



&



FARINA
REGISTER

Newsletter

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

ISSUE 39

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RILEY REVIVED!



*After a full rebuild, this Riley stands proudly outside the home of
Mehmet Necdet in Northern Cyprus.*

When Mehmet was a child the car was owned by his father.

(See page 3)

MG & RILEY FARINA REGISTER

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THE 'LIFE' AND THE HISTORY OF MEHMET NECDET'S RILEY 4/72

CURRENTLY, mostly VW Beetles (Turtle); Mini Minors (1955-1973); BMW's (1978-1988) are being restored in Northern Cyprus by the different ages of enthusiasts. I can tell you that the younger generation has more interest in these vintage cars or classics.

My restoration project, a Riley 4/72 is based on a family car, as you know. Our memories of the past and some nostalgic feelings of mine challenged me to do it. You know that my father, who passed away in 1982, couldn't forget this car until he died. He bought his car on the 10th October, 1963, one month before my birth, brand new from a BMC Dealer in Cyprus called CDH & Sons. The Riley served us well for fifteen years, covering over 100,000 miles. I remember the CDH Garage and Dealer before 1974. It was a very big and famous garage for parts sales and dealing. I learned that, recently, the dealer and the garage were closed due to bankruptcy.

Our Farina's history goes back to the end of the 1950's, but I would like to tell you that my grandfather had a Wolseley 4/40 of 1955 (I am not sure about the time and this 4/40), this was also a family car. Its plate number was J027. My father learned to drive in this Wolseley.

After my father's graduation from the Teachers' Training College of Cyprus, in the third year of his service, he had an MG Magnette Mk III, the very rare model that you mentioned to me before, which he bought from the same dealer as brand new in 1959. He was a young elementary school teacher at a village in the Famagusta district at that time before the marriage to my mother. The MG's plate number was AY020. One day, after taking him to a local football club to play a game in Nicosia, the MG Magnette was hit by another car turning at the roundabout near to the club while it was parked at the side of the road. This accident happened at the end of September 1963. According to my mother, after this accident, my father decided to change his car. It needed a lot of money to repair it and may have been unsuccessful due to chassis damage. You know that in the 1960's the technology of body repairing was not efficient like today. My parents were transferred to an elementary school in Larnaca town at that time. In 1972 or maybe 1973, one time while travelling to south Nicosia, I saw our old MG Magnette Mk III which was crushed at its front end. A very sad history of the MG! — I don't know any more about it after that. The war in 1974 prevented our passing to the south. If you ask any of your friends in the south side about this car it would be useful to be informed about it. It may have been repaired again or scrapped after that time. Who knows? Any information would make me happy. Maybe it survived as a different car body?

I remember from my father, that he paid 1000 Cyprus Pounds for the Riley. Its plate number was CE080. After my birth, intercommunal violations happened in Cyprus. Our travelling by the Riley between 1963-1969 to Nicosia (my father's

Dear Readers,

Welcome to our first *Newsletter* of 2003! Hopefully we have nearly seen the last of the snow and ice and can look forward to enjoying our cars this coming summer!

You will see by the front cover that Mehmet Necdet of Northern Cyprus has completed the rebuild of his father's old Riley—read Mehmet's story inside. Most readers will recall when his car was featured in March 2000's *Newsletter*. He looks to have done a wonderful job!

A steady stream of new cars of late—mainly 4/72's for some strange reason! As usual our website proves to be invaluable for this purpose.

How many of our UK readers have seen the car windscreen TV advertisement that features a Riley Farina? It seems to have been shown a lot of late so that can't be bad for publicity, even with the slightly unorthodox wooden windscreen set-up!

A good number of events are listed in the Events Guide so hopefully I can meet up with a few more of you at some time this year; I am already booked in for the BMC Day in August.

Finally, I will mail out in the coming weeks a new list of cars for anyone who wants one, so get your order placed if you do.

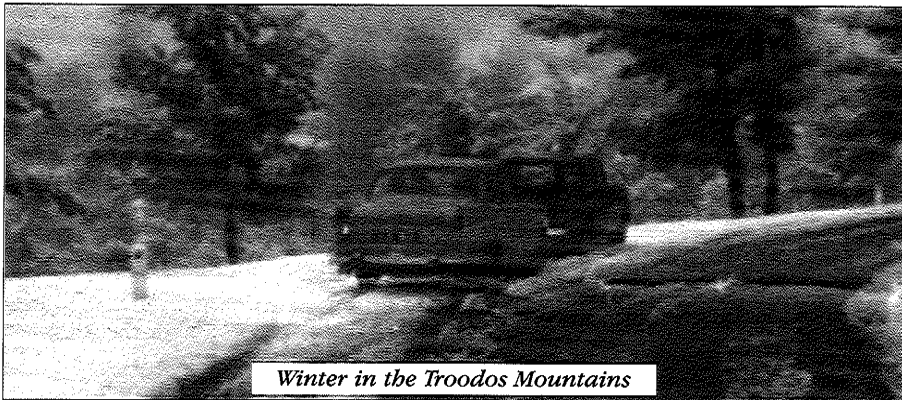
Regards,

Mick



*Mehmet (arrowed) in the National Children's Ceremony at school in 1971.
The family's Riley can be seen at the top of the photo.*

family are Nicosian and also our property is in Nicosia) was very restricted because of the bad political conditions on the island at that time. It was the isolation time (enclave living) for the Turkish Cypriots in Cyprus. Those years were extremely tragic for us. Many Turkish people were taken from the roads when travelling, or attacked in the villages by Greek gunmen. After 1969, political conditions improved as before. Mr Denktash (Turkish Cypriots' Leader) and Mr Clerides (Greek Cypriots' Leader) began to talk in Beirut for negotiations about the Cyprus problem, like today. I support the EU Membership of Cyprus—it is better for us for ever.



Winter in the Troodos Mountains

We moved to Nicosia in 1969 because my parents had built a house in Kumsal, a quarter in the north of Nicosia. After 1969 we began travelling to some cities by our car, such as Limassol and Paphos, also the Troodos mountains in the snowy winter time and in the summer, which I remember. That is my family and community history of the last four decades!

Larnaca is a coastal town and the weather blowing in from the sea caused rusting on the car's body. In 1973 my father had it repaired and painted the body of our Riley and refurbished its upholstery. We travelled to Turkey and visited Ankara and Istanbul as well in 1976. The car mileage was over 100,000 miles! The mileage is an estimate, but must have been reached, and was over 160,000 with the second owner over eighteen years. The speedometer cable was not connected when I bought the car!

The worst time was when we came to sell the Riley in 1978. After my father sold it he realised that he shouldn't have done. The new owner was living in Xeros town at the western part of north Cyprus. But the second owner was killed in an accident as a pedestrian in 1996. After he was killed I bought the car back from his children.

When I bought the car, the engine was not working as you know—it was lying in the yard! On the 10th November, 1998, we put the Riley on a trailer and shipped it to Nicosia. A lazy mechanic kept it almost two months for repairs. He promised to repair it, but didn't! I found another mechanic and got it under way. The gearbox was not good and was noisy. I bought another Riley which wasn't working, but the parts were OK. I exchanged the gearbox from this Riley and the scrapped Riley is lying in my yard now.



*Tired Riley before Mehmet began the project in 1998.
A big transformation!*

In April 2000, work on the body was begun and it was completed at the end of 2000. Carburettors were very good, but I have some problems with the crankshaft. Now I am planning to have it repaired early this year. When the engine is opened I will exchange the oil pump assembly and clutch lining too. Up to the present I have spent almost £3000 Sterling (I have converted the cost from the Turkish Pound, which is our currency). These expenses include bodywork and painting, mechanical repairs, upholstery and parts imported. It seems that it will cost another £500 Sterling for repairs to the engine. From my experience, I say that it is important to find a good mechanic to do such work.

For the last two months I have been using my Riley as a daily workhorse on the roads of Nicosia since having an accident in my usual car, a Fiat Tempra SX-AC. I was not injured but the loss was £1000 Sterling on my car. I saw the difference in strength between new and old cars. Modern cars are very weak against any collision. They crumple like paper! Today when I am driving, many people look curiously at me. I am very proud of my Riley!

MEHMET NECDET



COOC YORKSHIRE GATHERING

SEWERBY HALL, BRIDLINGTON
Sunday, 11th May, 2003

*For more information Contact Steve Turner
Telephone: 01653 693183*

COOC WELSH RALLY 2003

TAL-Y-LLYN RAILWAY, TYWYN
Sunday-Monday, 25th-26th May, 2003

*Contact Steve Turner for details
Telephone: 01653 693183*

BMC/BL RALLY and SPARES DAY

Ferry Meadows, Nene Park, Peterborough
Sunday, 3rd August, 2003

*Contact Mick and Barbara Clarke
Telephone: 01476 572124*

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For more information contact Mark Wilsmore Tel: 0208 961 1000
ACE CAFE, ACE CORNER, NORTH CIRCULAR ROAD, LONDON

RILEY SACRIFICED TO KEEP WOLSELEY RUNNING

IN OCTOBER I spotted a Wolseley 15/60 in pastel green over Indigo blue parked outside a Leeds 'back street garage'. I would describe it as a condition 2- car. I couldn't resist having a closer look at it. The interior looked good, but was clearly needing a good valet; I could also see a period radio was in situ. However, I kept telling myself that I must not be tempted as I already own a grey A60 and a still off-the-road black Riley 4/72 as well as a blue 1976 Triumph TR7 fhc; my every day car, a blue Vauxhall Agila, along with a 1979 Bedford CF250 CI Motorhome. So, sadly, I left, knowing that this Wolseley could so easily fall into the wrong hands, if it wasn't already.

A week went by and following advice from other Farina owners and in particular our very own Steve Turner, I was convinced that I should go back and see if I could rescue this car from its present owner. I soon found out that the joint owner of this garage was actually wanting to sell the car and that he had deliberately placed it at the end of the roadway to his garage hoping to attract interest, but had still to place a 'For Sale' sign in the window. Of course, I enquired of the price and he said that he wanted £450 for it. I told him I was interested and wanted to make sure it didn't go to an unrespecting owner, but that I hadn't budgeted for buying another car so could he do a bit better on the price. He replied that he was anxious not to have it for too long as it was kept in a vulnerable location during the day due to lack of room and that as he feared it could easily be vandalised he told me to make a silly offer. Mindful of the excellent chrome on the rear of the vehicle and the period radio, and that the B Series engine sounded so sweet I offered him £200, to which he replied "make it £225 and it's a deal", after all, he said "£200 was spent on a new rear bumper last year". Naturally, I agreed, and now have yet another Farina. I know little about this car, which is Reg MVS322, chassis number W/HS1/17973, so if you know of anyone who has any knowledge of this car, do let me know.

I have since decided that as my Riley 4/72, NNW383A is still a long way from being restored it would be sensible that I should break this car and utilise parts where I can for both my A60 and this Wolseley. This, I have started to do, so when I have completed it I will let you know, as then the shell of the Riley, sadly, will be scrapped

DAVID PRATT,
Alwoodley, Leeds
Tel: 0113 237 1964

EVOLUTION HURTS

IN THE EARLY 1950's, the archetype MG was a little sports car, usually red, and no doubt a 'T' Series, being driven by a young male wearing a flat cap. However, Abingdon was producing both MG and Riley saloon cars as well as sports cars. This included the immortal Riley 1.5 RME and 2.5 RMA alongside the diminutive MG 'Y' Series. These 'saloon' areas of the assembly plant were small, and MG saloons themselves were a pretty rare animal by then. The numbers of MG saloons produced was a very small percentage of the company's total output (about 8,500). The production run of the basically 'coach-built' Riley 1.5 and 2.5 was about to end, and it had not been in high figures.

Then by late 1954, the 'Z' Series Magnettes arrived and its popularity led to 36,000 being wheeled off the end of the production lines. Abingdon must have been very busy, as alongside this smart MG saloon the MGA was being built. It was a sign of the future that the 'ZA' and 'ZB' were so popular. Open sports cars are all very well for single youngsters or those with no children. A saloon MG would cater for the family, be able to carry the shopping, holiday luggage and have a heater and keep one dry.

The 'Z' Series was replaced by a car that was of a corporate design. BMC management had decided the success of the ZA/ZB could be followed up with a model from the standard saloon stock. The Mk3 Magnette was one of the first MG's that was a relative of a family of other models within the company's range. The 'Z' Series was almost similar to its Wolseley sisters, the 4/44 and 15/50, but different enough to make very few external panels interchangeable, and that included the front sub-frame. The ADO9 Mk3 Magnette was not a model in itself, but more of a level of trim and luxury, allied with better performance. The Farina range of cars was a guide to the future of saloon cars, and that included the sports saloons of MG. But then, very narrow minded people, and those who had little imagination, complained about the MG and Riley versions. They could not see the evolution of the models, but wanted MG to stand still. But MG was but one department within a much larger company. The ADO9 (and ADO38) was a very early World Car. Today we have huge car building companies who make what is basically the same car with differing trim, performance and badging for differing markets in many countries. An obvious 'set' we currently see every day are the Vauxhall Vectra, Astra and Corsa. On the continent these cars are sold as Opels, but here in the UK they are Vauxhalls. The only difference between them is the RHD and the badge on the bonnet.

After nine years of the Farina Magnettes, and two years after the MGB's and Midget's production ended, we had the Austin Metro with a 1275cc

engine, trimmed and badged as an MG Metro 1300. This 1300 was soon joined by the Turbo powered version and MG versions of the Montego and Maestro. All sold really well and filled a void in the market place. Critics complained these were not real MG's as they had done with every MG saloon to date, but the performance of the 1980's MG saloons was exceptional, and the Turbo's were spectacular. People wanted to own an MG and these fast saloons taken from the corporate line-up fulfilled their needs. Needless to say, the older enthusiast, to whom an MG was open sports car, did not approve, but evolution acts on the markets available and these change constantly. People wanted comfort, speed and safety. The USA was in a fit of safety conscious thinking and the future of open sports cars was in jeopardy. Things have now developed further as the current range of MG's available consists of a majority of saloon cars. Back in the 1950's, if an MG badge had been stuck on a Rover P4 or P5 saloon, all hell would have been let loose and there would have been questions in the house. Today, Rover's wear MG badges and are accepted. This is nothing new, as back in the 1960's, Austin saloons wore MG badges and prior to that, Morris cars wore MG badges. This is the evolution of the 'G' saloon car. Virtually every new saloon car from MG was originally run down by the 'enthusiast'. Why all the fuss? If the public will buy them, that is all the better for the company.

If some people do not like what they see, but the market welcomes the car, then perhaps some people were wrong. Evolution hurts, and things are not always right first time around. The Farina was an early attempt at corporate building for a mass market to cover a large area of customer requirements. Perhaps the faster Farinas were a bit dated, but then, they were on sale well past their sell-by-date and that was not the car's fault, but that of the BMC management who based it on the floor pan of a 1955 Austin Cambridge. Nine years, 1959 to 1968, is a good run by any standards and the basic models were still in demand by taxi firms who wanted reliability and strength. The ADO9 and 38 saw service in many parts of the world and were even produced under license in South America.

The evolution of the MG sports saloons includes the Mk3 and Mk4 Magnettes, along with their sister cars, the Riley 4/68 and 4/72. No misguided enthusiast can take that fact away from the model. It was because the 'Z' Magnettes, designed by Gerald Palmer, were so good that they were very difficult to improve and follow on from. The Farina ADO9 and ADO38 were styled by Pinin Farina of Italy, with the individual models of each marque fitted out by Sid Goble. The car itself was a design office corporate job, no individual being overall responsible for it. You either like the shape, or hate it. I often wonder how long it will be before a 'retro' style comes into vogue and we find our cars suddenly rocketed into the limelight, with their huge rear fins and sharp 1950's Italianate lines.

NEIL CAIRNS

CHANGES TO CAR LISTS

MG

Mk 3, chassis 12516, LFF888. New owner: A Shearing, Norwich, England.

Mk 3, chassis 3919. New owner: R. Cutright, Bellbrook, Ohio, USA.

New car. Mk 4, chassis 28996. Owner: T. Redgewell, Aveley, Essex, England.

New car. Mk 3, chassis 1889. Owner: J. Fox, Loganville, Georgia, USA.

RILEY

4/68 chassis 470, 937FKO. New owner: M. Duff, Iden, East Sussex, England.

New car. 4/72 chassis 24365, GFB249G. Owner: J. Trevorrow, Trowbridge, England.

New car. 4/72 chassis 22737, GMW432D. Owner: J. Trevorrow, Trowbridge, England.

New car. 4/72 chassis 24923, MDM137G. Owner: L. Dolan, Liverpool, England.

New car. 4/72 chassis 13306, 400WKK. Owner: K. Archer, Canterbury, England.

New car. 4/72, XJV827. No more details. Owner: D. Stephens, Chelmsford, England.

New car. 4/72, CG152. Last known in Cyprus in 1990, in good order.

4/72 chassis 24921. New owner: B. Edwards, Burnley, England.

CAR LISTS

I will shortly do a new mailing of car lists, so order yours now if you want one. I will do the mailing in early April. Please help to keep the lists as accurate as possible by updating me about Cars you see or know of.

CAR HISTORIES

Get in touch if you need to know more about your car. The Club archives may well answer your questions about where your car has been.

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CLASSIFIEDS

CARS FOR SALE

Austin A60 Cambridge, 1966. Automatic; saloon; Maroon with Snowberry White flash; 52000 miles; MOT September, 2003; no tax to pay; 3 owners; good condition; garaged most of its life; well maintained; photos available.

Contact Jason Darwin, London. Telephone: Home 0208 883 4435; Mobile 07966 595224.

Riley 4/72, 1964. Automatic; Maroon and Beige. Needs restoration. Good home needed. Car located in Chelmsford, Essex.

Contact Dennis Stephens, 32 Great North Road, Oaklands, Welwyn, Herts, AL6 OPS.

E.mail: dennisstephens@hotmail.com

MG Magnette Mk4. 1622cc; chassis GH5228996; Connaught Green with grey leather and green carpets. For urgent sale due to ill health, to an enthusiast in the MG circle.

Car obtained ten years ago; some restoration made and was running with new copper brake pipes and front shocks, then stored in garage for some time. For last two years kept under plastic covers in garden, standing on concrete. Engine was a good runner with good oil pressure; 73000 miles only. Welding was needed to sills, but car had solid new front wings prior, and roofing felt stuck to inner front wings. Previously obtained all replacement repair panels, including one full BL sill; front floor pans; four solid, sound doors; spare front windscreen; rear window rubber seal; new rear lights; front indicator lens; door locks, handles and keys. Also starting handle; wheel brace; parcel shelf; new rear springs; indicator stalk; reconditioned radiator; spare front valance; wheel trims, etc. Very good door cappings, always kept indoors. Haynes manual; original BL workshop manual and spare parts book. All for the pure enthusiast. Good home needed. All spare parts supplied to carry out a good rebuild. For sale complete, £500. As soon as possible.

Contact Terry Redgewell, 26 Davis Road, Aveley, Essex, RM15 4ST. Telephone: 01708 867875.

PARTS FOR SALE

New BMC A60 nearside front wing. Sell or swap for new offside Riley front wing.
Contact Bob Sloan, Dumfries. Telephone: 01387 256702.

New BMC old stock front driver's door, suit all Farinas. £50.
Contact Mr Cherrington, Birmingham. Telephone: Mobile 07973 749608.
E.mail: becc@bmautoequip.fsnet.co.uk

John Francis of Cheltenham has a number of parts from a Riley 4/72 which he removed way back in 1975! Dashboard and instruments, carbs and manifolds.

Contact Adams Pool, Queen Street, Chedworth, Cheltenham, Gloucestershire, GL54 4AG.
Telephone or Fax: 01285 720489.

PARTS WANTED

Reef Blue front seats for Riley 4/72, also front and rear bumpers in good condition; engine mounted support bracket for oil bath air filter and fittings; also bonnet badge and wood door cappings.

Contact Jason Trevorrow, 65 The Croft, Trowbridge, Wiltshire, BA14 0RW. Tel: 01225 765467.
E.mail: jasontrvrorrow@hotmail.com



BOOKS ON MG'S

by Neil Cairns

	<i>Quantity Required</i>
1 Post War MG Saloon Cars 126 pages with b/w photos all about the saloons.	£9.00
2 MG Engines, 1935-1998 160 pages with b/w pictures covering the XPAG to the 'O' series.	£11.00
3 Living with the MG Metro 1300 Articles on this nippy little hot-hatch. 85 pages.	£9.00
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