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**FARINA
REGISTER**

Newsletter

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

ISSUE 35

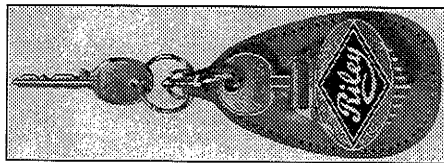
MARCH, 2002

OWN A RARITY! *See Classifieds*



if you're GOING AHEAD, go with a

4



SIXTY EIGHT *the key to power
and luxury*

MG & RILEY FARINA REGISTER

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HELLO and WELCOME to hopefully what should be spring by the time you are reading this newsletter. You will notice a nice glossy entry form included with this issue. This is because I am organising this summer's 'COOC' National Rally in a very beautiful area of the Lake District. This of course will be an event where I hope to get a great turnout of MG and Riley Farinas and I hope to see as many of you there as possible. I have been very busy working on this in recent months.

I am also giving my Riley 4/68 a good plug in this issue, you will notice, and will be delighted to hear from anyone interested in taking it on. Other Farina projects are taking over and I really do need a keen enthusiast to carry on my own good work with it.

Since taking over as 'COOC' MG and Riley secretary last year I have been very busy updating all the car records. I now have files and files on our listed cars and if anyone needs to know a little more about where the Magnette or Riley they own has been, let me know and I will have a look. The records go back to the early 1980's. As a result of my work doing this you will see that we have a page full of car list alterations. I will do another mail shot of updated car lists in a month or two after all orders are received, should anyone require.

The regalia appeal in the last issue received a poor response so that idea is shelved for now. Please also note that I made a mistake with the Autopaint phone number in the last issue, the correct number is on the back cover this time. Anyway, I hope to see a few of you out and about this year at rallies, and especially at the National Rally which will be extra special! To our overseas members, this really is a beautiful area and well worth combining in a visit to the UK. We also have the Commonwealth Games this summer in nearby Manchester, beginning on 25th July.

Happy motoring,

Mick

TAMIL CAMBRIDGE

Extract from the Daily Telegraph dated Saturday, January 26th, 2002, World News page, from an article by Paul Harris called The terrorists who taught the world "about Sri Lanka's Tamil Tigers and the 20 year war".

THE LIBERATION TIGERS of Tamil Eelam are possibly the world's most efficient revolutionary terror group. They have fought the state of Sri Lanka for almost 20 years in an attempt to establish their own independent state of Tamil Eelam in the north and the east of the island.

I travelled between two Tigers from the political wing of the movement in the back of a magnificent two-tone lime and grey Austin Cambridge which dates back to 1958. I am told this is a 'displaced' motor car: it used to travel the streets of Jaffna before the Sri Lankan army retook the city in December 1995.

The car now ferries the gentlemen of the political wing around the dirt tracks of Tamil Eelam. Clearly an object of pride, it is meticulously polished. Optional extras abound: a bunch of plastic grapes swings jauntily from the interior mirror, a plastic fan perches on the dashboard; there is a poppy air freshener, and on the back shelf are matching plastic swans.

Red Cross delegates from half a dozen countries, with their white coverall tops emblazoned with red crosses and clutching crackling walkie-talkies, clear the passage of lorries and people from one side to the other.

Past a white flag fluttering from a post at the side of the road the visitor is in Tamil Eelam; an unrecognised, impoverished land untouched by nearly all the things accepted as normal, even in the Third World.

There is no television, no running water, no drainage, no electricity. The road system, such as it is, is a disaster after 19 years of war and neglect. Once metalled roads are now heavily cratered dirt tracks. Passage is slow and arduous. There are few cars: just battered lorries and bicycles.

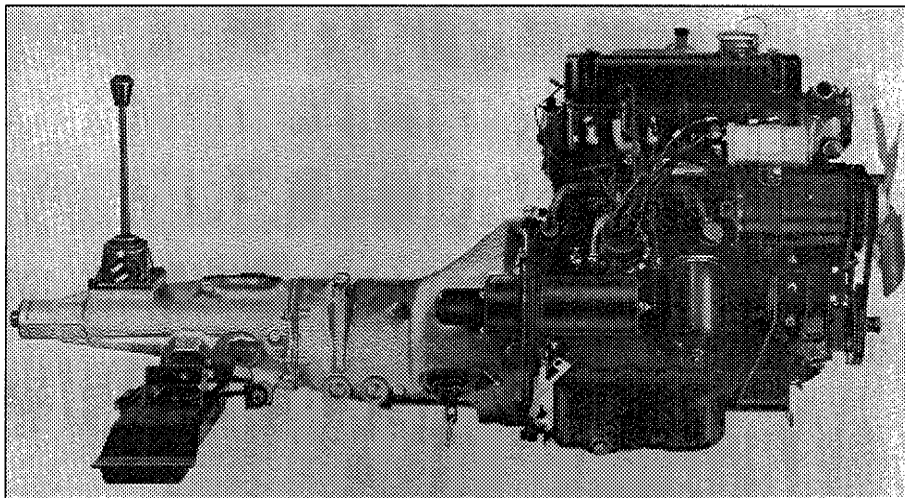
This car runs on paraffin and vegetable oil keeps the moving parts of the engine going smoothly. Spares are impossible to find so resourceful wayside mechanics knock them up. Apparently the springs fail regularly, which is hardly surprising.

The front of the car optimistically bears two matching metal AA badges.

THE BMC GEARBOX

Unlike the Rootes Group, Vauxhall, and the Nuffield Group, after WW2 Austin went for a nice light aluminium alloy casting for its gearbox. In this case it used the mechanics of the Austin 10-12hp pre-war gearbox, as in about 1937-8 it had gained synchromesh on the upper ratios. Three-speed gearboxes had once been common on humble family saloon cars, but that fitted to the 1947 A40, then the Devon, Dorset and Somerset, there were four forward gears and a reverse. To keep costs down, as any mass producer of cars would want to do, the first and reverse gears were actually the same cog. When the driver selected first or reverse, his actions on the gear lever actually moved the gear wheels, not a selector dog as on the upper three ratios. This led to the gearbox getting a bad name for being difficult to engage first with the car stationary. The design was a typical pre-war arrangement, with reverse simply being an extra second cog moved over to 'reverse' the rotation of the mainshaft. On second and third gear, the gear wheels were in constant mesh with their opposite numbers on the lay-shaft. The lay-shaft is one big forging with all the gears cut into it, and an extra one at its nose to take the drive from the first-motion-shaft. (The main-shaft is sometimes called a third motion shaft, with the lay-shaft being a second motion shaft.)

First gear is a direct selection of a gear wheel so it meshes with one on the lay-shaft. Reverse is selected by moving an extra gear wheel between these two, so reversing the final rotation. Second gear is selected by moving a 'selector', this 'selector' being splined to the main-shaft, but the gear itself spinning free on the same shaft, but in permanent 'mesh' with the lay-shaft. The selector has dog-teeth cut in its sides to mesh with similar dog-teeth on the gear wheel. This is true of both second and third gear where both run free on the main-shaft. (If all the gears were fixed to the main-shaft the whole lot would be 'locked'. Only one at a time is locked to it.) It is the selector that is splined to the main-shaft and so drives it. But to be 'driven' it has



to engage one or the other sets of dogs so locking that gear via itself to the gearbox output shaft. (This is where a gearbox with its side cover removed would be useful, because you can actually see the thing working as you select a gear.) So first, second and third gear use the lay-shaft. So where does the lay-shaft get its drive from?

The lay-shaft is driven by the first motion shaft, the shaft the clutch plate lives on. Whilst this shaft may 'look' as if it goes into the front of the gearbox and then comes out of the back, in reality it is two separate shafts, one running end on to the other in needle rollers. So when the clutch engages it drives this first motion shaft. The first motion shaft rotates inside the end of the main-shaft, but has a gear on its end that drives the lay-shaft. As already shown, the lay-shaft gives the gear ratios of first, second and third, with reverse sharing first and being the same ratio. Neutral gear is just a gearbox with no gear selected. This leaves top gear.

The top gear is simply another selector that 'locks' together the first motion shaft and the main-shaft, so the drive then goes straight through the gearbox leaving all the other gears to spin freely. The first motion shaft and main-shaft are then 'one shaft', and in top gear the drive goes in the front and straight out the back. This type of gearbox is called a four-speed, constant mesh, three synchro, direct top gear unit.

Now, if we just moved the gear lever to engage the top three ratios, we would hit the same problem that the first gear has; that of difficulty of ensuring the dog teeth will mesh smoothly. In olden days a driver had to learn to judge when the engine and rear wheels were rotating in unison, then move the gear lever. Today we have little 'cones' between the top three ratios on this BMC gearbox, that touch the free spinning-gear on the main-shaft, but are fixed to the selector. This cone will grip the gear and either speed it up or slow it down to the same speed that the selector (hence the engine) is rotating at. The idea is to synchronise the gear speeds so we get a smooth selection. The system is in fact called synchromesh. It was first designed to make gear selection smooth, but in recent years has meant the speed of gear changing can be speeded up. The gearbox fitted to our cars is mid-way in this development. It has no synchromesh on first gear, a very weak one on second to third, but a good one between third and top. The bronze 'cones' on the second to third gear wear out quickly, though the later Mk4 MG and 4/72 use sintered steel cones which improved their life.

This same gearbox can be seen on millions of other BMC based cars and in a miniature version on the Morris Minor, A30-35-40, MG Midget, etc. All suffer the problem of worn synchromesh on second to third gear. That is why so many drivers of Austin Cambridges, Morris Oxfords, Farina Magnettes and BMC Rileys, MGA's, early MGB's, 'Z' Magnettes, Austin and Morris commercial vans, Wolseley 1500, 15/50 and 15/60's and even Nash Metropolitans can all double-de-clutch. This method of going down the gearbox simply speeds up those gear dogs so as to be able to mesh easily and smoothly. Also, most other owners know that to get into first, if it proves difficult when stationary, is assisted by selecting second then first, as this moves the gears about the box a bit. Many more owners soon found out that by putting gear oil in a BMC gearbox soon wrecks the synchromesh which is too weak to fight the thicker oil. The gearbox is designed to use thinner engine oil, as there are no extreme-pressure (EP) gear teeth profiles unlike the hypoid-gear-toothed rear axle, which must have an EP oil.

1963 and All That

ONCE UPON A TIME when the world was young, and hobbits and elves dwelt in harmony . . . No!! No!! No!! . . . Wrong tale! Start again!

ONCE UPON A TIME when the world was young, well in 1963, Jim, my dad, bless him, decided that he had had enough of the 1962 Snowberry White A40 Countryman.

He never did like the A40 very much, especially after a somewhat large articulated lorry thought to relieve the tedium of travelling in a straight line by jack-knifing across the A40's bows and hence rearrange the bodywork fairly comprehensively. Dad, like the other James, remained shaken but not stirred!

So it came to pass, that after the A40 had been repaired satisfactorily, Jim and Kath (my mum), returned to a very small Austin dealership in Welling, London Borough of Bexley, from whom they bought all their cars. This dealership, called A. Francis, I believe, was owned by a delightful and shrewd lady called Mrs Thomas.

Mrs Thomas listened to the sad story of the A40 and came up with an outstanding trade-in offer (none of this buying in Europe bloody nonsense in those days!) in favour of a new Austin A60 Cambridge. Jim and Kath went away, did their sums and returned to place an order for a Snowberry White A60 complete with red leather interior. This was the car of their dreams!

There were two selling points as far as Kath was concerned:

Firstly, the boot was just about cavernous enough to hold the umpteen pairs of shoes, in their boxes, that she deemed absolutely indispensable when going on holiday, and

Secondly, the seats were large and comfortable enough so that being only five feet short, she could travel with her legs and feet tucked up underneath her. Needless to say, the A40 had failed miserably on both these vital consumer tests.

The A60 (502WKR) arrived, I think in May, and was deemed perfect boot-wise, seatwise and even in performance. Remember, this was 1963!

After a careful initial 500 miles running in period all over Kent and Sussex, at no more than 45mph, with me as a keen 14-year-old in the passenger seat avidly reading the handbook, the car was pressed into some serious service.

Not only did it take Jim backwards and forwards to work as an electrician in the Woolwich Arsenal, (apparently the MoD police used to salute him as he went through the main gate. Jim, being very much Old Labour, used to respond in a very suitable manner!), but also on many Sunday jaunts to Pevensey Bay and on annual holidays to Bournemouth.

By 1969, the A60 was becoming a touch tired, and so time for a change. A return to Mrs Thomas in July resulted in the A60 being transformed into an August Maxi 1500. Big mistake! What a bloody awful car the first Maxi was!! A non-existent gear change, hub caps falling off every time corners were turned and so on. (Don't get me wrong, the Mk 2's were infinitely superior. I know, I ran a 1750 between 1974 and 1978.)

Jim and Kath stuck the Maxi for about eleven months and then, despite being offered amazing amounts of money for the Maxi from other local BMC dealerships, Jim and Kath returned, as you've probably guessed, to Mrs Thomas for a chat.

Could she get them an A60, they wondered? Not really, was the reply, but I can get you a Riley 4/72. What's that? asked Kath. Well, an upmarket A60! twinkled the shrewd Mrs Thomas.

So it came to pass; the awful Maxi traded in for a beautiful brand spanking new Riley 4/72, finished in Snowberry White with black leather seats. It was one of the last off the line and came with a H registration plate. (Sorry, can't remember the number.) Well, as you can imagine, Kath was happy with the space and comfort, and Jim was delighted with the full set of instruments set in the wooden dash; not to mention the reasonable turn of speed.

By now, Jim had been promoted at the Arsenal, and seemed to spend much of his time travelling up and down to Larkhill, making and testing pieces of electrical equipment designed to explain to various Army officer types why their guns didn't work properly. Needless to say, the 4/72 was the preferred mode of transport, often carrying four or five people and a boot-full of electrical test gear. These trips were accomplished in a day. Jim used to say that he was always allocated a priority parking space. Perhaps the Riley looked like a VIP car, who knows!

Having travelled over 100,000 miles by 1982, with only routine servicing needed and carefully carried out by Jim, it was time to move the 4/72 on. At the time, I was teaching in Cambridge and Jim suggested that, as I had a double garage, why didn't I store the car and work on it when I had time. Well, being recently married, I didn't have the funds, or the insight, to take his advice. So, sadly, the car was sold to a family friend, where it did sterling service for a number of years. It even completed a number of successful tours to the West Country. Our friends said that they always felt safe in the Riley.

By 1994, having moved to rural North Yorkshire, I started to dabble in classic cars. A 1967 MG Midget Mk III had awakened an interest (obsession?). A conversation in 1999 with an A60 owning friend revealed that he knew a man who had a Riley 4/72 for sale, but he wanted it to go to an enthusiast and not a dealer. Very protective and incestuous lot are classic car owners! So in 1999, I became the proud owner of a 1967 two-tone blue Riley 4/72, and have enjoyed driving 'The Duchess' (KAF690E) around the Moors and Dales ever since, along with the MG Midget 'Maisie' (UTU895E).



Howard Ellis's smart Trafalgar blue over Smoke grey 1967 Riley 4/72

APPEAL FOR INFORMATION

Hello Mick, I've just seen your website and wondered if you knew the whereabouts of an MG Magnette, Registration No. DAA270C, finished in Connaught green with grey leather interior. It was first owned new by my father and registered around September 1965 in Eversley in Hampshire, England. Last known to be in the Cambridgeshire area around 25 years ago. I did see your Register and thought someone may recall it. It was indeed a handsome car and it is a shame if it ended up on the scrapheap. I would be interested in any information.

Aidan St. John McNamara aidan@nccinternet.co.uk

STOP PRESS

1967 Magnette Mk 4, almost restored—no time to finish. New brakes; all welding done. £1000 with spares. *Stuart Baines, Hitchin, Herts.*
Tel: 01462 625048. E.mail: stuleyone@lineone.net



'COOC' YORKSHIRE GATHERING

at EDEN CAMP WAR MUSEUM,
Malton, North Yorkshire
on Sunday, 19th May, 2002

More details from
Steve Turner Tel: 01653 693183

2002 'COOC' NATIONAL RALLY

at HOLKER HALL, Cark-in-Cartmel,
Nr. Grange-over-Sands, Cumbria
on Sunday, 21st July

The BIG ONE!

Let's see the record turnout of MG and Riley Farinas. Holker Hall has award-winning Gardens and Motor Museum on site, dedicated to Donald Campbell and 'The Bluebird' speed record car.

More details from
Mick Holehouse Tel: 01282 605563

9th Annual BMC/BL RALLY and SPARES DAY

at FERRY MEADOWS,
Peterborough
on Sunday, 4th August, 2002

More details from Mick and Barbara Clarke
Tel: 01476 572124

NUFFIELD PLACE, OXFORDSHIRE

This is the former home of William Morris, Lord Nuffield, the founder of Morris Motors and benefactor of medical and educational foundations.

The house is maintained as it was when Lord Nuffield died in 1963. It is a popular day out, especially with car enthusiasts. It is set high in the Chilterns, in beautiful wooded surroundings, with a snug country pub (The Crown) close by!

We are open from 2-00 pm to 5-00 pm on Sunday, 28th April, and the second and fourth Sundays in the months of May to September inclusive. Allow 2-3 hours to view the house and gardens. Home made teas and cakes are available.

You will be very welcome to visit. If you would like to arrange a club outing, could you please let us know well in advance to enable us to schedule the visit.

Our website: www.nuffield-place.com

Alternatively, you can contact Nuffield Place direct on 01491 825 556 to organise a group visit. Ask for Joanna Gamester.

CHANGES TO CAR LISTS

I have been updating all our car lists and records so you will notice a fair number of corrections to your car lists. If anyone does require an updated list I will run some more off. Please forward me £2 if you require a list — I will carry out this service on 1st May.

MG

New car: mk 3, chassis 9013, QDU473. Owner: M. Willey, Dana Point, California, USA.

New car: mk 3, 293WMT. Location: Essex, England. No more details known.

New car: mk 3, VSU277. Owner: D. Perry, Crewe, England. No more details known.

New car: mk 3, IG7879. Location: New Martinsville, W. Virginia, USA. No more details known.

New car: mk 4, EAO489C. Located: Lochmaben, Dumfries, Scotland.

New car: mk 4, chassis 26611, BGV969C. Owner: J. Lakey, Ipswich, England.

Mk4, chassis 26639. Correct Reg. No. is BGV891C.

Car scrapped: Mk4, 5807MD. Chassis number wasn't known.

Mk4, chassis 24883, now MG4ROB. New owner: R. Richardson, Christchurch, New Zealand.

RILEY

New car: 4/68, chassis 2980, UFF466. Owner: H. Jesson, Barrhill, Ayrshire, Scotland.

4/68, chassis 1566. Delete from list as this is an MG and is listed under MG.

4/68, chassis 1475. Delete—already listed as 1478, TWS799, now ESJ264.

New car: 4/72, KUF261F. Last known 1982. Owner: R. Baker, Newhaven, England.

New car: 4/72, chassis 24296, 0671MAN. Owner: P. Spicer, Douglas, Isle of Man.

4/72, chassis 25237, YLU242H. New owner: B. Knight, Birmingham, England.

4/72, chassis 16504. New owner: P. Jones, Coquitlam, BC, Canada.

4/72, chassis 24786, HSE25G. New owner: A. McWhirter, Stranraer, Scotland.

4/72, chassis 23027. New owner: S. Roma, Athens, Greece.

4/72, chassis 17043. Delete, as this car is an MG and is listed under MG.

4/72, LPB466D. Delete, as this car is an MG and is listed under MG.

4/72, chassis 25057. Correct Reg. No. is KDY642H.

4/72, chassis 24391. Correct Reg. No. is NTD518G.

4/72, chassis 12886. Correct Reg. No. is TCL356.

4/72, chassis 14218 is now SFF739.

Car scrapped: 4/72, ANR778B. Chassis number wasn't known.

CAR HISTORIES

As I now have the records filed in order it will be possible to assist members with information on their car's history. I have numerous forms and documents from ourselves and the COOC stretching back to the early 1980's, so if you are wondering where your car has been, then maybe I can help.

CLASSIFIEDS

CARS FOR SALE

1961 Riley 4/68. (Photograph on front cover.) New MOT and Tax. Clean, tidy useable condition, runs and drives very nicely. Good home needed—I need to sell this car to fund other Farina projects and will consider all offers. Only 55 known to us and not many of them are actually on the road. A rare chance to own a very rare Riley and attract added interest at rallies. £1500.

Tel: Mick Holehouse on 01282 605563. E.mail: mick_holehouse@lineone.net

PARTS FOR SALE

Riley 4/72 BMC Owners Handbook available from Anthony Glover.

E.mail: anthony@gloveraw.freemove.co.uk

Mrs Baker of Basingstoke has available a pair of good quality fibreglass front wings from Honeybourne Mouldings. £50 for the pair.

Tel: 01256 414661. E.mail: fudge.baker@ntlworld.com

David Atkings of Hamilton has the following books to dispose of:

BMC AKD 3527 and 3528 (Body and Mechanical). Mint condition (1967).

A55/A60, 15/60/16/60, BL and BMC Workshop Manuals for the same.

Intereurope Manual 218, all A60 variant Farinas. (Mint).

Haynes 004 A55/A60 Farina range and Haynes Owners Handbook.

Autobooks 980 A55/A60 Farina range.

Autopress Manual A55/A60 Farina range.

Staton Abbey Book of the A55 and A60.

Pitman Book of the A55 and A60.

D. V. Francis, Servicing for Farina range.

P. Olyslager, Manual for Morris Oxford Series V and VI.

BMC Drivers Handbook for A60 Petrol.

BMC Drivers Handbook for A60 Diesel AKD 3382 and AKD 3910.

BMC Drivers Handbook for A60 Half-Ton Van and Pick-up.

BMC Drivers Handbook for Oxford V and VI.

Tel: 01698 334363. E.mail: daveatkins@hotmail.com

Alistair Thomas of Accrington, Lancs has a column change 1622cc engine and gearbox from an A60 van for sale. Cheap, to clear.

Tel: 01254 875368.

SERVICES

QX Components of Urmston, Manchester. Established in 1989; can supply alternators, dynamos and starter motors to all makes of cars including classics.

Tel: 0161 746 7676.

Seat Belt restoration service by **Stephen Armstrong** of Carlisle, Cumbria. Ten years experience.

Tel: 01228 402286. E.mail: carseatbelts@hotmail.com

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