



&



FARINA  
REGISTER

# Newsletter

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

ISSUE 45

SEPTEMBER, 2004

## MAINE MAN



*MG Midget Mark III.*

*Restoration project pictured on the back of a trailer.*

*The car was recently bought by Paul Kempf of Woolwich, Maine, USA*

## MG & RILEY FARINA REGISTER

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**HELLO**, and here is the September *Newsletter*. It has not been the best of summers to enjoy one's Classic Farina with the constant wet weather which seems to have been around every weekend.

However I understand the Peterborough BMC day got its red hot day as usual though! (I missed it due to holiday).

Car discovery wise it has been relatively quiet but we found another Mk 3 Magnette in Maine, USA (see cover shot) and a Riley 4/68 in Sweden; not forgetting a Mk 4 Magnette four miles away from me—welcome to Andy Blackmore, nice to have another local member!

This issue features a couple of Magnettes in need of rescue (see classifieds). Hopefully the 1959 in particular will be saved—I have seen it.

Finally, the usual appeal for *Newsletter* material please! Andrew Idle has come up with a great article on accessories, however, it is not fair for me to keep begging Andrew and Neil Cairns every issue. This is your *Newsletter* so tell us about your cars!

*Mick*

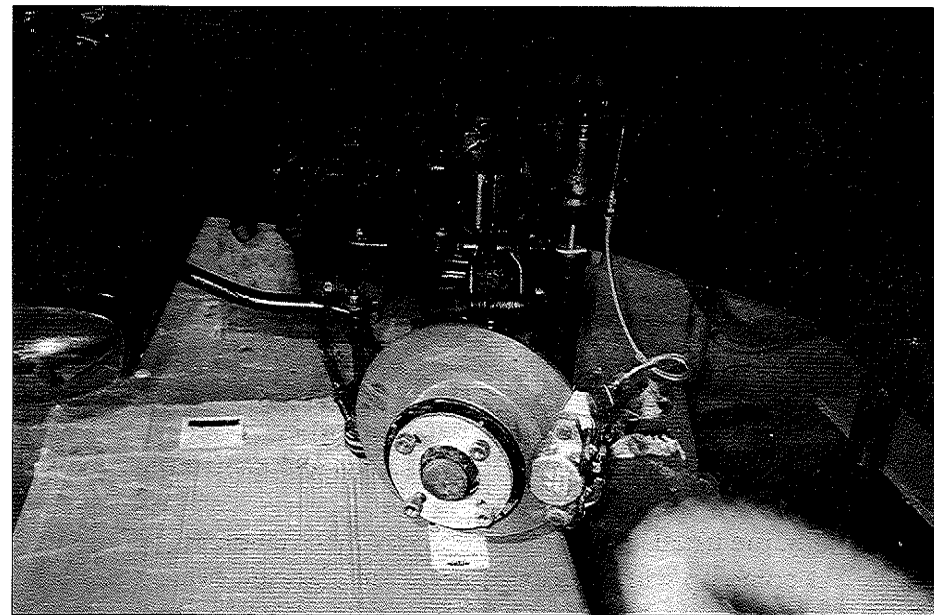
## MODIFIED MAGNETTE

**MIKE LAFLIN** has recently completed a lengthy restoration on his Mk4 Magnette. He also carried out numerous modifications along the way. He has offered to give members as much advice on parts and techniques as he can.

*Contact Mike at*

Model Farm, Chapel Street, Rockland St. Peter's, Attleborough,  
Norfolk, NR17 1UJ.

Telephone 01953 483419. E.mail: [moleplough@aol.com](mailto:moleplough@aol.com)



*Front wheel shot showing disc brake and telescopic shock conversions.  
Other modifications include a 5-speed gearbox!*

## 60's Motoring Accessories

**IN THE ERA** when MG and Riley Farinas were newly rolling off the production line at Cowley, motoring for the masses was becoming a reality in 60's Britain. Along with the massive growth in car sales generally, came a corresponding growth in accessories and extras. Looking back, even a posh Farina was not well equipped to deal with misty weather or severe winter weather.

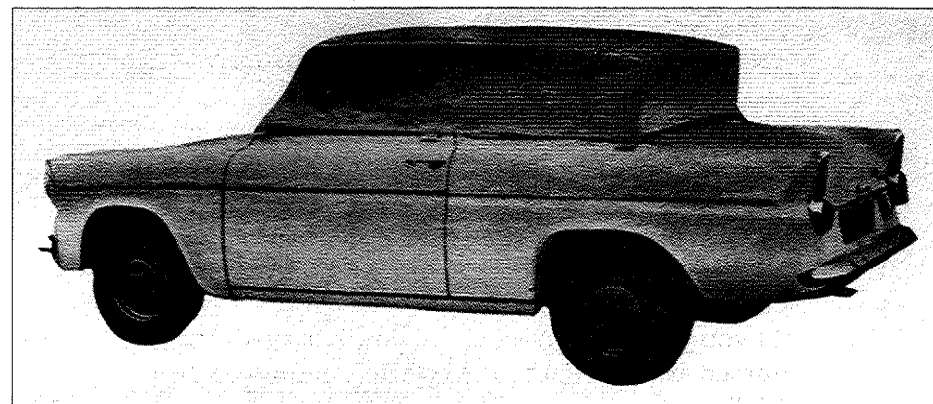
What could you purchase to make driving less of a hazard? . . . Well, there were numerous manufacturers offering extra grip tyres for start. They included Firestone Town and Country ('the tyre that gets you safely through'), Pirelli Dual Purpose, Avon Waymaster and Goodyear Ultragrip. Such tyres had a deeper side wall and a zig-zag tread on some that rather resembled a tractor. Dunlop experimented with their Weathermaster tyre which featured rubber mixed in with finely chopped wire. Autocar used to produce an article featuring these products with advice on how to use them. They were only designed to be fitted to the rear driving wheels, not the front wheels.

Of course, you could also keep a set of Parsons Chains in the boot and fit these round the tyre if the going got really slippery. Parsons must have done a good trade for winter 1963-4, because the previous UK winter had been severe and people still had fresh memories of it ('Remember the snow, remember Parsons'). In fact, it was so cold that for the first time in many years, part of Loch Lomond froze over and attracted skating expeditions.

Misting up windows were a big problem where you were driving slowly in urban conditions, the engine running cold due to the weather, the fan heater producing little benefit as a result and with the car not moving fast enough to get a good through draught of air circulating. Johnsons marketing gimmick to appeal to the motorist was to offer a free demisting cloth with every tin of one-step wax polish which you bought. A fat lot of good that would have been!

Then you used to see loads of cars with anti-condensation panels fitted across the rear window—usually the one that misted up first. You could obtain these from Halfords. Bluemels, who manufactured many of

the number plates, also did them. If you were really demanding and had lots of money, then you could purchase a Triplex electric heated rear window even in 1963!



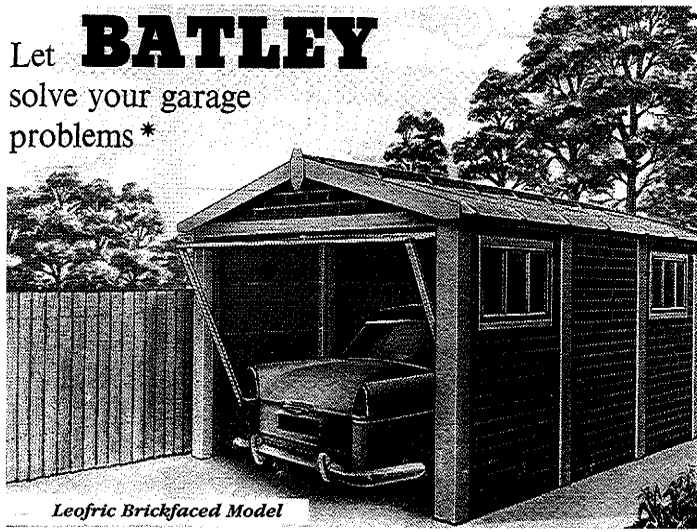
*A novel way to beat the frost. Shown here with the cover on a Ford Anglia.*

To stop your icy shoe slipping off the pedals, you could invest in a set of Polygrip non-slip plastic pedal covers. And you could choose your colour—red, green, amber or black.

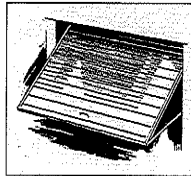
Of course, getting into an iced-up car after a winter's night was not a pleasant experience and there was an enormous growth in the sale of so-called self-assembly garages. The early concrete clad ones were actually very difficult to self-assemble, because the panels were so heavy. The later ones were much better in this respect. Many garages in the 50s and 60s had wooden doors, often made in cedar, but up-and-over galvanised doors were coming into fashion and were very light and easy to lift. Who manufactured them? They all began with a B—Batley, Bison and Baths.

If your existing garage had the wooden doors fitted, you could treat yourself to a Batley Suparise conversion kit for just £11/10/-. Or if you couldn't stretch to the Dencroft Fire-proof garage (which cost from £36 and came in a variety of materials including steel, concrete and asbestos), then you could erect a glass fibre car port. This was described in the ad as 'architect-designed and rot-proof cedar frame with translucent glassfibre roof'. The most unusual garage door at the time was a Venetian style door which folded away completely and left a clear headroom of 6 ft 4 in. Its trade name was 'Metaducts' and it comprised of five galvanised steel slats with counterweights and a pulley system, and with galvanised yacht rigging-type wire cable was designed to run smoothly with the aid of ball bearings. It cost the princely sum of £21—

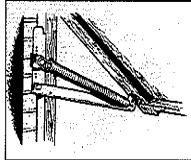
Let **BATLEY**  
solve your garage  
problems \*



*Leofric Brickfaced Model*



*Ribbed Aluminium  
Alloy Door*



*Suparise Door Gear*

a lot of money in those days—that would be about £500 now. I must admit that I can never recall seeing a garage door of such a design actually fitted, being a Chartered Surveyor and having inspected a considerable number of houses in my time.

Great emphasis at the time was placed on a smooth garage floor surface, so that it could be painted. The appearance of many domestic garage floors, with oil stains, was described as 'revolting', even though the vast majority of cars then dripped oil. It was considered most uncouth not to place a drip tray under the leak.

To protect your chassis against premature corrosion, you could apply Flintkote underbody sealant—the ad describing it as professionally-applied and providing a tough, flexible skin. Or you could go for the Telulube system involving a pump, manifold and system of pipes and grease points supposedly pumping grease over the vulnerable chassis areas . . . or you could purchase Dunlop Rubbaseal. No doubt, there were many other products being offered in this period. My own Austin Cambridge A55 MkII has a Novoseal underbody underseal and the sticker promoting it is still to be seen on the windscreen. Once the rot set in, which it did in many cases, you could patch up your bodywork with a Holts Glass Fibre kit.

For getting you started on a damp winter morning, you could spray on some Ambersil MS4 Silicone grease spray – the predecessor to WD40 I guess. *(To be continued.)*

**ANDREW IDLE**

# MG BELT BUCKLES

*available from*

**TANSIDE LIMITED**  
**High London Lane, Winfarthing,**  
**Diss, Norfolk, IP22 2EF, UK**

Telephone: 01953 861444

Fax: 01953 861440

E.mail: [beltbuckles@tanside.freemove.co.uk](mailto:beltbuckles@tanside.freemove.co.uk)

## CAR LISTS

An updated Car List will be sent out with the Christmas issue.  
Please send £2 cash, cheque or UK First Class stamps by  
early December to order your copy.

**CINDERELLA**  
**MG and RILEY**

I have two copies of Neil Cairns book left over from  
a couple of years ago. Price £12 incl. postage  
Cheque to M. Holehouse.

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## FOR SALE

# CLASSIC CAR SPARES

*Robin Richardson of Ipswich is having a garage clearout!*

**BMC Farina (A60 etc). All ex MG Magnette Mk3 or Mk4 but will fit most.**

1. **DRIVER S DOOR.** No rust, but needs stripping of thick layer of old red paint! (includes glass and chrome, but quarter-light catch broken and door handles u/s).
2. **Pair of SU HD4 CARBS for MG/Riley.** Clean, lacking floats/jets, but only done 15,000 miles and on an inlet manifold. Includes Technical Spec document.
3. **Pair of FRONT BRAKE SHOES.** New, boxed, genuine BMC.
4. **JAEGER CLOCK.** Rectangular with chrome bezel (ex Riley/MG Farina). Was working when removed from car four years ago—vgc appearance.
5. **Oddments:** Rocker gasket; Fan belt; Thermostat; single carb Dashpot cover (alloy); pair Windscreen wipers in chrome mounts. All new and all fit any BMC Farina model.

### BOOKS etc

6. MG Magnette, Riley 4/72 and 4/68. BMC genuine workshop manual. Good.
7. All A60 related single carb models. Genuine BMC workshop manual. Good.
8. *Plush Farina Fours* (MG/Riley/Wolseley) by Trevor Alder. Book of reports, road tests, articles and adverts. Very good condition.
9. Haynes manual (hardback) covering all Farina MG, Wolseley and Morris variants. Good.
10. Haynes maintenance manual. Shorter softback version of above (same vehicles).
11. Pearson's RAC service manual (1971 edition). All BMC Farina 4-cyl. cars.
12. 1962 advertising poster in colour (taken in Gibraltar) of MG Magnette Mk4 in two-tone paint; mint; covered in protective plastic at present.
13. *The Riley/MG File* by Neil Cairns, former editor of the *MG/Riley Farina Register*. Very comprehensive book of useful info and old and new adverts.
14. Two large advertising leaflets for MG Magnette Mk4 (A4 when folded). Mint condition.
15. Owner's Manuals (BMC), for MG Magnette Mk4 and Austin A60. vgc.
16. Olyslager owner's handbook for MG Mk3 and Mk4. vgc.
17. Brooklands Books: *MG Cars 1959-62* (includes Magnette Mk3/Mk4. vgc.

18. *Austin Developments for 1962.* Very rare book by BMC. Includes several cars with big section on Farina range and automatic transmissions, also cut-away line diagrams etc (pictures are of A60, not MG).
19. *BMC Autobook 7.* Plastic covered workshop manual for all Farina 4-cyl cars. Good, complete, but used!

### NON-VEHICLE SPECIFIC ITEMS

20. 1966 RAC Handbook and Guide. Interesting old adverts, maps and town plans.
21. BMC / Egon Ronay guide to Hotels, Restaurants, Pubs and Inns (1967). Includes BMC car ads and silly horoscopes (!!) vgc.

### MORE BITS!

22. Pressol' grease gun. New and boxed.
23. Radiomobile (Model No. 1095X) mono car radio (circa 1970). Switchable earth, +/-, in console with speaker. Was working when removed from MGB about five years ago. Will fit many models.
24. Pair of 7 inch headlamp protectors; chrome mesh. Period rally accessory.
25. Two chrome Fog/Spotlights. Not a pair, but very similar (one Hella and one Bosch). Complete and useable condition.
26. Chrome Roof-Rack with wooden slats. Made for 1950's Rover, but fits any car with gutters. Good condition.
27. Alloy and wood boot-rack (removable). Modern, but suits older cars.
28. Set of four unused removable 'Whitewalls' for 5.90 x 14" or 165 x 14" tyres (eg BMC Farina etc).

### ODDMENT

29. 1970's period accessory: PIFCO car vacuum cleaner (12 volt). Mint, boxed, works!!

Contact **Robin Richardson.** Tel: 01473 833992. Mobile: 07789 364424.  
E.mail: [robin.richardson@tesco.net](mailto:robin.richardson@tesco.net)



## COOC AGM and AUTUMN RALLY

at the  
**British Commercial Vehicle Museum, Leyland**  
**Sunday, 3rd October, 2004.**

Contact: **Mick Holehouse**  
Tel: 01282 605563

## CHANGES TO CAR LISTS

### MG

New car: Mk 3, chassis 10008. Owner: P. Kempf, Woolwich, Maine, USA.  
New car: Mk 3, 624JTN. Location: Gateshead, England. No more details known.  
New car: Mk 4, ADU854B. Location: Birmingham, England. No more details known.  
New car: Mk 4, chassis 30916, MDD386F. Owner: G. Fairfax, Evesham, England.  
Mk 3, 269JMA. Chassis is 6508. Owner: Churchman, Stockport, England.  
Mk 4, AJU151A. Chassis is 20100. Owner: M. Spellacy, Holt, Norfolk, England.  
Mk 4, JPX515D. Chassis is 28402. Owner: A. Blackmore, Burnley, England.  
Mk 4, DDV853C. Chassis is 26820. Owner: P. Chapman, Market Harborough, England.  
KGJ129A, listed as a Mk 3 is actually a Mk 4! Chassis 20379. Owner: S. Lee, Horsham, Sussex, England.  
MK4, DB352. Location: Cyprus. No more details known.

### RILEY

New car: 4/68, chassis 1020, GHG988. Owner: A. Carlsson, Vinninga, Sweden.  
New car: 4/72, chassis 24169, KXJ7G. Owner: G. Parrish, Wigan, England.  
4/72, chassis 15382. New owner: B. Longstaffe, Dunedin, New Zealand.  
4/72, chassis 24547, NfV111G. New owner: G. Robinson, Pocklington, York, England.

## CLASSIFIEDS

### CARS FOR SALE

**MG Midget Mk3, 1959.** Island Green. Needs rescue. Very solid, but needs wings. Good beige leather interior; original plate.

Contact Mrs Churchman. Telephone 0161 285 0134 (Stockport); or Mick Holehouse who has viewed the car. Telephone 01282 605563, evenings and weekends.

**MG Midget Mk4, 1967, automatic.** Unfinished project; much work done, but laid up many years. Connaught Green body with grey leather interior; automatic; new tyres and exhaust. Last known to club off production line! Contact Graeme Fairfax, Evesham, Worcestershire. Telephone 01386 41878.

**MG Midget Mk4, 1966.** Rose Taupe/Old English White. MOT till November; free Tax; mechanically excellent; good chrome. Body and paintwork need attention to some areas; front seats and headlining need replacing. £1000 o.n.o.

Contact Neil. Telephone: 0208 8949 821 (Twickenham area).

## AUTOPAINT (St. Helens)

Suppliers of Auto Refinishing Products

**Old BMC Colours  
available in Aerosol or Tin**

Mark Dunn,  
24 Sutton Oak Drive,  
Baxters Lane Industrial Estate, St. Helens, UK  
Telephone: 01744 818102  
[www.auto-paint.co.uk](http://www.auto-paint.co.uk)

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# BOOKS ON MG's

by Neil Cairns

		Quantity Required
1	<b>Post War MG Saloon Cars</b> 126 pages with b/w photos all about the saloons.	£10.00 .....
2	<b>MG Engines, 1935-1998</b> 160 pages with b/w pictures covering the XPAG to the 'O' series.	£14.00 .....
3	<b>Living with the MG Metro 1300</b> Articles on this nippy little hot-hatch. 85 pages.	£11.00 .....
4	<b>The Cinderella MG and Riley Farina</b> A history of this now rare model. 110 pages.	Out of print
5	<b>Y Type Information</b> Lots of data and out of print information on this smart little MG saloon. 90 pages.	£10.00 .....
6	<b>Living with the XPAG</b> Running, servicing, faults and cures of this ever popular engine. 90 pages.	£12.00 .....
7	<b>Living with the Z Magnette</b> Understanding this sports saloon of the 1950's. B/w pictures. 80 pages.	£11.00 .....
8	<b>Living with the MG Y Series</b> How to keep it running and serviced. 75 pages.	£10.00 .....
9	<b>The XPAG Gearbox</b> History, faults and running problems. 25 pages.	£5.00 .....
10	<b>Living with the MG 1100/1300</b> The best seller and largest production number of MG's. 51 pp.	£8.00 .....
11	<b>Cecil Kimber, a Mini Biography</b>	£5.00 .....
12	<b>Who will steal your MG?</b> Advice on security.	£5.00 .....
13	<b>NEW Living with the BMC B Series Engine</b> 66 pages.	£11.00 .....

Neil Cairns, MG Enthusiast. Cheque payable to Neil Cairns. P&P included.

Send to: **44 Highfield Road, Leighton Buzzard, Beds, LU7 3LZ.**

E.mail: [neil.cairns@virgin.net](mailto:neil.cairns@virgin.net)

*Also available from the MG Octagon Car Club; the MGCC Y and T Registers;  
and for USA enthusiasts, from BritBooks.*