

FARINA MG & RILEY REGISTER NEWSLETTER

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

Millennium Issue

No. 26



MG & RILEY FARINA REGISTER

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May I start by wishing all our members a very happy Christmas and a superb Millennium. Who would have thought that our cars would still be running about by the time the end of the Century came around? Some of you who own the older models will also be celebrating your cars 40th birthday, which is quite an achievement it has to be said.

No rallies to report on this issue, as this is traditionally a less active time in the classic car world although I am sure you are catching up on various jobs on your cars. The ban on leaded petrol seems to have fizzled out into a minor irritation since the appearance of Lead Replacement Petrol at the pumps. I am still keen to get my cars converted though from a cost point of view if nothing else, (unleaded much cheaper at the pumps).

I hope everyone likes the "one off" colour edition which you will also find the updated lists of surviving cars enclosed with. Please do inform me of any changes you are aware of to keep this list as accurate as possible. Any spare photos would also be welcomed along with the history of your car for my records.

Plenty for you to read in this edition but one point I wish to raise is about members who live close together but might not know each other. Does anyone wish to have their name and address in the next issue for the purpose of meeting other owners?

Finally thank you to Keith Hutchinson for all his efforts. Keith has now stood down as Riley Secretary. His replacement is Andrew Idle, a Riley 4/72 owner from Bingley, West Yorkshire.

All the best

Mick.



John Dodsworth's Mk. III Magnette.

This rare Mk. 3 Magnette was recently rescued from an uncertain future by John Dodsworth of Darlington, County Durham. John who is also the proud owner of a black Riley 4/72 spotted the MG at the side of the A1(M) Motorway and decided to investigate. YAD 567 had been kept in various locations around the country of late due to the nomadic lifestyle of its previous owner, who did not have any real plans for the car. After a few weeks of haggling John finally acquired the car and was amazed how solid it was, it also ran very well indeed. Long-term plans are to bring the car back to life but it will have to wait until his Riley is finished. The good news is that it has now been saved.



ATTENTION LINCOLNSHIRE OWNERS

Norman Green confesses to feeling slightly out on a limb in Farina terms. He lives in the Lincolnshire seaside resort of Skegness, which is located quite a few miles from the nearest major town. Subsequently he is not aware of any other Farina owners near to him. However, I am aware that we have a few members in and around Lincolnshire, so please get in touch with Norman at 139 Drummond Road, Skegness, Lincolnshire, PE25 3BS. Telephone: 01754 768809.

PRODUCTS AND SERVICES

Following our entry into the Practical Classics Club guide I have received a lot of promotional material from various companies. So here they are.



P.D. GOUGH & ASSOCIATE are manufacturers of stainless steel exhaust systems. They are currently offering an impressive 35% discount off normal retail prices to club members. All exhaust systems carry a vehicle life guarantee. They are at: The Old Foundry, Common Lane, Watnall, Nottingham, NG16 1HD. Telephone: 0115 938 2241, Fax 0115 945 9162.



CLASSIC MOVES are a car transportation company who are offering discounted rates to club members. They are at: Sycamore Lodge, Thornley, Newark, Notts., NG23 7BS. Telephone: 01522 704484, Mobile 0780 348 7288.



PURE RESEARCH produce a product called EDTA+ which can prolong the life of your battery. It is in powder form and is added to the battery to act on the sulphating plates and give it a new lease of life. It is described as being beneficial to batteries which are not in constant use (e.g. classic car ones). I have one free sample available to the first member to come forward. I tried it myself on my A60 but I think the battery was worn out so my test didn't really work, so any other budding scientists out there who would like to try this sample and report back to me on the results? The product is available from Pure Research, 89 Station Road, Cropston, Leicestershire, LE7 7HG. Telephone: 0116 235 1610. The owners name is Terry Pruce. The price is £13.95 and will do three batteries.



R. KITCHEN are a motor factors who I use all the time for my service items like filters, distributor caps, etc., etc., the owner Geoff is very helpful. They are Unipart stockists and have been selling, Leyland, Austin Rover and Rover parts for years. They are at: 4 Skipton Road, Colne, Lancashire, BB8 0HN. Telephone and Fax number is 01282 861663. A mail order service is available.

THE ULTIMATE IN BADGE ENGINEERING CON TRICKS?

There was much public criticism even back in the gracious days of 1959 when BMC announced to the world its new model which based on one shape and design was to provide the new family man's car in five famous marques!

Curiously, the first to arrive was the Wolseley 15/60, a few weeks before the 1958 Motor Show, followed by the Austin A55 Mk. 2, Morris Oxford 5, MG Magnette Mk. 3 and Riley 4/68.

It was the MG purists who were particularly disappointed, they were expecting a car with fine breeding and handling qualities. The reproduction of letters below written to Autocar and headed "On the Consumer Side", 27 February 1959 is probably typical of some feeling at the time:

One Car, Three Grilles?

Pinin Farina made an excellent job of designing the new Wolseley 15/60... but with the announcement of the Magnette, A55 and 15/60 all using the same body shell, I anticipate that in the near future BMC will announce that an entirely new type of car will be available. This will be known as the Mausgeley and have as standard equipment, three different, interchangeable radiator grilles which can be exchanged in a matter of minutes.

This will have many possibilities. For instance:

- (1) Wolseley for visiting wealthy friends or taking elderly relatives for afternoon drives; or*
- (2) M.G., for attending Motor Club functions or other sporting occasions; or*
- (3) Austin, to be parked outside the house when the rent collector calls.*

In the latter case the radiator grille would be slightly rusty for best effect.

Pinin Farina is at the top of his profession... I await with interest the announcement of a new Morris Oxford - or will it be another grille?

Peter L. Milner, Sheffield

Divergence from Tradition

Mr. John Thornley's book, 'Maintaining the Breed', traces the history of M.G. cars from No. 1 of 1927 to the MGA's of today. I like to think on parallel lines of what might be called the distaffe side, beginning with the ZA and ZB Tickford coupes and progressing via the VA 1½ litres, the Y series 1½ litre saloons to the ZA and ZB Magnettes, all impeccably bred and behaved.

Now we have this new Italo-American Magnette Mk. III. Consider its points - shorter wheelbase narrower track, greater body length, height and width, and smaller wheels.