

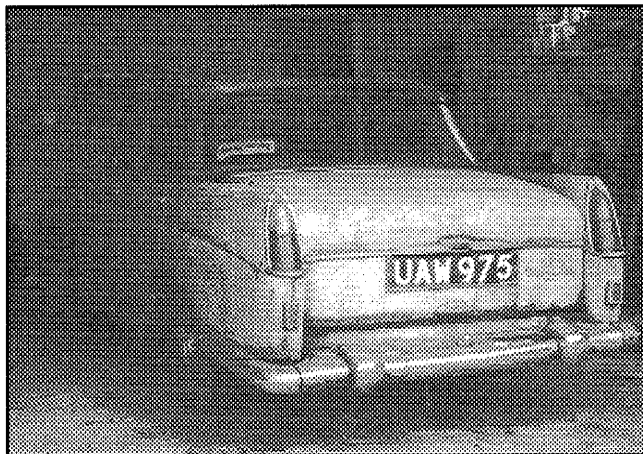
# MG & RILEY FARINA REGISTER NEWSLETTER

Issue 28  
June 2000

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



*Cameron Robbin's smart 4/72 (see page 3)*



*This MG spent twenty years in a field (see classifieds)*

## MG & RILEY FARINA REGISTER

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Hello, and welcome to issue 28, our summer edition, which I somehow found the time to compile in between celebrating Burnley F.C.'s promotion back to the 1st Division (this is the other passion in my life). I hope you are all enjoying your cars and promoting our rare models at the various events you attend. Please do get the details of any cars you encounter on your travels, which may of course be new to us. By the time you read this I will probably be attempting to educate Scandinavians on the merits of Farina ownership which I am sure Ilya Meyer has been doing for a long time. Sadly from a Magnette point of view it is my Cambridge, which I plan to take over there. We have Andrew Idle and John Dodsworth taking their Riley's though so we will at least be represented.

I have sent a final reminder out with this issue for those who did not renew their membership after the last issue. I am not sure if I made it all that clear whether people's renewals were due, but basically if you receive a renewal form with this or any other issue then your renewal is due at that point. It is necessary to do it this way as people have subscribed at different times of the year.

I would also like to make an appeal for any material to appear in future issues, as there is only so much I can drag out of my archives to fill the newsletter up with. So please let me have anything you think may be suitable.

John Elwood has been busy upgrading our website recently with pictures of moving Magnettes and a section on Frank McKinney from Kansas in the USA who has an amazing collection of BMC cars on his farm included in which are a few of our cars. Please make use of the website as it really is well worth a look.

I understand the plan at the BMC day in August at Peterborough is to have Riley and MG Farinas parked together so it will be nice to see as many of you as possible at this rally as it really is a fantastic event.

Happy Motoring,

**Mick**

## MIDDLE EASTERN PROMISE

It was coming to the end of the swinging sixties and as well as being the summer of love, 1967 happened to be a time when the British car industry was in its prime. A far cry from today's sorry episode where names like Riley, Humber and Triumph to name but a few are confined to the history books.

So long before the days of the World Wide Web you happened to fancy treating yourself to a tempting Riley 4/72 with automatic transmission and leather seats. With your only problem being that you lived and worked out in the Middle East! What could you do? Well the answer was simple, such was the strength of the BMC empire you just popped along to your local BMC agent and got one ordered. It really was that simple and is exactly what Mr. Reginald Flook did in November 1967.

Mr. Flook was employed by the 'Bahrain Petroleum Company' in Bahrain in the Arabian Gulf where he had been working for some time when he learned his contract was shortly to come to an end allowing him to return home to England early in 1968.

Upon his return he was going to need a car so he ordered the Riley from Bahrain's BMC agent 'Ahmad & Abdulla Fakhro' for it to be delivered to a family members home in Putney, West London for him to collect when he got back to London.

The car, NLU 756F, which was ordered in Cumulus grey but was actually delivered in Chocolate brown went on to give Mr. Flook many years of faithful service throughout his retirement until he broke an arm and gave up driving in 1982. His son in law Jim Archbell then ran the car until 1984 when it was garaged in Putney and laid up.

Following Mr. Flook sadly passing away in 1999 it was then decided to find a good home for the car. After Mr. Archbell contacted me I mentioned it to my friend Cameron Robbins who was planning an intergalactic mission to the Scottish Isles from his home in Luton, Bedfordshire in pursuit of a Farina. I told him that this one sounded very interesting and was also a fair bit nearer and wouldn't involve three ferry rides to collect it! About two days later he was on the phone "I've bought it" he sounded and continued to sound every night when he rang me for the next three weeks totally ecstatic. The car was still in very good order and comes complete with yellow borders around the number plates as it was an export model, although it never was exported.

He plans to improve the car even more and if you want to see it get to the BMC day in August at Peterborough where he is taking it. The car is pictured on the cover of this issue.

## INTRODUCING RILEY SECRETARY ANDREW IDLE

Hi, my name is Andrew Idle.

I was pleased to be offered the role of Riley Secretary by Mick.

I think you will all agree that Mick is doing a splendid job with the Newsletter and we are also lucky to have the technical and archive input from Neil Cairns who is extremely knowledgeable about our beloved cars.

Mick and me met back in early 1994 shortly after I'd bought my first Farina car - a Wolseley 16/60 which I still own. However, at that time I hadn't acquired sufficient confidence in the car to ditch my modern car and use the Wolseley all year round. But things were soon to change. I was greatly influenced by Mick and his Cambridge which he did rely on for daily transport and I loved driving the Wolseley.

Later that year I gladly got rid of my dull plasticky Citroen diesel and never regretted it. The same year I bought an Austin Cambridge A95 (an A55 Mark 2 with MGB running gear) to supplement the Wolseley and the Farina bug had bitten well and truly.

Mick and me went to various rallies together. In summer 1994 we drove all the way down to Newbury and back in our cars and had no problems to speak of. This gained for us both a lot of confidence in their reliability. It also spoke volumes for their sheer comfort and style, we obtained so many admiring glances.

We both took a lot of interest in the posher cropped-off tail fin versions and it wasn't long before Mick was on the phone saying that he'd rescued a Mark 3 Mquette from a field near Ripon.

This absolutely amazed me because I knew the car, having stopped to look at it languishing there on several occasions, well before I bought my first Farina. Little did I know when I looked at that poor Mquette sitting neglected that 7 or 8 years later it would feature as a well restored vehicle in my own wedding.

By 1999 my Wolseley which had covered about 36,000 miles in my hands needed fairly extensive work on its body particularly at the front end where the wings, valance, etc. were literally dissolving away. They were entitled to after 33 years.

The car had to be taken off the road all year whilst various matters were attended to. The most critical thing was getting hold of new front wings, which came from Pete Kenny.

Meanwhile I was without a smart car for business and pleasure. My wife encouraged me to buy something decent that didn't need much keeping up to. I started by buying a 1971 MGB GT which kept me going nicely during the summer but as the miles crept on and the Wolseley was still in the bodyshop I needed something else to bridge me over until the Wolseley was ready for action again.

Having gone as far as Somerset to look at two Mark 4 Mquettes which my wife Catherine and me agreed needed far too much work doing on them, lo and behold we got fixed up with a 1968 Riley 4/72 only about 12 miles away over the moor from our house. This car was at Ilkley. I'd seen this advertised but had been put off by the fact that it was stated to be green with a red interior. Looks to be a bodged-up job was my impression as this colour combination never existed originally.

However, such an impression was wrong. Mick happened to be with us as we'd just been to look at a Cambridge and as we drew up to the Riley we were quite impressed with it. Mick recognised it straight away knowing Brian Noke, the previous owner, from Stalybridge who'd restored it a couple of years earlier.

He'd bought some parts from Mick.

It was actually almond green with the correct original green trim in very good nick. It was just a little below scratch at the rear end where the boot lid lip needed a bit of attention and the chromework was ready for some restoration.

Nevertheless the car (which had stood in the Ilkley garage for about 2 years) was put into immediate service for my business. There were only two minor disasters. The first was only just getting the Riley home from Ilkley as it became obvious on the long hill approach that the clutch was on its last legs. Then the first time I took Catherine for a ride, where the motor decided to break down on us at a busy traffic light. The AA took ages to get to us. We were comforted by friends from our large Asian community here in Bradford who remembered me from the shape of the car and offered us cups of tea etc. ... 'you come with us Mr. Andrew, we give you nice food'. I thought the dynamo had failed but having tested this and found it okay and having changed the control box and battery all was well.

The Riley was taken out of service at Christmas and rested in the double garage along with the MGB.

The Wolseley was back on the road at last.

Two months later I realised I would have to put a spurt on to tidy our Riley up, as a couple whom we were friendly with wanted to use the Riley for their wedding car. I took all the chrome down to Prestige Plating in Wombwell, Barnsley who did a first class job on it. I rubbed down primed and sprayed the boot lid myself. I put some new brake adjusters on at the front end, adjusted all the brakes up, had some new carpets fitted, successfully sealed up the windscreen where it was leaking rainwater in and fitted a new water/oil pressure gauge supplied by Mick.

We did have trouble with the rev counter though... tried various gauges, none of which work. I will take the car into the auto electrician to investigate this.

I also turned the idling adjustment right down on the carbs, as the engine had been ticking over far too quickly and the mechanism had been sticking a bit.

The wedding day was quite warm and sunny. The Riley looked magnificent as Catherine had given her a fantastic polish with Autoglym. Mick had explained how to attach the wedding ribbons so we were okay there.

The car performed its duties with typical Farina grace, charm and competence. This included having to make up time to get to the church, when the Bride suddenly realised that she'd left her bouquet at home halfway to the church. I must ask though, can you seriously imagine a 1960's bride exclaiming 'bollocks' at forgetting these, in the way ours did in April 2000.

As we wound up the hill before approaching the turn off to Esholt village (remember the Woolpack from TV's Emmerdale - St. Paul's Church is near there) I utilised some of the B series incredible top gear pulling power. We hit 60 m.p.h. effortlessly, much to the shock of a plasticised eurobubble behind. I took great delight in catching the pained screams from its nasty-sounding engine as it revved its nuts off trying in vain to get past us.

We're now very much looking forward to faraway Scandinavian lands with our Riley, joining Mick, the Dodsworths from Darlington, the Hansons from Worcester and maybe others all with their cars, paying a return visit to our good friend Ilya Meyer in June.

Happy motoring and looking forward to Rally get-togethers (we're hoping to make Peterborough this year).

### *Andrew Idle*



*Andrew's Riley 4/72 complete with wedding ribbons.*

## **SOMETHING TO WORRY ABOUT? - Part 1**

On the Morris 1000, and on the Austin Mini, both shared an almost identical item. This was the speedometer, with a fuel gauge let into its lower surface. That was all you got, a gauge to tell you how fast you were going with an odometer for mileage, and a fuel contents gauge. For ignition and low oil pressure, you simply had a little red light, and for main beam a blue light. The display was so sparse, there was little for the driver to worry about.

BMC, like other car manufacturers, put more comprehensive displays on the dashboard, as the level of model rose. So by the time we get to the Farina Riley 4/68 and 4/72 the dash is crowded out with things to worry ourselves silly over. There is the speedometer with its odometer, and a mileage trip gauge. There is an engine rpm tachometer, cable driven on early cars, impulse reading on later cars; a fuel gauge, water temperature gauge, oil pressure gauge, fuel contents gauge, an ammeter, a clock, a main beam light, ignition warning light, and a host of switches and heater control knobs. The MG Magnette Mk3 and Mk4 has a similar display laid out differently, but with no rpm tachometer.

Behind all this glossy display lies a rather simple truth. There are only really four gauges there, one reads a magnetic flux strength as it rotates a small magnet, (early RPM and all speedometers,) one reads electrical impulses, (later tacho,) one reads electrical resistance working a bi-metal strip, (fuel and temperature,) and the last reads pressure through a capsule, (oil pressure) What is even more startling, the gauge to read one item actually shares its insides with all the other BMC cars, vans, and lorries...that is, the basic guts are all the same. So you can use the insides of a A60 or Morris Oxford speedometer to fit inside your particular cars fancy pressed steel case. This goes for the others as well, like oil pressure, fuel, water temp, and so on. Whilst the A55/A60 round gauge with its fuel/oil/water may look very different to your MG's 'single' square gauge, or Riley round gauge, behind the wood and inside its case, they are identical, and interchangeable. Do not worry over the 'Smiths' or the 'Jaegar' front face, the working bits are the same. This also goes for the A40, Morris 1000, Mini, MG Midget, etc, etc. The 1966 MG Midget was the first to use the later 'electronic' tachometer, but the actual guts were then fitted to the MGB, Riley 4/72, and the Morris Marina 1. 8TC, in slightly differing cases.

## THE SPEEDOMETER.

Note that to remove the glass fronts from round gauges, you just twist them on the flat of your hand. The chrome rim will follow, the type of fixing is called a 'bottle top fixing'. Refit all the bits that fall off in the right order.

That fitted to all Farinas is the standard UK item that virtually all cars made in those days used. It is driven from the gearbox tail-shaft from a scroll & worm gear, via a cable, to the rear of the fascia. The nut that grips the gear inside the gearbox can, in very old age, loosen off. This permits the drive gear on the tail shaft to 'slip' and gives a low speed reading. The cables are prone to break up when old, and need oiling occasionally, it is VITAL to dry off the top 12" of cable, or the oil gets screwed into the back of the speedo, and this thick oil slows the whole lot down inside, causing the needle to take ages to 'catch-up' with the actual cars speed, and to 'stick' once it gets to about 30mph. A good clean out with WD40 usually cures this fault. The cable ends are square, but this wears away and 'jumps', giving a clicking sound and the needle jumps about the gauge. Each speedometer has a 'TPM' number on its face, this relates to the Turns Per Mile of the cable, and relates to the ratio of the drive in the gearbox. There are two for the Riley, and three for the Magnettes; the ZA and ZB Magnettes used the same gauges as the Farinas, only the TPM number differs on the speedometer. (\*ZA/ZB temperature gauge works on a different principle of a moving iron.) The lower the number, the 'higher' the rear axle ratio, so Farinas will have a lower number than the A55 or ZB Magnostette that use a 4.55 to 1 axle, but the same as the A60 which shares the same axle ratio of 4.3 to 1. A badly routed cable with any kinks in it will make the needle jump about as well.

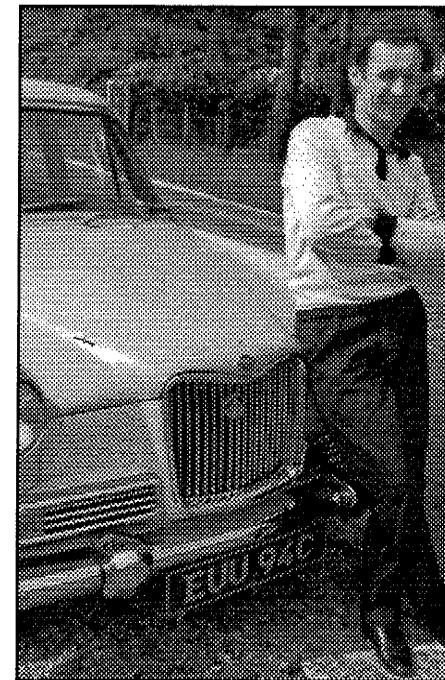
It is possible to strip down a speedometer with care, and inside you will see the rotating magnet that 'pulls' a thin steel disc round against a return spring, the steel disc being fixed to the needles shaft. The other gears drive the odometer and trip meter. I use WD40 to wash it out and lubricate it all. Faces can be swapped over easily, the needle only grips its shaft and can be pulled off with care, **BUT** you need to mark the disc so as to know where to refit the needle, with a felt tipped pen. If you lose the needle location in relation to the disc, you will over or under read. For any further repairs use a specialist.

To be continued...

*Neil Cairns*

## TO CYPRUS AND BACK RUNNING IN THE FAMILY

I have recently decided to go ahead with the restoration of a Riley 4/72. It has been in my family since it was new. My late Grandfather Major J.H Teasdale purchased the car in Cyprus in 1963 for approximately £750 duty free whilst out there in the forces. He picked up his new Iris Blue over old English white Riley 4/72 Registration: BZ 254 which was imported to the port of Famagusta on 22/04/63. The car was originally all blue, but was damaged during shipment to Cyprus.



*My Father, the new owner, photographed at Finchampstead Ridges near Wokingham, Berkshire in the Summer of 1967.*

The dealer on the Island 'Fairway Motors' of Larnaka subsequently sprayed the car old English white on the lower section of the car. My Grandfather ran the car on the Island until he was posted back to England in 1965. Luckily, due to being in the forces he was exempt from paying import duty and decided to import the car back to England. The car left the Island from Famagusta on the ship EPIRVIS on 5/6/65. The car was driven up through Europe (Greece, Italy, Switzerland, Germany and Belgium) by my Grandfather and imported at Dover and re-registered as EUU 94C.

On the 7th August 1967 my father purchased the car for my mothers use. My first memory of the car was in the late seventies when I was ferried to and from school in Reading. In 1982 the family moved to Rotherham and the car made its final long journey up north. The car ran for several months but required a lot of work to pass the M.O.T and was laid up in the garage and forgotten about. When I was growing up I grew very fond of the car and one day hoped to be given the chance to restore her. It also took a lot of persuasion to make my parents store it in their garage despite needing the space. I started work on the car when I was 21 by dropping the back axle and having the leaf springs re-tempered. I bought my first house and work stopped due to financial commitments. In 1999 the car was finally moved out of my parents garage much to their relief, and was transported a few



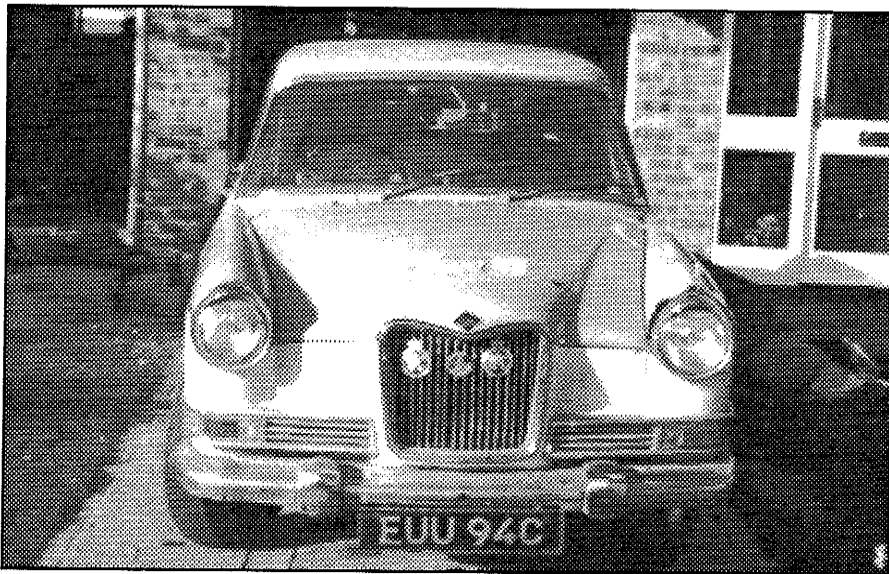
miles to my house. After a bit of tinkering I was able to drive the car into my garage where it rests now. The engine is the cars main asset, starts well every time but the body work is poor. The chassis is solid but requires some work on the jacking points and the rear outriggers. I am now in a position to restore the car, but need to work on some of the skills necessary to bring the car back to its former glory. My aim is to restore the car in time for its 40th birthday in 2003. Hopefully myself and my family and friends will enjoy the car for at least another 37 years.



*My Grandparents pictured with the car on a seaside outing to Scarborough in July 1969.*

### **Andrew Teasdale**

28 Amory's Holt Way, Maltby, Rotherham. S66 8FR. Tel: 01709 790575



*The Riley ready for restoration in 1999.*

## **CHANGES TO CAR LISTS**

### **RILEY**

#### **New Cars**

OUP723D beige/white 4/72 in Wensleydale, Yorkshire, England.  
 ODA411E pink 4/72 in Dunmow, Essex, England, owner: D. Caton.  
 4/68 owned by H. Van Rennsburg in South Africa, no more details.  
 4/72 EYC135C Maroon/cream in Somerset, England.  
 4/72 XNN516H in Walsall, England.  
 Chassis 23859, NLU756F, brown, owner: C.Robbins, Luton, England.  
 Chassis 24741, HRO477G, owner: L Thomas, Llannelli, Wales.



Chassis 14579 EUU94C is located in Maltby, South Yorkshire, England.

### **MG**

#### **New Cars**

Scrapped chassis 7534, UAW975, M Holehouse, Nelson, Lancs, England.  
 Chassis 5012, black owner J. Orrell, Waterloo, Ontario, Canada.  
 Chassis 24883, grey, DH97, owner R.Ross, Greymouth, New Zealand.



Chassis 24822 no longer owned by P. Harland, last known in Scarborough, England.

Car Scrapped chassis 22778, 30681W, G. Middleton Belfast, Northern Ireland.

Chassis 6944, new owner, B. Warmuth, West Virginia, U.S.A. Reg change to 5BC 944.

### **EVENTS DIARY**

7th Original BMC/BL Rally and spares day, Ferry Meadows, Nene Park, Peterborough, Sunday 6th August. Incorporating the COOC National Rally.

Entry forms from: Mick and Barbara Clarke, 22 The Grove, Grantham, Lincs, NG31 7PU.

### **CLASSIFIEDS**

MG Magnette Mk 4, 1964, MOT April 2001, 72500 miles, stainless exhaust, good interior, chrome and mechanics but needs attention to front wings and doors, lots of history and receipts including MOT's since 1969. Comes with valuable registration plate YGV500, £1500 ono. Also for sale serviceable drivers door, centre section of rear bumper, and two good cross ply remould tyres contact Robin Richardson on 01359 270632 evenings Bury St Edmunds, Suffolk.

MG Magnette Mk 3 (pictured on front cover) had stood in a field for twenty years and was bodily very rotten but complete, broken for spares contact Mick on 01282 618802 if you need anything. Car came complete with family of rats living under back seats which are available as pets to a good home.

## CLASSIC MODEL CAMBRIDGE

I nearly choked on my corn flakes recently when I turned a page in the 'Daily Mail' and this advert was in front of me. I duly contacted Lledo Collectibles and bought myself one. The model from the 'Vanguards' range is very reasonably priced at £9.99 and is finished in cumulus grey with a white flash. A model in Sussex police livery is also produced. I was very impressed with the quality of the model. Contact Lledo Collectibles on 023 8024 8880 or at PO Box 4000, Southampton, SO14 0ZR. The codes in the catalogue for each model are: cumulus grey VA44000 and Police VA44001.

**Pininfarina meets BMC Longbridge . . . it's the Sixties!**



Austin A60  
Cambridge  
in Cumulus  
Grey/White

### From Oxford, via Italy,

The classic 1:43 scale, die-cast replica

## **AUSTIN A60 Cambridge**

**It was late 1961, Britain seemed to have a new confidence. Something bright and breezy was about to happen.**

Though the Swinging Sixties were still some way off; 'The Springfields' were in the charts (with a stunning lead singer called Dusty) and even the car-making giants were giving designers a new freedom.

Evolved from the successful A55, this Austin A60 Cambridge reflects those exhilarating times. A new radiator-grille, new facia and bold contrast-colour side flashes were the exterior clues.

Beneath the bonnet beat a bigger 1622cc engine, with the optional luxury of a Borg-Warner auto gearbox. (The manual gearshift

started the 60's on the column, but soon moved to a floor-change.)

This popular family saloon sold 229,000 models from 1961 until replaced by the Maxi in 1969. A true classic, which appeared 'badged' by BMC also in MG, Morris, Riley and Wolseley guises.

**Launch Offer Price £9.99** incl. P&P