



&



FARINA
REGISTER

Newsletter

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

ISSUE 42

DECEMBER, 2003

VIKING INVADER!



Ilya Meyer of Gothenburg, Sweden proudly flying the Swedish flag from his 1959 Mk3 Magnette at Holker Hall, Cumbria in 2002.

**A very Merry Christmas and
Happy New Year to All our Readers**



MG & RILEY FARINA REGISTER



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Compliments of the Season to all our members and readers. As another year draws rapidly to a close, some of our cars are now about to become 45 years old! This seems amazing but it's true, I am still using my Farinas on a daily basis with them giving great service to me. I wonder how many of you also use them everyday? My Magnette performed again at another wedding in October, performed being the operative word as it was a 600 miles round trip down to Guildford in Surrey via Heathrow Airport! All went well apart from losing the exhaust back box on the M25 on the way home! All part of the fun I suppose, I had to leave it in the long grass beside the motorway, surprisingly the engine noise is hardly any louder but we did have to keep the speed up to avoid exhaust fumes coming inside!

My appeal for material produced not exactly a flood but some reaction, so if you are bored with all that sitting around eating Christmas pudding then get writing — pictures help too!

Pictures we are not short of this issue and as it is Christmas I thought we would have a colour special issue, the last colour one was four years ago so enjoy it — they are rare!

Car discovery wise, not that much going on but our first car discovered in Iran was great news. Other new USA and Cypriot discoveries became known.

A very Merry Christmas and Prosperous 2004 to all.

Mick

COLOUR SCHEMES

*Paint and Trim Colour Combinations used in the
MG and Riley Farinas*

COLOUR IS A subjective thing, but to me one of the attractions of BMC Farinas was the coachwork and trim colour schemes offered. Nowadays with only a small number of survivors, some of these are no longer to be seen. We can only imagine how distinctive one of our cars in that scheme would have looked so this article is stepping back in time to when the 1.5 litre twin-carb Farinas first came out.

Imagine choosing a Magnette III in Mineral Red and Whitehall Beige with Beige upholstery for instance — Tasty! Yes, but have you ever seen a survivor in these colours? As a young lad in the 'sixties who was mad keen on Farinas, I can't even remember seeing a Magnette III in these colours when they were everyday cars.

The full list of colours for the Magnette III was:

Note: Trim colours include some guesswork from me and may not be 100% accurate. Matters are complicated by the fact that carpets came in red, blue and green!	
COACHWORK	TRIM
Black	Red
Mineral Blue	Grey
Iris Blue	Beige
Vale Green	Beige
Island Green	Beige
Cherry Red	Grey
Yukon Grey / Birch Grey	Red
Mineral Red / Whitehall Beige	Beige

The early cars from 1959 to mid 1960 had the same split of colour as the Austin Cambridge A55 II, ie. roof, boot and part of upper rear door in the darker colour.

In mid 1960, probably at the same time as the windscreen wipers were altered to park on the left, the darker colour was carried all over

the coachwork above the waistline rubbing strip. These changes applied to both MG and Riley Farinas.

However, the colour combinations for the Riley 4/68 were different from the MG Magnette III. As yet I don't have the correct colour names as used by BMC, but a glance through some of the second-hand cars advertised for sale in *Autocar* in the early sixties tells us that there were quite a number of combinations.

The cars featured include:

1960	Riley 4/68	Red and Black Also 1961 car in same with Red trim
1960	Riley 4/68	Crimson and White (also described as Maroon and Cream)
1961	Riley 4/68	Blue and Grey
Nov. 1959	Riley 4/68	Green and White
Dec. 1960	Riley 4/68	Blue and White
Aug. 1960	Riley 4/68	Light Blue (was this Smoke Grey or Iris Blue?) Beige upholstery
July 1959	Riley 4/68	Interestingly in duo tone Grey with Red trim (was this Birch Grey / Yukon Grey?)
March 1960	Riley 4/68	Swiss Grey with Red trim
1961	Riley 4/68	Birch Grey
1961	Riley 4/68	Smoke Grey and White with Blue upholstery
Late 1959	Riley 4/68	Cotswold Green
1961	Riley 4/68	Maroon and Grey

By 1961 when the Magnette IV and Riley 4/72 came on the scene, colours were becoming more standardised across different BMC cars. None-the-less, BMC were clever at making cars look individual by varying the split on duo tone cars. The colour split on duo tone cars continued as per the later 4/68s and Magnette IIIs. It must also be said that not all the variants used a particular colour. For instance, although Almond Green was a very popular choice on the Morris Minor and Oxford VI and on the Riley 4/72 (sometimes in duo tone with the much lighter Porcelain Green) it was not available on the Magnette IV. This car came in the very dark Connaught Green, also available on the Oxford VI and the front wheel drive BMC 1100 cars.

Colour combinations known to me on the later cars were:

RILEY 4/72

Iris Blue: Early cars only—this colour was also popular on early MGBs.
Dove Grey over Old English White with Reef Blue trim.
Black with Reef Blue trim.
Maroon (*over Dove Grey*) with Mushroom trim.
Dove Grey with Green trim.
Arianca Beige over Sandy Beige with Mushroom trim.
Almond Green with Green trim.
Trafalgar Blue over Smoke Grey with Reef Blue trim.
Maroon with Crimson upholstery.
Snowberry White.

MG MAGNETTE IV

Smoke Grey over Old English White.
Connaught Green (*over Old English White*) with Grey trim.
Tartan Red with Grey trim.
Grampian Grey (*over Old English White*) with Red trim.
Old English White with Tan trim (Terracotta?).
Rose Taupe over Old English White.

Colours in brackets were an option only. The darker colour was available in single tone.

I would imagine that some of the other MG colours, such as Mineral Blue would also have been offered for the Magnette IV although I have never seen one in this colour (nor a Mk III for that matter).

Many of the Magnette IVs which I have seen are in two tone, but those in Connaught Green and Tartan Red are often seen without the duo tone.

ANDREW IDLE



1961 Riley 4/68.

(Reproduced from a sales brochure supplied by Eastern Motor Co. Ltd, Edinburgh)

RILEY BOOK LAUNCH

A NEW BOOK is now available on the Riley marque. *Race To The Top* was published in October and is being marketed solely by Mercian Manuals Ltd. The book has been written by one of the only two surviving members of the Riley family from those long ago halcyon days when Riley's were amongst some of the most prestigious manufacturers in the world, both in quality of Design, Manufacture and Competition success.

Written content of the book covers Richard Riley's recollections of his early life, being the son of Alan Riley whose responsibility was that of creating and managing the company's Body producing factory. Richard, who is now in his late eighties, remembers the development of some of the models along with some of the company's day to day activities and competition successes. There are also a large number of photographs which have never before been published.

Victor Riley has written a foreword for the book, for which the publishers are very grateful. The publishers believe that, as Riley enthusiasts, you will enjoy this new book and accept it in the manner that it has been written.

The book comprises 160 pages of which eight are in colour, with a text content of 10,000 words and 200 photographic plates. The book is hardbacked and comes with a dust jacket.

The retail price of the book in sterling is £29.95 and due to it being a **Limited Print** run of 500, to make it a viable project, there is a trade discount of 25%. The publishers are happy to supply whatever quantities are required at the discount as mentioned.

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COLOUR SPECIAL!



Don Sykes of Southport's splendid two-tone green 1965 Riley 4/72 seen at Holker Hall COOC National Rally, Cumbria in the Summer of 2002.



Record breaking Riley line up at the above event. Will we ever better this?

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Don Sykes of Southport's splendid two-tone green 1965 Riley 4/72 seen at Holker Hall COOC National Rally, Cumbria in the Summer of 2002.



Record breaking Riley line up at the above event. Will we ever better this?

Mk 5 MAGNETTE?

Letter to Neil Cairns from Australian enthusiast Roy Lawson

88 Esplanade West,
Port Melbourne,
Victoria
Australia 3207

19 October, 2003

Dear Neil,

I read with interest in a 2002 issue of *MG World*, the availability directly from you of your book *Post-War MG Saloon Cars*. As the cost of a bank draft is prohibitive I am enclosing bank notes to the value of £15 (£9 for the purchase price and £6 for post and packing), which seems to be the going rate for surface post forwarding from the UK. With a bit of luck you will receive my letter and contents intact and I might have my book in time for Christmas reading.

I am toying with the idea of creating the MG that never was, i.e. a Magnette V. This could be achieved by attaching the requisite badge-engineered items to the body of a late 1960s Wolseley (with the reduced tail fins) or alternatively an Austin Freeway (a BMC product assembled in Australia and, I think, using an Australian-produced engine). The Magnettes ZA and ZB were not uncommon in Australia, but to the best of my knowledge, the Magnettes III and IV were not imported and sold by BMC dealers. There are, however, occasional private imports now seen from time to time at MG Car Club events.

It is likely that you have addressed the issues of sources of spare parts in your book, but if not, it would be handy to know if MG items such as the grille, body badges, wheel covers and wood panelled dash are available from dealers (if so, which ones). To what extent was the Magnette IV badge engineered—are other items necessary to complete the task? Mechanicals and seat trim can be handled locally.

Also, you wonder why I am not merely seeking a Magnette IV to restore. Simply, I do not like the tail fin style that remained with the Magnette until its demise in 1968 (yet was revised for Wolseley and Austin sales in Australia after that date). The practicality of my idea should become apparent once I have read your book and hopefully received a brief note from you.

Thank you in anticipation.

Best Wishes,


Roy J. Lawson

Neil Cairns replies . . .

You will not be the first with an MG Mk5!! I did it back in 1972 with an Austin Cambridge Countryman.

Thank you for your letter, it cheered me up, and I hope the disclosures will be of help. There is the MG Post-War saloon booklet, and the very **last** copy of a booklet I ran off some years ago for the Riley and MG Farinas. You will find some of the text is also used in the later MG saloon booklet, but there is a lot more information (including a list of cars in Australia and New Zealand).

In the UK you are limited to only two spares suppliers. The first is NTG Services who also do ZA, ZB, Wolseley 4/44 and 15/50 spares. The other is Earpart of Heanor, who also has second-hand parts. Their addresses can be found via the Farina website accessed through www.mgcars.org.uk/farina. Telephone numbers are on page 103 of the Riley and MG Farina booklet.

Using a Wolseley 16/60 is a good start for the Mk5, as the seats are almost identical anyway, apart from the pattern of the leather pleats. You will need an MG bonnet and front panel with a grille. The Wolseley already has the correct side-lights and front wings. The dashboard will be required, but you can put the Wolseley instruments into a polished bit of wood to sit in front of the driver as on the MG. This is exactly what I did with that 'MG Estate'. I mounted the round instruments in black painted alloy, in the binnacle. The correct MG instruments will be all but impossible to source, though I do have a speedometer spare. Doing the job is easy once you get hold of the parts, as all Farina body shells have all the relevant holes for bolting bits to. Earpart may be able to supply the bonnet and front panel, second hand.

As to an engine for your Mk5, you could do no worse than, as the advice given in an article I wrote some years ago.

(For Neill's engine upgrade story see the Spring 2004 issue)



1961 Riley 4/68.

(Reproduced from a sales brochure supplied by Eastern Motor Co. Ltd, Edinburgh)

COLOUR SPECIAL!



Forlorn looking Riley 4/72 snapped on a pub car park near Rochdale in 2001, facing a bleak future! Long standing Farina enthusiast and friend Harry Asbby poses alongside it.



Rob Orander of Raleigh, North Carolina, USA in his striking red Mk3 Magnette, providing wedding transport for Mick's brother David and bride Jennifer in Maryland in 2002.



BOOKS ON MG'S

by Neil Cairns

		Quantity Required
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
4	The Cinderella MG and Riley Farina A history of this now rare model. 110 pages.	£10.00
5	'Y' Type Information Lots of data and out of print information on this smart little MG saloon.	£9.00
6	Living with the XPAG Running, servicing, faults and cures of this ever popular engine. 90 pages.	£9.00
7	NEW Living with the 'Z' Magnette Understanding this sports saloon of the 1950's. B/w pictures.	£9.00
8	NEW Living with the MG 'Y' Series How to keep it running and serviced. 75 pages.	£10.00
9	NEW The XPAG Gearbox History, faults and running problems.	£5.00
10	NEW Living with the MG 1100/1300	£6.50

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.

Name

Address

..... Post Code

RETURN THIS FORM WITH YOUR CHEQUE (indicate the quantity required)

MG 1650 DE ARGENTINE

ALEJANDRO MOGNI of Villa Allende, Provincia de Cordoba, in Argentina wrote and enclosed a picture of what he says was the only actual MG to be built in Argentina! The car is actually badged as an MG and not a Di Tella. The Di Tella has been featured in previous issues many readers will recall. The car, he writes, was built by IKA (Industrias Kaiser Argentina) in 1966.

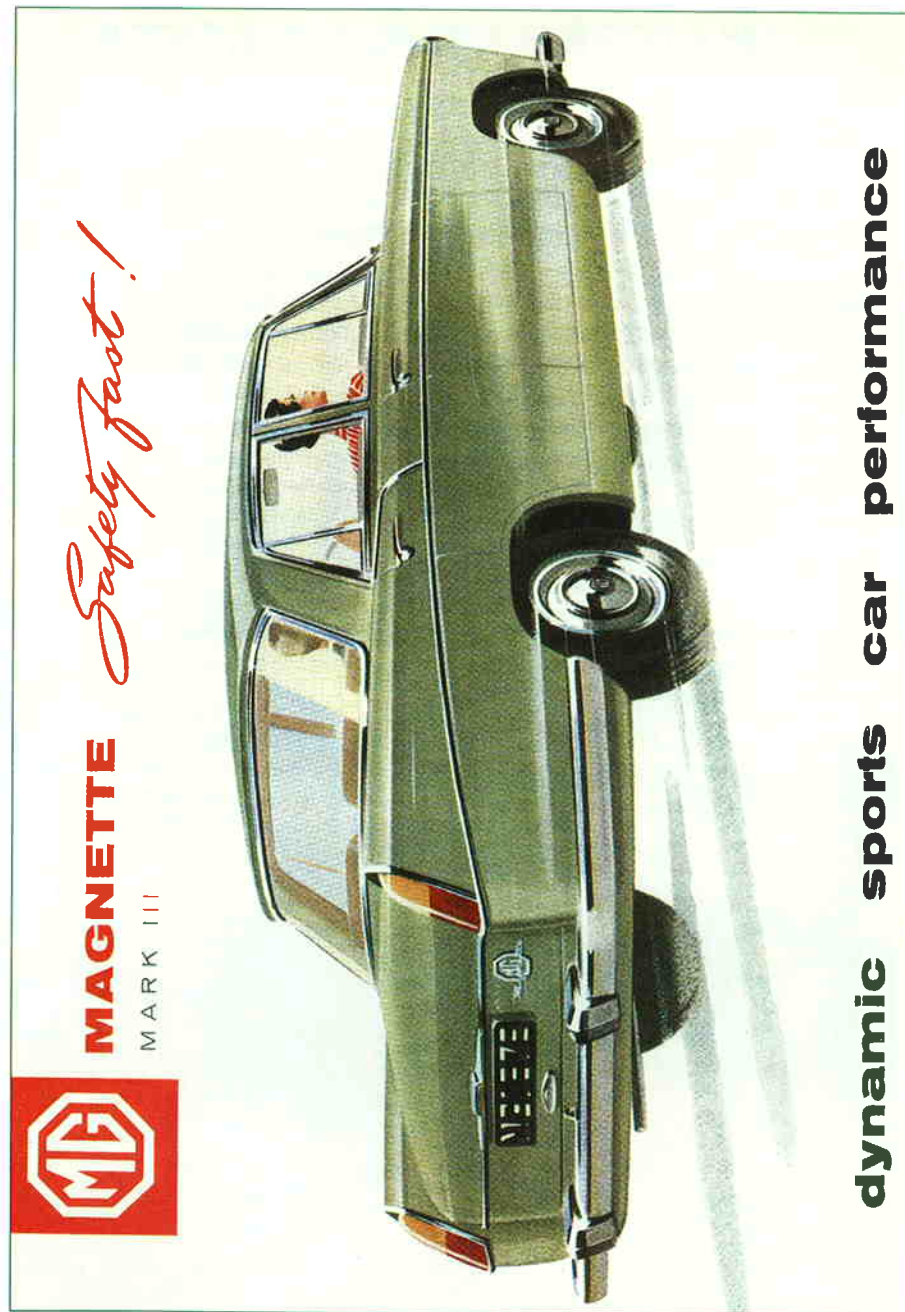
It appears that previously, Alejandro and his father were involved with a dealership selling Argentine Farina styled cars. This car has returned to Alejandro's possession after what he describes as a hard life and will be restored. The colour is Verde Oxford or Oxford green to us English speakers.

Items of interest pointed out by Alejandro are: MG octagon badge on boot lid; also on the boot lid is the dealership plate. Bull bars and extra overriders are original Argentine fitments and the hubcaps are a little different to BMC built Magnettes.



MG 1650 awaiting restoration.

Many readers will recognise the rear lamps and overriders as those of the A60 Cambridge. The other car under a sheet is a 1947 MG YA.



1959 MG Midget Mk III.

(Reproduced from an original sales brochure by The MG Car Company Ltd)

CHANGES TO CAR LISTS

MG

New car. Mk 3, chassis 14670. Owner: Tooraji, Tehran, Iran.

New car. Mk 3, A900. Location: Ozankoy, Northern Cyprus. No more details known.

New car. Mk 4, chassis 21863. Owner: A. Bachelder, New Castle, Virginia, USA.

RILEY

New car. 4/72 chassis 20482, GTN364C. Owner: G. Ward, Darlington, England.

New car. 4/72 chassis 24741, HRO477G. Owner: C. Drew, Newport area, Wales.

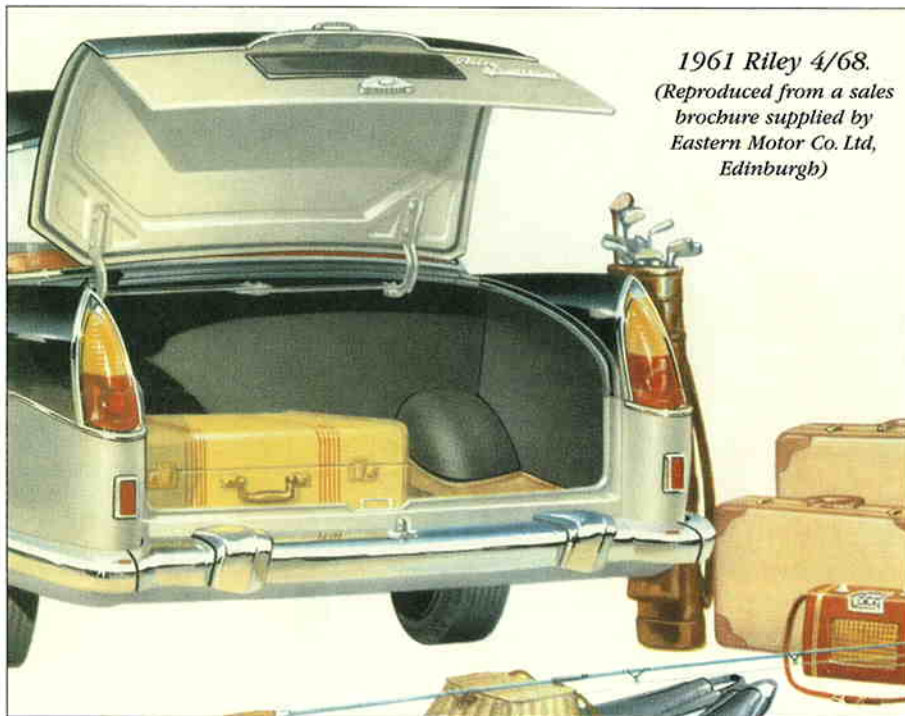
4/72 chassis 16515, 827HUM. New owner: B. Cook, Huddersfield, England.

4/72 chassis 22737, GMW432D. New owner: N. Denner, Westbury, Wiltshire, England.

4/72 chassis 24365, GFB249G. New owner: N. Denner, Westbury, Wiltshire, England.

DI TELLA

Di Tella Magnette listed as A Mogni is actually an MG 1650, chassis 186, X092206. Cordoba, Argentina.



1961 Riley 4/68.
(Reproduced from a sales
brochure supplied by
Eastern Motor Co. Ltd,
Edinburgh)

CLASSIFIEDS

CAR FOR SALE

1969 Riley 4/72. Green, 62000 miles. Needs bodywork repair but runs. No MOT. £125.
Contact: Chris Drew (South Wales). Tel: 01633 412140 after 5 pm.

PARTS FOR SALE

Large collection of new and used spares available from **Mick Holehouse**.
MG bonnets new and used; new BMC sill O/S; MG Dashboard; Riley wraparounds; MG front panel, used rear lamps and lenses; Riley sidelamps solid used; MG and Riley sidelamp lenses and much more.

SERVICES

Fire Extinguishers suitable for classics are available for below retail costs from **Steve Holmes, Network Training and Safety Supplies**, 32 Magpie Close, St. Leonards on Sea, East Sussex, TN38 8DY. Garage and workshop ones are also available.
E.mail: steve.holmes@network-t.co.uk

APPEALS

Howard Ellis of Wynnstay, South Otterington, Northallerton, North Yorkshire, DL7 9HU, would be pleased to hear from anyone who has converted a Farina to a five-speed gearbox.

Due to bereavement, **Mrs R. North** of Lowestoft, Suffolk, would like to find an enthusiast interested in restoring a much loved green MG Magnette Mk4 Farina. She says "I personally feel that in the right hands this vehicle could be made good again and am extremely reluctant to consign her to the scrapheap".
Contact: Mrs R. G. North, Telephone 01502 560668.

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PARTING SHOT!



Not an MG or Riley Farina, I know, but these locals in Sri Lanka are captured here having a spot of bother with their Morris Oxford Farina

