

GOOD LUCK.



The Riviera that defied the odds to survive. Notice front panel spotlamps and different crease at top of the back door.



The Riviera from the rear. Note the cropped fins more like the A60. A99 rear lamps were used.

FIVE SPEED FARINA

Modern saloon cars often have five or more gears these days. The top, or high gear, has a ratio higher than 1:1, which is the Farina Riley and Magnette ratio. On the Farina top gear is NOT a gear at all, it is a straight drive through the gearbox, with no reduction or increase in ratio. In top gear on our cars, the engines only 'ratio' to the rear wheels is the differential, which is 4.3:1 if standard. This is quite normal for 1950's and 1960's cars in the U.K. British cars were always 'low' geared to cope with our bendy, undulating roads and heavy bodies. Anyone who has contemplated fitting an 1800 engine will often consider the MGA/MGB banjo-axle 3.9 or even 3.7 diff-unit. This still leaves only four gears though.

A firm called Hi-Gear Engineering Ltd. is marketing a kit to fit the Ford Sierra five-speed gearbox to the MGA 1500 and MGA 1600. The 'top/5th gear' in the Sierra gearbox is higher than 1:1, and permits the engine to spin over more slowly on motorways or good dual-carriageways. In fact 5th gear is 0.82:1, and 4th is 1:1 so it is virtually an 'overdrive' already built in. This drops the engine R.P.M. on the Farina from a FRANTIC 4200 r.p.m. at 70 m.p.h. to a more comfortable 3300 r.p.m. The car is much quieter, more economical, and the engine's life is extended.

The MGA uses the same basic engine and gearbox of our Farina, so what fits an MGA will indeed fit a Farina. An added bonus is all five speeds have synchromesh on the Sierra gearbox. The kit comprises a cast aluminium bell housing which bolts easily to your 'B' series, and to this fits the Ford gearbox, and a modified prop-shaft. A suitable clutch plate is supplied to fit the Farina/MGA clutch cover so the Ford's first motion shaft will fit. In the kit are all the brackets, bushes, a cross member, gear lever, and other parts necessary to modify your Farina. You need to source your own Ford gearbox though, and Hi-Gear recommend buying a recon-gearbox from one of the many companies who offer them. The kit costs £595 plus V.A.T., and more details can be found on 01332 514503. A list of firms who can fit the kit if you are not D.I.Y. orientated is attached. I saw this kit at the M.G.C.C. Silverstone Day in June, and was quite impressed.

NEIL CAIRNS

Hi-Gear Engineering Ltd.,

Reg. Office: 82 Chestnut Avenue, Mickleover, Derby, DE3 5FS.

Telephone and Fax No: 01332 514503

Kits and fitting available from:

NORTH OF ENGLAND

Bob West, Haverlands Farm, Hardwick Road, Pontefract, West Yorkshire, WF8 3DL. Telephone: 01977 703828. Fax: 01977 798299

SOUTH OF ENGLAND

Retro Motoring, Unit 2, Duttons Farm, Bangors Road South, Iver, Bucks., SL0 0AY. Telephone: 01753 655963. Fax: 01753 650203.
Demonstration Car Available

Carter Racing Services, The Old Mill, Mosterton, Beaminster, Dorset, DT8 3HG. Telephone and Fax No: 01308 868884

WEST MIDLANDS

Bromsgrove MG Centre, Unit 10, Sugar Brook Road, Aston Fields Trading Estate, Bromsgrove, Worcs., B61 3DW. Telephone: 01527 879909. Fax: 01527 575385

EAST MIDLANDS

Ron Hopkinson, 850 London Road, Derby, DE24 8WA. Telephone: 01332 756056. Fax: 01332 572332

SOUTH WEST

Frontline Spridget Ltd., Unit 1, Venture House, Melcombe Road, Oldfield Park, Bath, BA2 3LR. Telephone: 01225 446544. Fax: 01225 444452

EAST

MG Owners Club, Octagon House, Station Road, Swavesey, Cambs., CB4 5QZ. Telephone: 01954 230928 Fax: 01924 231923

GERMANY

Lawrenz MGA, B, C Part Centre Bayern, Alpenstraße 13, 87650, Lauchdorf, Germany. Telephone: 0049 (0)-83400249. Fax: 0049 (0)-8340-527.

UNLEADED CYLINDER HEAD CONVERSIONS

I had my A60 converted by NTG and I am very pleased with it, see back page advert for more details.

Another company which I read in a previous issue that Neil Cairns used are 'Ferriday Engineering Limited', Unit G4, Hilton Main Business Park, Off Bognop Road, Essington, Wolverhampton, WV11 2BE. Telephone: 01902 739690. They sound like a very classic car friendly company having converted amongst others the original 'Chitty Chitty Bang Bang' from the film.

EVENTS DIARY

C.O.O.C. A.G.M. and Autumn Rally, 3rd October at the White Horse, Husbourne Crawley, near Woburn, Beds. Contact Paul Hounslow, 27 Rock Lane, Linslade, Leighton Buzzard, Beds., LU7 7QQ

MG Show and Spares Day, 10th October, at Sandown Park, Surrey. Contact 01568 797228 - Vintage and Classic Events.

Swedish Visit - Preliminary plans are in place to visit Ilya Meyer next June. Anyone interested in joining the Farina convoy to Sweden please get in touch with Mick Holehouse.

CARS FOR SALE

1965 Mk. 4 Midgette, green, 51,000 miles, good condition, M.O.T. and tax, new tyres and history. Nowhere to store it. Speedy sale required, offers.

Mike Balcikonis, Guildford, Surrey.

E.Mail: MikeBalcikonis@msn.com

Sorry no phone number given.

1966 Mk. 4 Midgette, green, 70,000 miles, excellent condition. Very Cheap at £725.

Mr. Venn, Somerset.

Telephone: 01935 823088

Riley 4/72, green, needing body attention, but with M.O.T.

Tony North, Nottingham.

Telephone: 0115 973 6086

Classifieds

PARTS FOR SALE

Midgette front panel

Riley front panel

New nearside long rear bumper sideblade

New rear lamp lenses

New offside Midgette sidelamp unit

Midgette and Riley speedo heads and other instruments

New handbrake cables for all models

New clutch slave cylinder (4/72 and Mk. 4 MG)

Front brake adjuster kits

Riley grille in good order

Front sidelamp lenses for Riley and MG

Riley 4/72 boot badge

Bonnets for MG and Riley

Small chrome triangles (between boot lid and rear lamp)

Horn push for Riley and MG

Rear bumper centres (new but a bit pitted)

Twin carbs, manifolds and air cleaners

Lovely Midgette dashboard

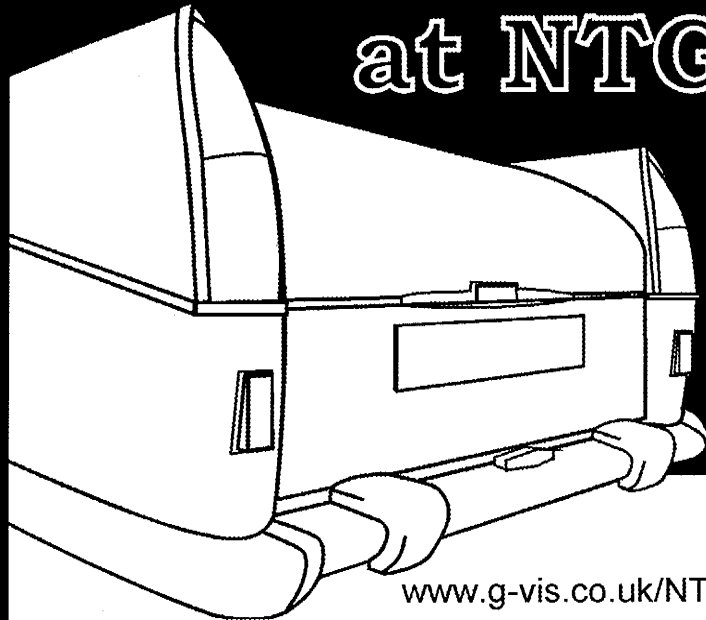
Riley dashboards

Also many parts for A60, Oxford and Wolseley variants

**MG AND RILEY FARINA PARTS FROM
MICK HOLEHOUSE, 01282 618802**

FARINA

at NTG



www.g-vis.co.uk/NTGservices



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