



&



FARINA
REGISTER

Newsletter

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

ISSUE 46

DECEMBER, 2004



RIVIERA UNCOVERED!



Side view of 1961 Riley Riviera!

Discovered in Basingstoke, Hampshire and last on the road in 1974!

Note the cropped fins and wire wheels. More details inside.

MG & RILEY FARINA REGISTER

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**A Merry Christmas
and Happy New Year
to all our readers**



THE EXCITING NEWS as you will see from the front cover is that I have found and then very quickly purchased a 1961 Riley Riviera. The car was in Basingstoke, close to its Wessex Motors of Salisbury roots. It last ran on the road in 1974 and is only the second one discovered. The car is a Stage 3 Conversion and has wire wheels, Healey front disc brakes, MGA 1588cc engine, cropped rear fins, rear window demister, and handbrake warning light amongst other minor modifications. One item never documented is that the rear door ridge is lead loaded to change its profile.

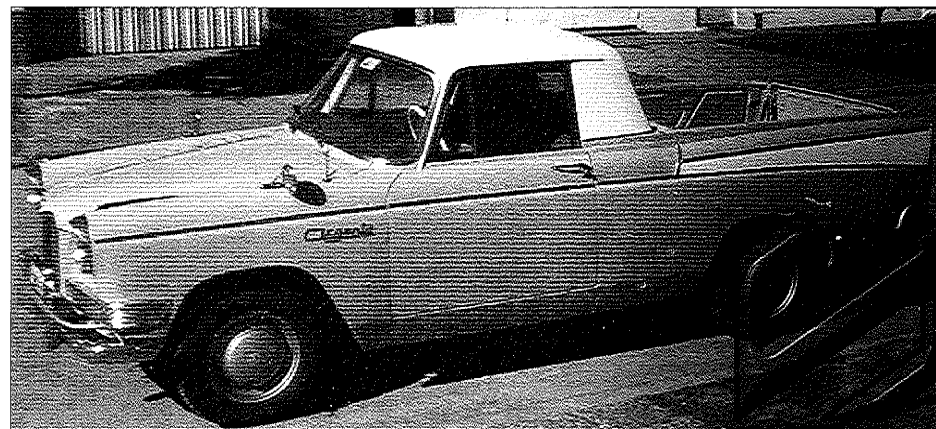
The car will undergo a full restoration and will take some time, but all panels were included which is a big help.

Happy motoring,

Mick

ARGENTINE ARGENTA

Here are a couple of pictures of Juan Carlos Tuzzolino's
Siam Argenta Pick-up.
Juan Carlos comes from Buenos Aires in Argentina.



*Note Riley front end treatment with additional bull bars!
Hubcaps are unique also.*



*Rear view:
Farina
Cambridge
Estate parts
used here
or A55 Mk2
saloon.*

60's Motoring Accessories

(continued from Issue 45)

UNTIL 1965, safety belts for driver and front passenger were not compulsory. You could purchase Delaney Gallay 'terylene' safety belts, including one designed for the rear seat passengers, or a universal full harness that included a shoulder belt each side and a lap belt. Also advertised as long ago as 1963 was the Jeeway rear safety seat for children of 10 months to 5 years, looking remarkably similar to the ones which motorists buy today.

There would always be the type of motorist who sought extra performance from his family motor. "Take it in top" boasted Shorrocks Power. ... "spirited acceleration, sparking top gear performance, thrill to the new kind of motoring you get..." this came about by fitting a Pressure Charger made by the Allard Motor Co Ltd and claimed to uprate the power by up to 50%!!

For better performance and economy, there was the Aeon Transistor Ignition kit comprising a transistor wired up between distributor and ignition switch, which claimed to increase the life of plugs and points and lower the electrical load hence less risk of a flat battery.

Then there were various exhaust booster products: You could fit a 'Peco Twin Tune Ex Bo' which claimed to eliminate reverse pressure pulse actions, allowing the engine to breath better. A similar product, by the sound of it, was the Gefarator Exhaust Aspirator (imagine telling a mate in the pub that you'd fitted one of those!), which claimed to substantially improve mpg, the ad quoting from a delighted Hillman Minx driver who says he got 42 mpg. If it was true, this was quite an improvement, as these Rootes Group cars were never noted for having economical engines. Whoever invented the Gefarator name must have been watching too much Dr Who or James Bond, I reckon...

Talking of fuel economy, Mobil were prominent in advertising and promoting their products - Mobiloil and their 'special' petrol which produced more mpg than other brands. Pull the other one.



Hillman
owner
writes:

"After 30,000 miles,
still doing 40 m.p.g. with

GEFARATOR
Exhaust Aspirator"

says:
Mr. T. Ford of
Middlesbrough, Yorks.

"The car is going like a bomb! I have purchased a new Sunbeam Rapier and will be fitting the Gefarator to this".



FORD ANGLIA: "52,000 miles and no decoke . . . fitted two years ago and car still showing amazing performance." A. A. Fenn, Chichester, Sussex.

WOLSELEY: "Now smoother pulling with increased torque. Better acceleration . . . can now use mixture petrol." R. E. Le Voi, Buckhurst Hill, Essex.
Many similar testimonials received every day

- THE GEFARATOR DOES ALL THIS:**
- Gives maximum m.p.g.—10% to 35% increase.
 - Better starting and idling.
 - Improved acceleration—no pinking.
 - Torque improvement—less gear changing.
 - Keeps valves, spark plugs, cylinders clear.
 - Saves pounds in maintenance and tuning costs.

SO EASILY FITTED FOR ANY TYPE OF ENGINE

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Tools loaned free if required

GEFARATOR

17 Lynn Road, Wisbech, Cambs.

London fitting agents: Gower & Lee Ltd.,
1 & 2 Thornton Place, W.I. Your usual
Garage can obtain and fit the GEFARATOR

In the 1963 Mobil Economy Run, Farinas came top in Class III, led by an Oxford VI which achieved 41.09 mpg, closely trailed by a Magnette IV and A60 Cambridge.

I remember that in our own family car, my parents couldn't afford a car radio, so for holidays we used to fit a temporary aerial for use with the portable transistor taken from the house, rather like the Antiference car radio aerial advertised in Autocar in 1963.

Running out of petrol due to bad advance planning has always been a

motorists hazard. You could purchase an Eversure Fillican made, claimed the ad, of best quality sheet steel and finished in polychromatic silver, maroon or blue. It set you back 45-55%. But if you didn't have one of these filled with fuel in the boot, waiting for that emergency, then you could always be more imaginative — Like a Ceylon (now called Sri Lanka) motorist photographed in Autocar in his Farina A55 Mk II in 1963 being towed by an elephant, having run out of petrol on a jungle road, and reported to be 'making slow but very sure progress' (see page 11).

To cope with the faster speed at which you were now cornering your motor, you could treat yourself to some special safety tyres made from 'cling rubber'. These claimed to provide 23% more grip on wet roads. 'Cling rubber is lazy rubber' said the ad!

For keeping all your tools together for a longer journey, there was the Cykewear Motorists Tool Bag in rigid brown Arlinghide which set you back 19/7.

Braking was another important aspect. You could improve the brakes by adding a Powerstop vacuum servo, made by Girling.

Farinas drivers no doubt, placed great importance upon their luxury leather seats. However, ICI were boasting in 1963, that two out of every three drivers sat on Vynide.

For improved sound insulation, you could apply a Masco Murmuride rubber-bonded, felt acoustic pad to your Farina MG or Riley from 59/6 available from Halfords. Again, fancy having to admit to a mate that you'd fitted something of that name ! Another similar product was called Ceibaline.

Some products which we associate with later years, were actually available in the early '60s – Michelin X tyres ('twice the grip, twice the comfort, twice the mileage and you save fuel')..... Webasto continental sun roofs. Independent tests at the time showed that the Michelin tyre resulted in a 5-10% fuel saving compared to your standard cross ply tyre.

Spot lamps were all the rage and were actually necessary in many cases – anyone who lived in a built-up area, close to heavy industry, had to contend with smogs that lasted from November to March and often limited vision to a few yards. In those days, industrial boilers were coal fired and many houses still had coal fires. Central heating was for the very rich only in the early 60s and natural gas had not yet arrived in the UK.

They tended to be fitted to the left-hand side of the radiator grille only, but after about 1968, it became compulsory for fog lights at both sides if any at all were fitted. Presumably, the fitting of one had become unsafe because an oncoming driver was mistaking them for a motor cyclist and hence not allowing enough room.

Halfords seemed to have cornered the accessories market in the early 60s, with their products including flexibrush, polishing mitts with elastic cuffs!!, rust removers, wing mirrors, exhaust deflectors, a bakelite ash tray, Kumficar luxury seat covers and wheelgloves.

A footnote to conclude the article — *Autocar* used to produce a Travel feature, and one such page in 1963 showed a tourist attraction on the Isle of Man, what looked liked a large fairground-type wheel called Lady Isabella Wheel at Laxey, the photograph showing in the foreground a two tone Magnette IV reg. 6162 DN. Has this car survived—sadly, very probably not.

ANDREW IDLE

A CANADIAN COLLECTION OF FARINAS

PRIOR TO 1999, I had little interest in British saloon cars. I was quite happy running the MGB during the warmer months. It had provided me faithful and trouble free motoring. It wasn't until a chance viewing of an Austin A40 Farina that my fate was sealed. I had been bitten by the farina bug. The A40 did not come home with me as I wanted something that could keep up to traffic. So ...

In the fall of 1999, I answered an ad in a local British Saloon Club newsletter for an interesting MG saloon. The car had been previously stripped down and shot blasted. Although rust was abundant, the seller had all the panels and spares for a restoration. I was taken, bitten by the bug. Magnette Chassis No. 4466 was trailered home 300 km without a problem.

Magnette 4466 started life in Iris Blue with grey interior. It was originally imported into Canada through BMC Canada headquarters in Hamilton and then sold in Ohio, USA. It was repatriated to Canada in the early 1990's.

Magnette 4466 is a way from seeing the open road. While possessing good interior it has bad sills and triangular supports. I have completed some work on the sills and rear fender while the previous owner had rebuilt the rad, heater and dynamo. Plans for this Magnette? Well, it resides safe and sound in the barn. It is too good to scrap and worth very little to anyone on this side of the pond. My intentions are to restore what I can to useable condition and possibly convert it to a Riley.

The Riley 4/68 along with spares from a previously scrapped 4/68 came to reside on the family farm in 2000. Riley Chassis No. 1846 was purchased as a parts car. It came with a good interior, two sets of carbs, dash and a very seized engine. This car is testament to how Canadian weather can affect vintage British metal. There is no part of the car where you can't touch rust. The frame is non existent and it is only held together by the doors.

Riley 1846 started life in red with red interior. It was used and abused most of its life in Toronto. It was driven up until the early 1980's when it was poorly stored.

Riley 1846 will never see the open road. It will donate its power plant and any useable spares. After that, I will sweep up the crumbs that remain and donate to Science.

At this point, I could reasonably be considered half mad with Farina addiction. No counselling could help with the affliction. So in 2004, I went out

and satisfied the craving. Listed on Ebay was a rust free, straight Magnette. I pondered this for quite some time. The last thing I needed was another car. On the other hand, it was rust free and possibly a step closer to actual Farina driving than the other two. With a leap of faith, I decided to purchase the car.

Magnette 2204 joined the collection from Arizona. This time I did not travel across America to pick it up. I did have to trailer the car back from Ottawa where the transporter was located. At 600 km, that was more than enough. This car came as advertised. Rust free. It also came with lots of Arizona dust. The interior and paint work are far from saveable.

Magnette 2204 worked its entire life in Arizona. I believe it started life as a two tone (white/iris blue) with grey interior. Work has progressed steadily. Without need of the MIG and only touches with the gas torch, the car was stripped. At some point the original engine was swapped for a mid 60's Nissan 1800. This was be changed in any rate as the Nissan motor is seized.

Help!

My dilemma is this. I have a good set of instruments for 1 Riley and 1 Magnette. I have 2 reasonably restorable interiors. My plan is to restore 2204 as a Magnette using the spares I have. The problem remains what to do with 4466? I was thinking of converting it to a Riley using the spares I have. Has anyone out there attempted this conversion? Is there a simple solution to front bodywork treatment? I know the wings, bonnet and grill have a different configuration and unfortunately the ones I have are past it. Any help in this matter would be greatly appreciated.

Farinas in Ontario

Over the past five years, I have had the opportunity to view many different and interesting British saloons. These cars offer something unique to look at compared to the plethora of vintage American cars. Unfortunately our climate is not kind to steel. Ontario and Canada as a whole must have been a major destination for BMC if the number of survivors is any indication.

Besides the A40 that started it all, I have viewed a dozen other Farinas including those badged as Austin and Morris, at least three other Magnettes and a couple of Rileys. I have also viewed several big 6 cylinder Farinas as well as a few 4L Princess models. I have resisted the bug for 10 months now but for how much longer? I remain on the lookout for an Austin Farina Countryman or possibly an MG 1100.

IAN McCALLUM
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Canada
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imccallum72@hotmail.com



Mk 3 Magnette brought north to Canada from Arizona!



Riley 4/68 chassis 1846 slowly returning to nature; even bumper has disintegrated

CHANGES TO CAR LISTS

MG

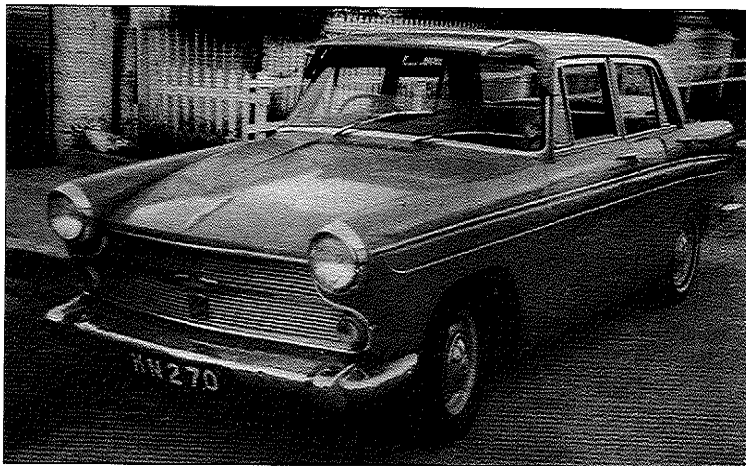
New car: Mk 3. Chassis is 10954. Owner: K. Cahill, Florence, Kentucky, USA.
 New car: Mk 3, chassis 16400. Owner: A. Ocheana, Bucharest, Romania.
 New car: Mk 4, EWW838D. On e-bay, good condition. Clacton-on-Sea, England.
 Mk 4, BTP155B. Chassis No. is 23334. Owner: S. Watson, Hornsea, East Yorkshire, England.

RILEY

New car: 4/68, chassis 7644, 262SPE. Owner: A. Nolan, Isleworth, Middlesex, England.
 New car: 4/68 Riviera, chassis 9682, 921BHO. Owner: M. Holehouse, Barrowford, Lancs, England.
 New car: 4/72, chassis 24529, KDR297G. Owner: D. Howlett, Bournemouth, England.
 New car: 4/72, chassis 24639, VFD217G. Owner: S. Gilkes, Kingswinford, West Midlands, England.
 New car: 4/72, LUD226E. On e-bay, in rough state. Hailsham, Sussex, England.
 4/72, chassis 17464, EVH123B. New owner: C. Taylor, Perth, Scotland.
 4/72, chassis 22119, MPC785D. New owner: I. McIntyre, Gt. Yarmouth, England.
 4/72, chassis 12154, 6804PW. New owner: R. Marsh, Wisbech, England.
 4/72, chassis 24479, XJD562G. New owner: C. Longstaffe, Barnsley, England.
 4/72, chassis 25057, KDY642H. New owner: P. Locke, Wimbledon, England.
 4/72, chassis 21708, GOW746D. New owner: P. Bowen, Kings Lynn, England.
 4/72, chassis 19270, BDX591C. Owner: A. Kotting, St. Leonards, East Sussex, England.

CAMBRIDGE IN GUYANA, SOUTH AMERICA

Recently, while working on the Riley a gentleman popped his head over the fence and recalled using a similar car to mine while working in Guyana, South America.



A60 pictured in Guyana in 1996

He told me they were very common in this area as Taxis, but most were fitted with Japanese engines. The cars were left when British Government employees came home.

GEOFF WARD, Darlington

CLASSIC JUKEBOX FOR SALE

ROWIEAMI JUKEBOX, 1970. Full working order—needs slight attention. Includes 100 records. £450 o.n.o.
 Contact Harry. Telephone 07733 147225 (Blackburn).

We are short of Classifieds this issue so have a quirky parting shot!
Who needs the AA then?



All in a day's work! A Ceylon motorist ran out of petrol on a jungle road and accepted a tow from a passing elephant—slow but very sure progress.

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RIVIERA SHOTS



*A busy winter lies ahead! . . . will it ride again in 2005?
Watch this space*