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FARINA
REGISTER

Newsletter

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

ISSUE 38

DECEMBER, 2002

CHRISTMAS GIFT?



Frank Andrew's Riley which is for sale (see page 11)



*Season's Greetings
to all our Readers*

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SEASON'S GREETINGS to all our readers!

2002 was a good year with the Holker Hall event the highlight. Our cars keep attracting plenty of interest which is good news, however, most of the phone calls I get are to ask if I know anyone who wants to buy a car—not from people who are looking for one.

After wondering, tongue in cheek, in the last issue if we had discovered all the cars, I can report that no we haven't! This last few weeks has gone crazy with three new Mk3 Magnettes on the same night—all from Adelaide, Australia. Balby Motor Spares in Doncaster also updated me on which of our cars they had in the yard.

The most exciting information though came from Cyprus. Austin owning Farina fan Christopher Sofroniou had promised me a list of our cars on the Island for quite some time. When it arrived it was well worth the wait as a number of cars came to light, including the oldest known Mark 3 Magnette, number 133, belonging to K. Skarou. The car was previously listed with registration number only—and that was wrong! This car pushes Darren Wright's Magnette, number 193, off the top. Sorry Darren.

I have had a very poor level of material for this issue and must make my usual appeal for articles. The Newsletter can only continue to be interesting with a wide and varied number of contributors.

Best Wishes and have a great Christmas,

Mick

EMERALD OXFORD

A holiday with our 1971 Morris Oxford

ON A MONDAY morning, the 7th May, 2001, my wife and I set off from our home in Poynton, Cheshire at nine o'clock for the seaport of Holyhead on Anglesey, North Wales. Although our ferry sailing was not until the afternoon I did not want to 'push' our 30-year-old car in speed terms.

After stopping a few times for coffee on the journey, we arrived at the port in record time, travelling at approximately 50-55 miles per hour. We boarded the flag ship of the Irish Ferries fleet, the world's largest car ferry, at about 14.30 hours.

<i>The ship:</i>	The Ulysses	<i>No. of Decks:</i>	12
<i>Built:</i>	Finland	<i>Cost:</i>	£100,000,000
<i>Launched:</i>	March 2001	<i>Other details:</i>	
<i>Flag:</i>	Irish		0.3 miles of parking space for 1,342 cars or 240 articulated trucks.
<i>Gross Tonnage:</i>	50,938		Carries up to 2000 passengers and crew per sailing.
<i>Maximum Speed:</i>	22 knots		
<i>Power Output:</i>	31,200 kw (41,808 hp)		

We arrived at Dublin port safely, after a pleasant three-hour sea journey. After disembarking we made our way out of Dublin towards Edenderry in County Offaly where we stayed with an old friend of mine.

On Wednesday, 9th May, we left Edenderry in our Morris Oxford and headed towards Athlone in the midlands, and beyond to Roscommon and Ballyhaunis in County Mayo. Outside of Claremorris we booked into a Bed and Breakfast for the night.

Thursday, 10th May: After having a lovely Irish full-breakfast, we set off through Castlebar and Newport and then crossed over by bridge to Achill Island, which lies in the Atlantic Ocean off the Co. Mayo coast. We found a lovely B&B for the night with superb views from every window. After settling into our en-suite bedroom we went for a walk and explored the lovely coast with its fine beaches. We found an old fashioned pub and had a pint.

Friday, 11th May: We left Achill Island and returned to Newport, then took the coast road to Westport, Louisburgh and Kilaray (which is where Ireland's only deep fjord is!). Keeping as much to the coast as possible, we passed through Kylemore, Letterfrack, Clifden and on to Rossaveel in Co. Galway where we stayed two nights in a B&B.

On Saturday, 12th May, we took the ferry to one of the Aran Islands (Inishmore), which lies in the Atlantic Ocean about twenty miles off the Galway coast. There were no cars allowed on this ferry, only foot passengers. So we left the Morris Oxford at the B&B. The only mode of travel on the island that we came into contact with were two mini-cabs, push bikes and a couple of horses and traps. We took a mini-cab ride around the island. If ever one became short of stones, go to Inishmore, there are loads of them.

Sunday, 13th May: We took our leave from Rossaveel and made our way through Spiddal, Barna and Oranmore. Still keeping to the coast we went through Clarinbridge, Kilcolgan, Kinvarra (where the Burren is), and on through Ballyvaughan, Black Head Lighthouse, Doolin, into Lisdoonvarna and finally into Lahinch in Co. Clare where we booked into a B&B for the night. Still enjoying the lovely warm weather and the car running very well.

Monday, 14th May: Travelling the coast roads we went through Milltown Malbay, Doonbeg, Kilkee and on to Kilrush where we had lunch at Mrs Crotty's pub in the town's square. I last stopped here in 1957! The pub has not changed, the pint still good. We then travelled on to Killimer in Co. Clare to take the ferry across the River Shannon to the North Kerry coast at Tarbert. The ferry crossing is every half-hour in the Summer months as there are two ferries, but off-season there is only one ferry so the crossing goes every hour.

From Tarbert, we made our way to Ballylongford where we stayed with one of my first-cousins. We visited Ballybunion which has a first class golf course, where Mr Clinton, the former USA president stayed

this year and played a round of golf. Also it is one of Kerry's many sea-side resorts. We visited Listowel, a market town with some nice shops and places to eat.

On the morning of Friday, 18th May, we set off for Killarney, Kerry, where we stayed in the Glen Eagles Hotel for the night. The next morning we assembled with other car owners in the hotel car park for the beginning of the Veteran, Vintage and Classic 22nd Ring of Kerry Rally run to Waterville in south Kerry.

The convoy kept to the coast roads and as the weather still held good it was a lovely run through Killorglin, Glenbeigh to Cahersiveen, on to Valentia Island by car ferry and off the island at the other end by a bridge. Valentia Island lies at the mouth of Dingle Bay. We got to Waterville and the Lake Hotel for about 17.00 hours, booked into the hotel and there was a dinner-dance that evening until five in the morning!

Sunday, 20th May: It was a lovely sight to see well over 100 vintage and classic cars standing proud in the car park, waiting for the 'off', back to Killarney, via Derrynane, Caherdaniel, up to Sneem, Parknasilla, Ring of Kerry to Kenmare. We stopped for lunch in Kenmare, then folks could go their own way back to Killarney. We again stayed at the Glen Eagles Hotel that night.

Monday, 21st May: With the weather still good we set out for Macroom, Cork, Cobh, Midleton and Youghal in Co. Cork. We booked into a B&B farmhouse in Ardmore, Co. Waterford.

Tuesday, 22nd May: We left Ardmore for Dungarvan, Tramore, Dunmore East and at Passage East we took the car ferry across from Co. Waterford to Arthurstown, Co. Wexford. From here we went towards Wexford town and booked into a farming B&B.

On the morning of Friday, 25th May, we boarded the car ferry, the *Isle of Inishfree*, at Rosslare for the four-hour sea crossing to Pembroke in South Wales. After having a meal in Pembroke we started our journey home, arriving about 21.00 hours, quite tired and glad of our own bed.

For nearly three weeks we had lovely weather, great B&B's and saw the relatives. The car went beautifully, not putting a wheel wrong, and we covered 1500 miles from the 7th to 25th May, 2001 without any problems. Great!

THOMAS HEAFEY

CORNISH AFRICAN MAGNETTE

ABOUT TWO YEARS AGO I sent in a letter regarding the purchase of a 1959 Magnette Mk3, bought off an elderly gentleman who had owned it from new for over forty years, the first twelve being in the African State of Nyasaland.

Since then I have had some bodywork done, plus the usual servicing and a few bits here and there, all receipts available, however, things have now come to crunch time, and with huge reluctance I have made the decision that she has to go. We now have far too many vehicles to cope with, and of course, to enjoy. "You can", as my lovely wife reminds me, "only drive one at a time" and therein lies the problem; we have a 4x4 to tow the Ferguson tractor, the MGB V8, a classic Honda 900 and a 'normal car', so something has had to give. On top of this, a house, large garden and Cornwall as our other garden to explore!

So may I take advantage of the magazine to find a real enthusiast to carry on looking after what is a very genuine, solid, and lovely old car with a huge amount of history going back forty years. I've used it every day, trouble free. I have been approached by someone who wanted to gut it, fit MGB running gear, bucket seats, and take it on the London to China Rally; and a guy with an MGA, the running gear being the same, but this is not the way I want to see it happen. I would like it to go to a fellow member who will appreciate it, although sentiment should not be involved when selling a car, I'm afraid it does in this case. The price—about £1600-£1700. It will of course be MOT'd for the year!

DAVE PHILLIPS

Roxeth, Chapel Hill, Porthtowan, Truro, Cornwall. Telephone 01209 890996



Dave Phillips very original MG Mk3. Good home needed. Last featured in December, 2000.



TALYLLYN RAILWAY'S TOM ROLT VINTAGE RALLY (COOC WELSH RALLY)

The time is upon us again when we start the preparation for the Fourteenth Annual Tom Rolt Rally. Tom was the founder of our Society and of the Vintage Sports Car Club Ltd. The Rally will be held over the Spring Bank Weekend, but will follow a slightly different format than normal. The Rally has been a Vintage Car Event for the last thirteen years, but is being expanded in 2003 into a small Steam Rally and is changing its site to be located at Ty Mawr, adjacent to the A493 and the Pendre Industrial Estate on the edge of Tywyn. Further details will be sent out if you choose to exhibit with us.

The Rally will be held over the Sunday and Monday. We invite you to join in our rally, and ask if you could inform friends and interested members of your club via the club magazine.

Entry Fees for this year have been abolished so you don't have to pay to exhibit this year, as well as this, plaques will be available and we hope to offer some travel benefits on the Talylyn Railway, most likely to be a special evening train for exhibitors. Final details and passes will be sent to exhibitors by the end of April, 2003.

Entrants will be expected to be in place by 10.00 am. on each day and will be required to take part in events as requested by the organisers. No exhibit may leave the Rally Field before 5.00 pm. on the final day of the show without the express permission of the organisers.

All completed Entry Forms should be returned to **76 New Road, Rhosddu, Wrexham, LL11 2ES**, enclosing a **stamped, addressed envelope**. If you would like to enter, please complete and return the Entry Form to me as soon as possible, and by 22nd April at the latest.

Russell Prince. Telephone: 07813 987618.

DRIVING EXPERIENCES:

THE PLUSHEST 1622 FARINA

v.

THE MOST BASIC 1489 FARINA



Andrew Idle between his early base model and late top of the range model of Farinas

FOR THE LAST 3½ years I have been running a Riley 4/72, NFV111G. Some readers will have seen this car at shows. It is almond green with green interior. For the past year it has been my main work transport and has covered 9500 miles.

The car takes me on, sometimes, quite lengthy journeys as a chartered surveyor, surveying and valuing properties all over the Yorkshire region. The Riley is sometimes called upon to take me across to places such as Beverley in East Yorkshire and back in the day (about 140 miles) or down to Barnsley and back. It has never let me down and during this period has provided comfortable and remarkably smooth transport for a car of its age.

Steve Turner overhauled the engine just before pressing it into full time use and along with a gearbox reconditioning, about which more later, has made the Riley a quiet and refined car, even at 65 mph. NFV is one of the nicest surviving Riley 4/72s around and as far as I am concerned, gives my business a good image but at the same time is a cheap car to run. Because the car has been so well cared for, I have been reluctant to put too many business miles on it.

I have always had a soft spot for Farinas and although I have run other classics, my view is that the shape and sound of a well preserved Farina just

exudes period style and charm in a way that its pre-classic days competitors don't have. I certainly wouldn't use a Ford Cortina or Vauxhall Victor for business for instance, although I did run Rootes Arrow-style cars for a while. Even these, however, don't have the Farina's charm, although they are very reliable and easy to look after. I must admit that I do run an MGB GT, which is basically a Farina sports car. This car has also been very reliable, as the running gear is well tried and tested and similar to a family Farina. The MG has an easy life, covering about 2000 miles per year. Anyway, getting back to the thread of the article, I have had an increasing hankering to run one of the very early 1489cc Farinas.

I was on the lookout for another Farina to supplement the Riley for business use and followed the classic car magazines for months. It made me realise how few really good original Farinas there are left, especially for those like me who live in the north of England and with a busy schedule are unable to take up a weekend driving into the deep south to view the majority of remaining such classics.

In the late summer I noticed a 1959 Cambridge advertised for sale. I recognised the telephone code as being Midlands and promptly drove down with my wife Catherine to view the car. I ended up buying the Cambridge, which may have the most complete documented history of any surviving early Farina that can be obtained. The car wasn't perfect—and still isn't—but is very original, including the number plate (TBK360), and I have sorted out the main faults on the car.

Our car has now done about 400 miles in our ownership, including its return journey from Nottinghamshire back to Bingley, which was covered without incident. I have since tuned up the engine, including the fitting of new points, and resetting the timing.

How does TBK compare with NFV? The outward appearance differences between the early and later Farinas have been well documented elsewhere. The car sits higher, especially at the front end, where mine is about one inch up compared with the Riley. At the back end, when we bought the car it had the original springs which made it sit well down, although from period photos it had been like that from virtually new. I've fitted replacement springs supplied by NTG and in the process removed the half-inch spacers fitted as standard to some of the early cars, which effectively, when fitted, raise the axle by a half-inch and hence lower the ride height. The result is that the back end is now up around two inches, and comparing it with the Riley it sits about a half-inch higher. These figures by the way make an allowance for the 175x14 tyres fitted to the Cambridge as opposed to the 165x14 on the 4/72. The car sits much nearer level now from front to rear and from studying the road test articles from 1959, this is the way the car should look.

(to be continued)

ANDREW IDLE

CHANGES TO CAR LISTS

MG

- New car. Mk 3, chassis 9225. Owner: R. Huff, Granite Falls, Washington State, USA.
New car. Mk 3, chassis 2620, SEJ706. Owner: D. Cree, St. Peters, Adelaide, Australia.
New car. Mk 3, chassis 15096, RZB353. Owner: D. Cree, St. Peters, Adelaide, Australia.
New car. Mk 3, chassis 2883, RDE567. Owner: L. Cree, Norwood, Adelaide, Australia.
New car. Mk 3, BE006. Location: Cyprus. No more details known.
Mk 3, listed as AX869 should read AT859. Chassis is 133. Owner: K. Skarou, Xylotymbou, Cyprus.
Mk 3, chassis 3919. New owner: B. Eberhardt, Strongsville, Ohio, USA.
Mk 3, chassis 5354. New owner: H. van Rensburg, Boksburg, South Africa.
New car. Mk 4, chassis 22790, CG112. Owner: A. Xenofondos, Kannavia, Nicosia, Cyprus.
New car. Mk 4, chassis 28358, DCW768C. Breaker's yard, Balby, Doncaster, England.
Mk 4, chassis 29936, KUC644D. New owner: Breaker's yard, Balby, Doncaster, England.
New car. Mk 4, KAD9E. No more details known.
Mk 4 Magnette, chassis 29016. Car scrapped. Location: Luxembourg.

RILEY

- New car. 4/68 chassis 2579, AZ160. Owner: C. Michaelides, Strovolos, Nicosia, Cyprus.
4/68 chassis 3620 should read UNT431. New owner: S. Cook, Ventnor, Isle of Wight, England.
New car. 4/72 chassis 23058, LDL701E. Owner: F. Andrew, Derby, England.
New car. 4/72 CB444. Wreck in breaker's yard, Cyprus.
4/72 chassis 25150, VIJ538H. New owner: M. Plant, Shaw, Oldham, England.
New car. 4/72 chassis 16183, VD40186. Owner: G. Turrian, Montreux, Switzerland.

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CLASSIFIEDS

CARS FOR SALE

Riley 4/72, 1969. (see front cover). Blue and white. New exhaust, new brakes, new battery. Outstanding condition; 11 months MOT. £2500.
Contact Frank Andrew, Derby. Tel: 01332 676397.

MG Magnette Mk4, 1961. White. Good terracotta interior; some spares including repair panels and good set of doors; requires restoration; earliest known Mk4. Good home needed.

Contact Mr Clutterbuck, Gloucestershire. Tel: 01453 890426.

Riley 4/68, 1959. Two tone green. Good condition; MOT; new tyres. £1495.

Contact Colin Fletcher, Rye, East Sussex. Tel: 01797 224468.

PARTS FOR SALE

Parts from Mk4 Magnette. 18000 miles engine and auto box; excellent hub caps and grille; good bumpers, carbs, manifold and basically anything common to Magnette

*Contact Mr K. Burgess, 89 Cookham Road, Maidenhead, Berkshire.
Telephone: 07887 522728.*

Jean Marie Gillen from Luxembourg has stripped down a 1966 Mk4 Magnette. All parts are cheap to clear: he has perfect bonnet, bootlid, rear screen, good doors, fuel tank, front suspension, steering, heater and seats.

Telephone: 00352 23620971. Fax: 00352 23629871.

E.mail: jmgillen@vdl.lu

Recently dismantled: Magnette and Riley 4/72. Also B series engine test bed, complete with radiator and exhaust adaption.

Contact Mick Holehouse. Telephone: 01282 605563.



BOOKS ON MG'S

by Neil Cairns

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126 pages with b/w photos of the saloons, 1947 to 1990.
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£9.00

The price includes p&p. If you would like a copy, please make your cheque payable to Neil Cairns, and enclosing your name and address, send to:

44 Highfield Road, Leighton Buzzard, Beds, LU7 3LZ.