



&



FARINA
REGISTER

Newsletter

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

ISSUE 36

JUNE, 2002



STATESIDE

MG Wedding Car



H. M. The Queen's
Golden Jubilee Edition

MG & RILEY FARINA REGISTER

MICK HOLEHOUSE
8 Appleby Drive, Barrowford, Nelson,
Lancashire, BB9 6EX, UK
Telephone: 01282 605563
e.mail: mick_holehouse@lineone.net

Website <http://www.mgmagnette.com>

WEBSITE RUN BY:
JOHN ELWOOD
43 Prescott Street, Apt. 10, Concord,
New Hampshire, NH 03110, USA
e.mail: MGMagnette@aol.com

HISTORIAN:
NEIL CAIRNS
e.mail: neil.cairns@virgin.net

RILEY SECRETARY:
ANDREW IDLE
Strathmore Grange, Lee Lane,
Cottingley, Bingley, West Yorkshire,
BD16 1UF, UK
e.mail: enquiries@andrewidle.co.uk

MG SECRETARY:
STUART CLARKE
Stone Cottage, Saughall Massie Road,
West Kirby, Wirral, L48 1PG, UK

DI TELLA SECRETARY:
ERNESTO GASULLA
6917 W. Summerdale Av, Chicago,
Illinois, IL 60656, USA
e.mail: gasullaem@teng.com

WELCOME to our latest Newsletter. Thankfully, summer is here at last! A fairly crazy couple of months on the Farina front for myself, with restorations, purchases, weddings and trying to organise the COOC National Rally.

I have been busy putting my Magnette back together after a lengthy rebuild. The paint job in original Yukon grey over Birch grey looks splendid and I would have no hesitation in recommending Nick at the Village Service Station (see advert on the back page). My latest purchase is a showroom condition, genuine 12000 miles from new, 1971 Wolseley 16/60. The vehicle is stunning and the reason my Riley has to go—no takers yet; now open to offers—see classifieds.

The National Rally promises to be a great day. Please book in early, if you haven't done so already, to ensure inclusion in the Souvenir Programme. All of my aforementioned vehicles will be on display at Holker Hall, so I hope to see you there. The location is stunning and well worth a few days visit to explore.

Anyway, on to weddings and one of the proudest days of my life. Don't worry, it wasn't my own wedding, but that of my younger brother. Obviously the wedding car for any member of my family would have to be of the Farina variety. This should be easy to arrange, you are thinking, with all these cars I am telling you about. However, the one slight obstacle to using my own Farina was the Atlantic Ocean! My brother was to be married in Maryland, USA. Inside is the full story of how Rob and Kaye Orander amazed us all by bringing their 1959 Magnette from miles away to do the honours.

I have some very exciting news on a Riley 4/68 we have discovered. It is the 28th car off the production line—more inside. Although not as many car discoveries this issue; a fair crop of early models.

Finally, I must make an appeal for articles for future issues—I am receiving very little news at present.

See you at Holker Hall!

Mick

CHILDHOOD RECOLLECTIONS OF CARS

— especially BMC Farinas

Part 3

We spent two holidays at the Merton Hotel, Minehead: 1964 and 1967. I know on both occasions I used to inspect all the cars in the hotel car park that interested me. One year they included an early white Austin A60 (990NTO), a grey Austin A55 Mark 1 and a Ford Consul.

In 1965 we drove down to Hope Cove. This holiday was memorable for two things that went wrong. Firstly, the dynamo bearing on the Cambridge started screeching and by the time we'd reached our destination, about 350 miles south, it had to be replaced. Secondly, we visited Paignton Zoo and in an early display of naivety, I placed my finger sufficiently close to a monkey's cage that, yes, it had my finger nail off. I was rushed to hospital and had a cast fitted to my bloody finger, with the result that for the rest of the holiday I could not swim in the sea there.

Multi-flavoured potato crisps were just coming in then, and there was a sales cabin above the beach where we bought these, ice creams and the like. The proprietor had a green Vauxhall Victor, not the Transatlantic one, but the more solid model that replaced it.

There was also an intermittent problem with the second Cambridge engine cutting out momentarily and after a surprisingly long period—about two years—it was a sharp-eyed AA patrol man who was knowledgeable enough to notice that one of the rivets in the coil was loose.

Apart from that and the perennial problem with windscreen seals which Dad eventually cured with Bostik, and early emergence of rust, I think the only other thing that gave trouble on the A60 was the battery. Batteries did not seem to hold their charge so well in those days and I remember on at least one occasion witnessing Dad turning the engine over with the starting handle. I remember how disgusted he was that he had to resort to this crude method of firing up the Cambridge. However, it remains a very useful device and has got me out of trouble in my Farinas on a few occasions.



*Mum and me on the shores of Derwentwater,
Whitsun 1967, with the Austin A60.*

Many of Dad's contemporaries at the large works there on the bank of the Tees in Thornaby also chose Farinas in the 1960s. There were debates about the relative merits of the Cambridge versus the Oxford. I seem to recall Dad reporting one comment that the Cambridge had better chrome, but the Oxford had better quality seats.

My Uncle Geoff was a Doctor in a General Practice near Middlesbrough. He ran a total of three Oxfords I think, in succession. The first was a Mark V Farina with the large fins and nice full wrap-around back bumpers. It seems amazing to think that as a classic, these cars are now about as rare as the MG and Riley 1.5 Farinas. I

think Uncle Geoff's car was either cream with a light blue roof or vice versa and can only vaguely remember it from coming to their house, then on the outskirts of Middlesbrough, on one occasion—possibly my Cousin Nigel's birthday or maybe Christmas. I must have been very young at the time because the second Oxford would have dated from around 1963-4, bearing in mind that the last one was definitely a 1966 model. I remember the second Oxford being what I now know to be Trafalgar blue (a dark blue) with a cream roof, and the third Smoke grey (which actually looks to be light blue rather than grey) with a cream roof. The registration number of the third was EDC808D.

Just like our family's Cambridge, Uncle Geoff must have found the Oxford to be a very good family car of its day and appreciated the comfort and general quality feel. If I remember correctly, they used to go off camping in

France and on at least one year, took Gran with them in this period. The Oxfords were purchased from Bewley Motors who also sold Wolseleys, and once, when Uncle Geoff went to trade in his Oxford, the salesman tried to persuade him to trade up to a Wolseley 16/60. Uncle Geoff, however, could not be persuaded to part with the extra cash, although eventually by 1969, he had traded up to a Morris 1800.

But back to around 1966 and I was getting old enough to be able to wander a little further away from our house and used to walk up the big road with the posher houses which our estate led off. On one occasion there was a lovely light grey and red Cambridge A55 Mark II parked on the wide verge outside one of the houses. I noticed that it had a horn ring, which really puzzled me at the time. I didn't realise that horn rings were available as an extra on the Cambridge.

In summer 1967 our family moved to another district, one of the reasons being that Mum was expecting my Sister Jenny and we needed a larger house. I eagerly awaited to explore the neighbourhood and find out who drove Farinas. I didn't have long to wait. Directly opposite our new house lived a Doctor, then approaching retirement. He and his wife lived in a large residence with twin garages. The Doctor drove a 1965 MG Midget IV, registration mark JPT356C. *Yes Mick, I have an incredible memory for registration numbers, don't I!* This car was finished in Smoke grey and Old English white. It was an automatic.

I was disappointed when the Doctor moved to a smaller house for his retirement, but compensation came when the new owners of the large residence had not just a Ford Zephyr 6 and I think an MG Midget, but also an MG Midget Mark III! It was two tone green and possibly had belonged to one of the couple's parents as it seemed to stay on the drive for a long period. It must have been an early one because, as I remember, its windscreen wipers parked on the right. I wonder how many nine-year-olds were such observant Farina fans—probably quite a lot actually.

Generally I can remember very few of the MG and Riley Farinas in Teesside and I suppose that if you look at the sales figures generally, for every MG or Riley sold, there were at least ten times the number of Cambridges and Oxfords.

ANDREW IDLE

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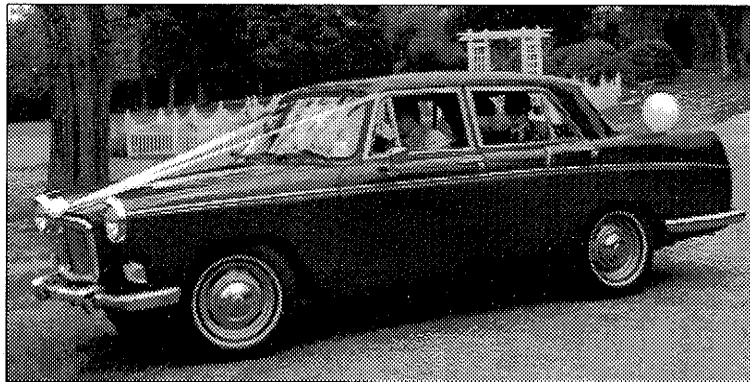
Stateside Wedding

DAVID, my younger brother, left Britain to be with his new sweetheart, Jennifer, over in the United States just after New Year. Within a short period the whirlwind romance was complete when their engagement and then wedding were announced. The short time span gave the happy couple a lot to arrange in a short time. It also gave us the headache of how to get all of our family and friends over to America in time for the big day, as the wedding was to take place in Maryland.

I soon solved the headache of how to get myself over there by booking on British Midland's excellent daily service from Manchester to Washington DC. Then my next problem arose: what on earth was I going to buy them for a wedding present? What could I do myself to make their day special? This was proving difficult as I was only going to be over there for four days. Somehow we also had to squeeze a drink in with the boys along the way as a stag night.

I felt a bit isolated from arrangements and unable to offer much help at all with the distance between us—what a shame I didn't know someone with a Farina in or near Maryland. I scoured our car lists to no avail. I would have surely had my Farina fleet out had the wedding been in the UK.

Then came a chance e.mail from Mike Cuomo, a USA based former *Register* member. I told him about my forthcoming trip for the wedding. He asked if my brother would be driven away from his wedding like he himself had been in a Magnette (as featured in our *Newsletter* issue 31). I told him, alas, no he wouldn't. Mike then suggested I contact Rob Orander, his old friend, who may just oblige. Then I looked at the map—surely Rob wouldn't be able to do this at such short notice as a great distance was involved—he lived in Raleigh, North Carolina. I thought what have I got to lose and e.mailed the request. After an approximate ten day delay due to me using Rob's rarely used e.mail address, by which point I had given up hope, Rob came back to me and said provided the times were right he would be able to help. I was astounded and after a couple more e.mails and phone calls, the meeting was arranged. I got Rob and his wife Kaye a room at our hotel, The Comfort Inn, Bowie, Maryland. They would be with us by Saturday morning. This couldn't really be happening, Rob and Kaye lived around six hours away! I pinched myself and realised it was real. I kept getting a buzz of excitement, imagining a Farina driving down the



Arriving at the ceremony after a few unnecessary miles!

Montpelier Mansion, Laurel was the venue.

highway. I had had this pleasure once before when *Register* member Larry Clark kindly took me out in his lovely black Magnette near his home in Benicia, California, in 1998.

The stag night came and went at a baseball game in Baltimore (I'm not sure Baltimore will ever be the same again, but that is another story). Dad managed to keep the large group of English blokes out of jail, which he considered to be an achievement.

The big day was now upon us—I was up and about early to see if the Magnette had arrived. I scanned the large hotel car park and eventually spotted a shining red Farina MG in front of my rather bleary from last night eyes. Wow, this was really happening. I soon found Rob and Kaye. After quick introductions (we had never met before in person which made this act of kindness all the more amazing), plans were formed for the day ahead. Rob and Kaye trimmed the car up beautifully with ribbons, balloons and flowers, as well as champagne on ice on the rear seat.

Rob, myself, David the groom and Sid the best man rode over to the wedding venue in the Magnette. All was going well until David decided he didn't actually know the way! After phoning his bride-to-be for directions as she waited patiently for his arrival, and taking in half of Maryland, we finally made it (no starter motor trouble this time—see issue 31). It was quite a comedy sketch really, with three blokes from near Burnley and a guy from North Carolina driving down a Maryland highway in a red Magnette, all in tuxedos, looking for a mansion to get married at. Thank goodness for mobile/cell phones!



Eclipsing a stretch limo! The Magnette proudly stands ready for its big day out.

The wedding went very well, with a lovely meal and hilarious speeches. It was now time for the Magnette to take centre stage again. Over in America it is more tradition to be driven away from your wedding in the special car, whereas here in Britain, the car also delivers the bride to the ceremony. The newly weds, Mr and Mrs Holehouse, cracked open the champagne as they were driven back home ready for their honeymoon. I had the pleasure of riding in the car behind and watching the Magnette's chrome glisten in the rain under the glare of headlamps.

All in all, what a wonderful day, and what a wonderful gesture from Rob and Kaye. How can I ever repay them for that? Needless to say, that was my wedding present headache solved!

SURELY THE OLDEST 4/68 UNEARTHED THIS TIME!

MY GOOD FRIEND from Sweden, Ilya Meyer, will probably throw this newsletter away in disgust when he reads this. We have had come to light Riley 4/68 chassis 128, the 28th vehicle to be made! Surely we can't expect to beat this. So why should Ilya be disgusted you must be wondering? Well, two short years ago, when we all made our memorable trip to see Ilya in Sweden, he was delighted to keep telling us how his 4/68 chassis 666 was the oldest known car bar one last heard of in 1991! He was top of the league or so it appeared. Surely a conspiracy against Ilya or just a coincidence? But we first found car 470 belonging to Ray Golder at the BMC Day in 2000. Last summer Andy Westcott informed us he had found chassis 197. Now this news from Greasby on the Wirral, Merseyside that Graham Mackay has found and is restoring chassis 128. Andy Westcott probably isn't too happy either as he is knocked off the summit, but spare a thought for Ilya though, who is now in 5th place and dropping down the table like a stone!

New member Graham's car is in need of a fair bit of work, but he plans to make the car roadworthy and use it. The car was first registered on 11th May, 1959, and is two tone green. Sorry Ilya!



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*

ABINGDON WORKS CAR SHOW 2002

on Bank Holiday Monday,
26th August.

*They want some Farinas to
attend!*

Contact Simon Pedrazzini
Tel: 01235 533174
e.mail: simon@pedrazzini.fsnet.co.uk

TV and ROLL BARS

MY 1967 RILEY 4/72 was recently used by Scottish ITV in the Glasgow area, in the production of the third series of *Harry and the Wrinklies*. This, and probably the other episodes, will be shown on regional children's ITV later this year. The episodes are very entertaining, the theme being a modern day Robin Hood type scenario. The author of the books on which the series is based lives near me in Hamilton. My car is used as the Wrinklies own car in the series and I found it very interesting and enjoyable (and financially rewarding!) to be involved in the filming of the series.

* * * * *

I have just fitted new rubber bushes to the link pins on the front anti-roll bar assembly on the Riley. I and Paul Banyard at NTG would be interested to know the correct method for fitting these bushes. Did BMC have a special tool? The new bushes are the same size as original BMC bushes, but seem to be too long and I was only able to fit the bushes to the top of the pin which fits into the hole in the end of the anti-roll bar by compressing the bushes and washers in the vice sufficiently to get the nut on to the pin thread. The bushes to be fitted to the bottom of the pin which fits into the spring pan could only be fitted with difficulty by using a thinner washer under the retaining nut. When the bushes have been so fitted they seem to be too compressed. *We await your comments!!*

The noise from the engine on my 1967 Riley 4/72 which made it sound like a diesel at tick-over and went quiet when revved was due to the camshaft nut being loose. Although the locking washer was in place, the nut could be turned a quarter of a turn until the lock washer prevented it turning any further.

Oil the dynamo rear bearing regularly. Mine was dry again after six months and 2000 miles.

Recently I had noticed that the engine was not very smooth—it seemed 'jerky' when accelerating. When I was changing the engine I found that the lug on the inside of the rotor arm which locates in the slot in the distributor shaft had almost worn away. Consequently the rotor arm was loose on the shaft and this movement was causing the jerkiness. Another few miles and the lug would have totally disintegrated. The rotor arm was a genuine Lucas Part (from a few years ago. I have now fitted a Lucas TVS (India) rotor arm for a Hindustan Ambassador. As well as the lug, this has a spring blade to hold the arm tight to the shaft.

DAVE ATKINGS
daveatkins@hotmail.com

CROSSPLIES

Sid Murphy from Liverpool's local garage has some new old stock
590-14 Farina Crossply Tyres to dispose of for £10 each.

Contact Sid on 0151 521 7635 for more details.

CHANGES TO CAR LISTS

MG

New car: mk 3, chassis 2204. Owner: B. McLeod, Tucson, Arizona, USA.

New car: mk 3, chassis 5354. Located in a Scrapyard in South Africa.

New car: mk 3, chassis 7801. Owner: S. Walker, Whitmore, California, USA.

New car: mk 3, KGJ129A. Owner: S. Lee, England. No more details known.

New car: mk 4, chassis 22308, 4719TU. Owner: Mr Carlisle, Hay-on-Wye, Herefordshire, England.

New car: mk 4, chassis 29272, HCY198D. Owner: N. Pearce, Whitton, Middlesex, England.

New car: mk 4. Owner: H. Matikka, Helsinki, Finland. No more details known.

RILEY

New car: 4/68, chassis 128, 360KPA. Owner: G. Mackay, Greasby, Wirral, England.

New car: 4/68, chassis 6319. Owner: H. van Rensburg, Boksburg, South Africa. Previously listed under his name only.

New car: 4/72, chassis 23895, JVU297F. Owner: P. Ashton, Wardle, Rochdale, England.

New car: 4/72, EWR935H. Location: Middlesbrough, England. No more details known.

4/72, chassis 24864, MKU808G. New owner: D. Druce, Grosmont, Whitby, England.

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.

SAVE A MAGNETTE

A source tells me that a 1959 Mk 3 is to be banger raced.

The car is said to be in good condition with MOT and in the Sussex area.

The owner is Dave King (Tel: 07974 038006)

*Maybe he can be persuaded to sell it instead.
Be quick! This is such a waste of a good car.*

CLASSIFIEDS

CARS FOR SALE

Riley 4/68. As previously advertised. All offers considered.

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

MG Magnette Mk3. Spares or restoration. Located in Whitmore, California, USA. \$100. Contact Scotty Walker. *E.mail: gskywalkers@citlink.net*

MG Magnette Mk3. Described as 100% rust free and straight! Needs to be disposed of. Contact Bill McLeod in Tucson, Arizona, USA. *Tel: 520 275 8295. E.mail: wbmcleod@earthlink.net*

MG Magnette Mk3, 1960. Good home wanted for much loved, very original, two-tone green car. Needs restoration. In daily use until last summer. Unleaded head and new radiator fitted. £375. *Tony Sanderson of Lincoln. Tel: 01522 792499.*

MG Magnette Mk4, 1963. Green and white. Mechanically very good; 41000 miles; one family ownership. Located in Hay on Wye, Herefordshire. *Owner: Mr Carlisle. He forgot to give me his phone number. Maybe Directory Enquiries can help?*

PARTS FOR SALE

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: daveatkings@hotmail.com

WANTED

Evangelos Makris from Volos, Greece needs a Farina Left-hand drive Steering Box. *E.mail: egmakris@otenet.gr*

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