



&



FARINA
REGISTER

Newsletter

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

ISSUE 43

MARCH, 2004

MICHIGAN WASTELAND



*This rare Mk3 sits discarded amongst other British Classics
in Michigan, USA.*

MG & RILEY FARINA REGISTER

Mick Holehouse
8 Appleby Drive, Barrowford, Nelson,
Lancashire, BB9 6EX, UK
Telephone: 01282 605563
e.mail: mick_holehouse@lineone.net

Website <http://www.mgmagnette.com>

Website run by:

John Elwood
95 Court Street, #3, Exeter,
New Hampshire, NH 03833, USA
e.mail: MGMagnette@aol.com

Historian:

Neil Cairns
e.mail: neil.cairns@virgin.net

Riley Secretary:
ANDREW IDLE
Strathmore Grange, Lee Lane, Cottingley,
Bingley, West Yorkshire, BD16 1UF, UK
e.mail: enquiries@andrewidle.co.uk

MG Secretary:
Stuart Clarke
Stone Cottage, Saughall Massie Road,
West Kirby, Wirral, L48 1PG, UK

Di Tella Secretary:
Ernesto Gasulla
6917 W. Summerdale Av, Chicago,
Illinois, IL 60656, USA
e.mail: gasullaem@teng.com

WELCOME to our first issue of 2004. Sorry we are back to the normal black and white *Newsletter* again this issue as you will have noticed. I don't want to bankrupt the Printing Business so we will have to be patient until the next one! Also, sorry for the late publication of this issue.

A quiet period really for all the classic car movement and that is reflected in our lack of a Classifieds section this time. One or two events that have been scheduled for the coming months are included to whet the appetite for the busy summer.

My own Riley 4/68 is returning to the road after bodywork repairs, new interior and a respray so it looks very smart. You may recall I tried to sell this car a few years ago but decided to further improve it instead. My friend Nick again made an excellent job of the car and his advert appears near the back as *'The Village Service Station'*. His garage is 200 yards from where I live so perhaps not originally through choice he now finds himself as a Farina bodywork specialist, so if you need any paint or bodywork doing give him a call. It is always easier dealing with someone who is sympathetic towards our cars. Steve Turner, the COOC secretary, is specialising in the mechanical side of things (Tel. 01653 693183).

Car discoveries have been a little thin on the ground, but another Argentinian built Argenta pick-up; our first Magnette in Paris and yet another American Magnette Mk3 have come to light.

Regards,

Mick

MORE COLOUR SCHEMES

FOLLOWING ON from Andrew Idle's article written entirely from his own experiences in the last issue, we now have the definitive list! Member Tony Sanderson of Lincoln kindly copied this article from a book by Styles called *As Old as the Industry*.

The 4/68 was originally offered, in April 1959, with six colour choices:

ABOVE THE WAIST	BELOW THE WAIST	UPHOLSTERY	CARPET
Leaf Green	Leaf Green	Green	Green
Birch Grey	Birch Grey	Crimson or Blue	Crimson or Grey
Damask Red	Damask Red	Crimson	Crimson
Yukon Grey	Birch Grey	Crimson	Crimson
Damask Red	Old English White	Crimson	Crimson
Connaught Green	Leaf Green	Green	Green

No Black was offered initially, but this was to change as the 1960 Season approached and the colour choice was doubled in scope, with a further six colours being added to the range:

ABOVE THE WAIST	BELOW THE WAIST	UPHOLSTERY	CARPET
Black	Black	Crimson, Green or Blue	Crimson, Green or Grey
Old English White	Old English White	Crimson	Crimson
Black	Birch Grey	Crimson	Crimson
Leaf Green	Old English White	Green	Green
Florentine Blue	Florentine Blue	Blue	Grey
Florentine Blue	Old English White	Blue	Grey

For the 1961 Season, the last for the 4/68, the colour range was completely revised and there were eleven colour options for this model, consisting of:

ABOVE THE WAIST	BELOW THE WAIST	UPHOLSTERY	CARPET
Black	Black	Beige or Maroon	Green or Mushroom
Maroon	Maroon	Beige	Mushroom
Whitehall Beige	Whitehall Beige	Maroon	Mushroom
Old English White	Old English White	Blue	Blue
Porcelain Green	Porcelain Green	Beige	Green
Clipper Blue	Clipper Blue	Beige	Blue
Smoke Grey	Smoke Grey	Blue	Blue
Maroon	Whitehall Beige	Maroon	Mushroom
Clipper Blue	Smoke Grey	Beige	Blue
Smoke Grey	Old English White	Blue	Blue
Black	Old English White	Maroon	Mushroom

It will be noted there were no colour variations available for upholstery in the 1961 Season — it was considered that there were sufficient choices with the exterior colour range and there was an end to it. But views clearly softened with the introduction of the 4/72, which heralded the 1962 Season, since options of upholstery were then made available to special order and these are shown below in brackets behind the basic colour. Paint finishes were re-vamped too, so the new colour range looked like this:

ABOVE THE WAIST	BELOW THE WAIST	UPHOLSTERY, WITH CARPET TO BLEND
Dove Grey	Dove Grey	Crimson (Green or Reef Blue)
Arianca Beige	Arianca Beige	Crimson (Mushroom)
Maroon	Maroon	Mushroom (Crimson)
Black	Black	Crimson (Reef Blue)
Iris Blue	Iris Blue	Reef Blue
Almond Green	Almond Green	Green
Sandy Beige	Arianca Beige	Crimson (Mushroom)
Old English White	Dove Grey	Crimson (Green or Reef Blue)
Porcelain Green	Almond Green	Green
Old English White	Iris Blue	Reef Blue

Ten colour choices in all, which remained stable through to the 1965 Season, when a couple of minor changes were made, otherwise leaving the range substantially the same until 1967. The 1965 Season saw the end of special order interior colours and the two changes which were made to upholstery colours for two of the duotone paint finishes. Old English White/Dove Grey now came with Reef Blue trim and Sandy Beige/Arianca Beige exterior featured Mushroom as the standard interior.

The 1967 model year saw a few new colours in and a few old ones out, leaving the range like this:

ABOVE THE WAIST	BELOW THE WAIST	UPHOLSTERY, WITH CARPET TO BLEND
Black	Black	Cardinal Red
Cumulus Grey	Cumulus Grey	Cardinal Red
Arianca Beige	Arianca Beige	Cardinal Red
Almond Green	Almond Green	Green
Maroon	Maroon	Mushroom
Arianca Beige	Sandy Beige	Mushroom
Cumulus Grey	Old English White	Reef Blue
Almond Green	Porcelain Green	Green
Trafalgar Blue	Smoke Grey	Reef Blue

Yet a few more old colours out and a few new ones in for 1968 resulted in the range being still ten colour choices:

ABOVE THE WAIST	BELOW THE WAIST	UPHOLSTERY, WITH CARPET TO BLEND
Black	Black	Cardinal Red
Dominican Blue	Dominican Blue	Reef Blue
Faun Brown	Faun Brown	Cardinal Red
Almond Green	Almond Green	Green
Paladin Red	Paladin Red	Mushroom
Snowberry White	Snowberry White	Black
Faun Brown	Sandy Beige	Mushroom
Dominican Blue	Snowberry White	Reef Blue
Almond Green	Porcelain Green	Green
Trafalgar Blue	Smoke Grey	Reef Blue

Finally, the 1969 Season brought with it an air of austerity — the cold wind of demise was beginning to blow. There were now to be only eight monotonies available around four interior colour schemes. These were Black or Damask Red with Icon Red interior; Cumulus Grey or Blue Royale with Galleon Blue inside; Snowberry White, Connaught Green or Persian Blue, all with Black trim; then Albatross Beige with Mushroom upholstery. That was the 4/72.



AS MANY READERS will know, the USA is second only to the UK for the number of Magnettes it has in residence. However, 99% of these are Mk3 cars. Just two known Mk4's are in the USA. One of these has been known about in South Carolina for a while but we have now discovered another recently purchased by Allen Bachelder of New Castle, Virginia! His car, which is a rolling restoration project is pictured below being trailered home.

Just for the record we now have Magnettes in South Carolina, Virginia, Georgia, Florida, West Virginia, New Mexico, Missouri, New Hampshire, North Carolina, Washington State, Kansas, Oregon, Ohio, Kentucky, Louisiana, Montana and California . . . and those are just the ones we have found out about. Ernest Gasulla has his Di Tella in Chicago, Illinois and a few members have them in Canada where Farinas of all badge denominations were sold.

The only Riley known in the States belongs to Frank McKinney in Kansas. Anyway, Allen Bachelder decided to get all the Trans-Atlantic Farina owners in touch with each other which is a great idea. He has set up a kind of internet web ring system where all owners can keep in touch with hints and advice etc.

It is Allen who has found out about the wayward looking Magnette on the front cover; he is possibly looking to buy the car for spares for all of the USA members.

Contact Allen at: Route 1, Box 1896, New Castle, VA 24127, USA.
e.mail: bachldrs@pemt.net





A CANADIAN MEMBER'S STORY

HAVING BEEN a subscriber of the *Newsletter* for three years, I have finally been persuaded to take keyboard in hand and write about my small collection of Riley and MG Farinas. Firstly, Farinas of all badges are a rare sight here in Ontario. Our wonderful humid summer climate combined with salty roads led to early Farina demise. Secondly, at most vintage British car shows in Ontario, the best chance of seeing a Farina would be the Cambridge or Oxford variety (due to overwhelming sales ratio).

I caught the 'Farina bug' while in university. I have always been a fan of British cars as they offered something different to look at than the abundant vintage American cars. I have owned (and still do) a 1969 MGB that has performed faultlessly through thirteen years of my ownership. I have also owned several cars by Renault (18 and Fuego). They rarely worked longer than three weeks but they never rusted! It must have been an attempt to correct the 1759 situation when Wolfe captured Quebec. Fall and spring weather tends to be iffy and I wanted something British with a hard top. Through a local, large and very active British saloon car club, I received leads on Farinas. I wasn't badge particular at first but after many examples viewed I came to like the Riley and MG best.

I purchased my first Farina in the fall of 1999 in London, Ontario. It is a Magnette Mk3 (chassis 4466) that was originally imported into Canada and sold in Ohio. It was repatriated in the late 90's as a restoration project. When I received the car it had been partially stripped and sand blasted. The car has the typical rust: sills, A-posts, driver, passenger and trunk floors. Being just the third owner, I naively sought to put things right and create a driveable classic.

The second-and-one-half Farina that I purchased was in the summer of 2000. This was a forlorn Riley 4/68 (chassis 1846) described as a parts car. It was rusty beyond belief. There was no usable panel on the whole car. While not interested in acquiring more junk, I needed the Riley as many important references had been unmolested by a restoration. My Magnette had been stripped and I needed a guide. The Riley came packed with parts from a previous Riley 4/68 that had already been stripped. Extra parts included red

leather interior, extra carbs, trim and instruments. I considered myself lucky as these items are rare and never turn up at Brit auto flea markets.

The most recent Farina purchased is a Magnette Mk3. While weighing the options of cost and time in welding my Magnette I came across a Magnette advertised in the *Newsletter*. Only problem was its location — Arizona! Well, the south-western states are somewhat of a 'mecca' for restoration fans who live in the rust belt. Rust-free metal but perished rubber, leather, dashes, etc. I carefully thought things through. Do I purchase the car and assume the costs of transportation? Will my descendants inherit two-and-a-half unfinished Farinas? I decided that total costs of transport versus restoration on the first Magnette would be roughly equal and went for it.

On my travels through the provinces of Ontario and Quebec I have seen many interesting and rare British vehicles. Canada was once a major destination of British car imports. There are many clubs that cater to every make within Ontario. Parts supplies for British cars is exceptionally good. As a note of relevance to Farinas, I have seen the above mentioned Cambridge and Oxford varieties occasionally on the roads. I have only seen a Wolseley 15/60 once but what a minter it was. I came close to purchasing a Cambridge Estate but declined on family threats of a permanent stay in the local asylum.

My revised goal for 2003 concerning my collection of Farinas has changed with my recent purchase. I plan to restore the latest acquisition with parts from the other two cars. With this done, I can part out and scrap the Riley while waiting on the lottery jackpot in order to fix the first Magnette. Eternal Optimism — Stay Tuned ...

IAN McCALLUM

Barrie, Ontario, Canada.

SAVE A MAGNETTE

URGENT — GOOD HOME NEEDED
for **MAGNETTE** Mark 4 with loads of spares

Very solid - good project - needs saving!

Any offer considered

Contact **Terry Redgewell**
Tel: **01708 867875 (Essex)**

90bhp 1622cc Engine?

In the last issue Roy Lawson wrote to Neil Cairns suggesting the possibility of making modifications to create a Mk5 Magnette. Here is Neil's Engine Upgrade article.

YOU CAN CARRY OUT swaps of engines between cars using the 'B' Series. Up to the three-main-bearing 1798cc MGB engine it is easy as this will connect up easily to your current BMC gearbox. With the 1798cc MGB five-main-bearing engine things get difficult because they used the stronger Sherpa gearbox which will not fit in the transmission tunnel. So why not just improve the 1622cc engine already fitted? The A60, Series 6 Morris Oxford and the Wolseley 16/60 all produce a tiny 61bhp and the Mk4 MG and 4/72 manage 68bhp, all with a torque of about 89-90 lb/ft. These modifications can also be done to the 1489cc engine using the parts suggested, but it is a bit more 'cammy' and harsh.

The MGA 1600 Mk2, made from 1961 to 1962 (and only 8719 were made), used the *same* 1622cc engine as the A60, but in this MG form produced 93bhp and 95 lb/ft torque. If you fit the relevant bits that this MGA used to your A60 etc, you too can have quite a powerful motor and you do not even need to trake the engine out! What you do is build your present 1622cc engine up to the MGA specification.

Right from the start let's get something very clear:

(1) You will not have a smooth saloon car engine any more; (2) your insurance will go up; (3) your engine's condition *must* be good; and (4) you are going to have to do a lot of spanner work. Your A60 engine has some very important limitations, the same the MGA 1600 Mk2 had and the reasons why the 1800 engine was developed to cure. The cam followers are of the 'barrel' type and the con-rod has a pinch bolt on the little-end (gudgeon pin). This bolt makes the con-rod rather weak and limits the power/revs. These arrangements were also in the three-main-bearing MGB engine (18G and 18GA).

Your A60 produces its maximum power at 4500 rpm. The MGA Mk2 did so at 5500 rpm. Your A60 was designed to last donkey's years—sports cars get quite regular engine rebuilds. The MGA had disc front breaks, your saloon car has drums. I hope to make my point!!

What do you need to do?

Obtain an 1800 cylinder head from an MGB or Marina. Recondition it if it needs it (good time to go 'lead-free'). The 1800 head has huge valves and better ports than our A60. On the 1800 the inlet valve will hit the block. You need to

grind out a tiny 'scallop' to clear it. The combustion chambers of the 1800 head are shallower (though both A60 and 1800 have volume of 43cc) and you are going to fit a camshaft with more lift.

With your head off, remove your grille, radiator and sump. The sump can be removed in-situ if you put one-inch blocks of wood under the engine mounts on the cross member to lift it. Now take off the timing chain cover and the manifolds and side tappet chest covers. Remove the push rods and the cam followers. Remove the oil pump and the distributor and its jack-shaft (see your workshop manual). Now pull out the camshaft from the front, once you have taken off its chain, **carefully**.

Buy an MGB camshaft (it is identical to the MGA one), less tacho drive, with the MGA 1600 Mk2 timing and lift. Also buy, or beg, a set of 1800 18V onwards **bucket** cam followers and the necessary longer push rods. These bucket followers are the same ones fitted to the 1275cc 'A' Series. They are much lighter than the old type and hence allow higher revs and less loss of power.

With lots of oil on it, fit the camshaft into your block. Ensure the timing is correct. Fit the pulleys and make sure the oil thrower is fitted the right way round. Fit the oil pump, but make sure it's in good condition. Now buy an MGB oil pressure relief valve spring and swap it with your old one. Your oil pressure will now be up around 70-75psi. Fit a new oil filter.

Now you can keep your old pistons with their 8.3 to 1 compression ratio or buy and fit MGA 1600 Mk2 pistons with their 8.9 to 1 compression ratio. Using your old ones will be far cheaper and you will only lose 3-5bhp. Fit the sump with a nice new gasket. Fit the timing chain cover with a new gasket and seal. Fit the distributor with MGB springs on the weights for the advance curve (again not essential, but it helps pulling power).

Now, having fitted the head with no gasket, but push rods and followers in, and wound the engine over carefully on the handle to see if the valves clear the block (put plasticine on the valve edge to make a mark), taking it off again to check for marks—now you can fit it properly with an 1800 head gasket. Remember to put in the new bucket followers and the longer push rods. Torque down the head. You can use your old rockers, **but** if you used a Marina cylinder head, make sure the oil drilling in the head lines up with that in the rocker pillar. The Marina one is further forward and you may have to beg, borrow or buy a Marina pillar with the extra lug on it. (When you buy the head take the current rockers, then there will be no problem). You need to buy an MGA Long Centre Branch (LCB) exhaust manifold. It will need a sleeve to connect it to your old exhaust system as they are both the same size. Removing the rear expansion box helps power and noise!! An MGB LCB will fit, but **not** the standard MGB exhaust system. Fit the two engine side tappet covers before the manifolds.

The inlet manifold needs to be the standard 'B' Series twin carburettor version, fitted with either MGA or MGB or Riley 1.5 or MG ZA or ZB, twin carburettors, if you can find any. Riley and MG Farinas already use twin carbs.

CHANGES TO CAR LISTS

MG

New car. Mk 3, chassis 7680. Owner: K. Cahill, Florence, Kentucky, USA.
 New car. Mk 3, chassis 5640. Owner: W. Wolcott, Pottersville, Michigan, USA.
 New car. Mk 4, chassis 30844, LOD829F. Owner: A. Bothorel, Paris, France.
 Mk 3, chassis 2204. New owner: I. McCallum, Barrie, Ontario, Canada. (Car imported from USA).
 Mk 3, chassis 14059, 517AOU. New owner: M. Whatling, Margate, England. (Car last known 1982).
 Mk 4, OPG308E, chassis is 29889. New owner: A. Copping, Bury St. Edmunds, England.

RILEY

New car. 4/68, chassis 1825. Owner: S. Jesus, Funchal, Madeira.
 4/72. Car scrapped, chassis 14537, NNW383A. Owner was D. Pratt, Leeds, England.
 4/72, chassis 19632, BHV886C. New owner: R. Woodland, Essex, England.
 4/72, URF515G. New owner: R. Conway, Lancaster, England. No more details.
 4/72, chassis 16515. New Reg. No: ONW498B. New owner: R. Firth, Leeds, England.

ARGENTA

Argenta Pick-Up. Owner: Juan Carlos Tuzzolino, Buenos Aires, Argentina.

Those fitted to the Marina 1.8TC are perfectly OK, but whatever you fit, you will need a pair of K&N pancake air filters with sub-stacks. The MGB rich needle is an ideal starting point to fit, a number 6. N9Y plugs are ideal, as is an 88 degree thermostat and a 7psi radiator cap.

Now, with the ignition timing set at about 5 degrees BTDC static and a cable throttle control made up as per the Marina 1800, fill the sump with oil, the radiator with water, and start it up. Once you have sorted out the odd faults and got the car onto the road, providing you have followed the instructions, your engine should be making about 85-90bhp. It will be a bit rough at idle, so tick-over has to be higher at 950 rpm. Yes, the car will quite fly along, use the revs.

But you really need to get the radiator fitted with an efficient four-core matrix, as the A60 three-core will not be capable of cooling the engine efficiently at high speed—or fit an oil cooler. As with the 1800, you need radial ply tyres, and disc brakes if you are rich. A nice alloy rocker cover finishes it off.

Where do you get the bits?

Well, a whole reconditioned MGA 1600 Mk2 engine can be had on 01954 231318 from the MGOC, as can an MGA/MGB LCB exhaust manifold, twin carb manifolds, new twin carbs, K&N filters and MGB camshaft. Ring a few other MG specialists, as prices can vary to your advantage. A cylinder head can be had from MG magazine spares adverts (*MG Enthusiast* magazine at W. H. Smith's), or scrap yards.

You mention the rear fins on the MG and Riley. These were not updated in 1961 along with the other cars, as not enough were being produced to warrant the tooling costs. You can 'drop' the front suspension on your Wolseley 16/60 donor car by fitting longer spacers between the front spring pan and the suspension arms. There are no spacers on the 1489cc cars, and half-inch spacers on the 1622cc cars. Radial-ply tyres also improve the road holding, but make the steering very heavy. *Good luck with your modifications!*

NEIL CAIRNS

THE VILLAGE SERVICE STATION

SERVICING ♦ BRAKES

CLUTCHES ♦ TYRES

SHOCK ABSORBERS

High-Class
 PAINTWORK and BODYWORK
 — FARINA SPECIALIST —

PASTURE LANE WORKS, ALBERT MILL, MILL STREET,
 BARROWFORD, NELSON, LANCS, BB9 6EU

Telephone/Fax: 01282 697815



RUN from NORTH YORKSHIRE to BOLTON ABBEY STEAM RAILWAY, near Skipton

9.00 to 10.00 am
 on Sunday, 18th April

More details from
 Steve Turner Tel: 01653 693183

YORKSHIRE GATHERING

at EDEN CAMP, near Malton
 on Sunday, 23rd May, 2004

More details from
 Steve Turner
 Tel: 01653 693183

COOC AGM and AUTUMN RALLY

at
 British Commercial Vehicle Museum,
 Leyland

Sunday, 3rd October, 2004.

Contact: Mick Holehouse
 Tel: 01282 605563



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
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:

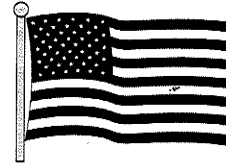
44 Highfield Road, Leighton Buzzard, Beds, LU7 3LZ.

Name

Address

..... Post Code

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



STATESIDE MAGNETTES

AS MANY READERS will know, the USA is second only to the UK for the number of Magnettes it has in residence. However, 99% of these are Mk3 cars. Just two known Mk4's are in the USA. One of these has been known about in South Carolina for a while but we have now discovered another recently purchased by Allen Bachelder of New Castle, Virginia! His car, which is a rolling restoration project is pictured below being trailered home.

Just for the record we now have Magnettes in South Carolina, Virginia, Georgia, Florida, West Virginia, New Mexico, Missouri, New Hampshire, North Carolina, Washington State, Kansas, Oregon, Ohio, Kentucky, Louisiana, Montana and California . . . and those are just the ones we have found out about. Ernest Gasulla has his Di Tella in Chicago, Illinois and a few members have them in Canada where Farinas of all badge denominations were sold.

The only Riley known in the States belongs to Frank McKinney in Kansas. Anyway, Allen Bachelder decided to get all the Trans-Atlantic Farina owners in touch with each other which is a great idea. He has set up a kind of internet web ring system where all owners can keep in touch with hints and advice etc.

It is Allen who has found out about the wayward looking Mquette on the front cover; he is possibly looking to buy the car for spares for all of the USA members.

Contact Allen at: Route 1, Box 1896, New Castle, VA 24127, USA.
e.mail: bachldrs@pemtel.net



ABOVE THE WAIST	BELOW THE WAIST	UPHOLSTERY, WITH CARPET TO BLEND
Dove Grey	Dove Grey	Crimson (Green or Reef Blue)
Arianca Beige	Arianca Beige	Crimson (Mushroom)
Maroon	Maroon	Mushroom (Crimson)
Black	Black	Crimson (Reef Blue)
Iris Blue	Iris Blue	Reef Blue
Almond Green	Almond Green	Green
Sandy Beige	Arianca Beige	Crimson (Mushroom)
Old English White	Dove Grey	Crimson (Green or Reef Blue)
Porcelain Green	Almond Green	Green
Old English White	Iris Blue	Reef Blue

Ten colour choices in all, which remained stable through to the 1965 Season, when a couple of minor changes were made, otherwise leaving the range substantially the same until 1967. The 1965 Season saw the end of special order interior colours and the two changes which were made to upholstery colours for two of the duotone paint finishes. Old English White/Dove Grey now came with Reef Blue trim and Sandy Beige/Arianca Beige exterior featured Mushroom as the standard interior.

The 1967 model year saw a few new colours in and a few old ones out, leaving the range like this:

ABOVE THE WAIST	BELOW THE WAIST	UPHOLSTERY, WITH CARPET TO BLEND
Black	Black	Cardinal Red
Cumulus Grey	Cumulus Grey	Cardinal Red
Arianca Beige	Arianca Beige	Cardinal Red
Almond Green	Almond Green	Green
Maroon	Maroon	Mushroom
Arianca Beige	Sandy Beige	Mushroom
Cumulus Grey	Old English White	Reef Blue
Almond Green	Porcelain Green	Green
Trafalgar Blue	Smoke Grey	Reef Blue

Yet a few more old colours out and a few new ones in for 1968 resulted in the range being still ten colour choices:

ABOVE THE WAIST	BELOW THE WAIST	UPHOLSTERY, WITH CARPET TO BLEND
Black	Black	Cardinal Red
Dominican Blue	Dominican Blue	Reef Blue
Faun Brown	Faun Brown	Cardinal Red
Almond Green	Almond Green	Green
Paladin Red	Paladin Red	Mushroom
Snowberry White	Snowberry White	Black
Faun Brown	Sandy Beige	Mushroom
Dominican Blue	Snowberry White	Reef Blue
Almond Green	Porcelain Green	Green
Trafalgar Blue	Smoke Grey	Reef Blue

Finally, the 1969 Season brought with it an air of austerity — the cold wind of demise was beginning to blow. There were now to be only eight monotonies available around four interior colour schemes. These were Black or Damask Red with Icon Red interior; Cumulus Grey or Blue Royale with Galleon Blue inside; Snowberry White, Connaught Green or Persian Blue, all with Black trim; then Albatross Beige with Mushroom upholstery. That was the 4/72.



A CANADIAN MEMBER'S STORY

HAVING BEEN a subscriber of the *Newsletter* for three years, I have finally been persuaded to take keyboard in hand and write about my small collection of Riley and MG Farinas. Firstly, Farinas of all badges are a rare sight here in Ontario. Our wonderful humid summer climate combined with salty roads led to early Farina demise. Secondly, at most vintage British car shows in Ontario, the best chance of seeing a Farina would be the Cambridge or Oxford variety (due to overwhelming sales ratio).

I caught the 'Farina bug' while in university. I have always been a fan of British cars as they offered something different to look at than the abundant vintage American cars. I have owned (and still do) a 1969 MGB that has performed faultlessly through thirteen years of my ownership. I have also owned several cars by Renault (18 and Fuego). They rarely worked longer than three weeks but they never rusted! It must have been an attempt to correct the 1759 situation when Wolfe captured Quebec. Fall and spring weather tends to be iffy and I wanted something British with a hard top. Through a local, large and very active British saloon car club, I received leads on Farinas. I wasn't badge particular at first but after many examples viewed I came to like the Riley and MG best.

I purchased my first Farina in the fall of 1999 in London, Ontario. It is a Magnette Mk3 (chassis 4466) that was originally imported into Canada and sold in Ohio. It was repatriated in the late 90's as a restoration project. When I received the car it had been partially stripped and sand blasted. The car has the typical rust: sills, A-posts, driver, passenger and trunk floors. Being just the third owner, I naively sought to put things right and create a driveable classic.

The second-and-one-half Farina that I purchased was in the summer of 2000. This was a forlorn Riley 4/68 (chassis 1846) described as a parts car. It was rusty beyond belief. There was no usable panel on the whole car. While not interested in acquiring more junk, I needed the Riley as many important references had been unmolested by a restoration. My Magnette had been stripped and I needed a guide. The Riley came packed with parts from a previous Riley 4/68 that had already been stripped. Extra parts included red

leather interior, extra carbs, trim and instruments. I considered myself lucky as these items are rare and never turn up at Brit auto flea markets.

The most recent Farina purchased is a Magnette Mk3. While weighing the options of cost and time in welding my Magnette I came across a Magnette advertised in the *Newsletter*. Only problem was its location — Arizona! Well, the south-western states are somewhat of a 'mecca' for restoration fans who live in the rust belt. Rust-free metal but perished rubber, leather, dashes, etc. I carefully thought things through. Do I purchase the car and assume the costs of transportation? Will my descendants inherit two-and-a-half unfinished Farinas? I decided that total costs of transport versus restoration on the first Magnette would be roughly equal and went for it.

On my travels through the provinces of Ontario and Quebec I have seen many interesting and rare British vehicles. Canada was once a major destination of British car imports. There are many clubs that cater to every make within Ontario. Parts supplies for British cars is exceptionally good. As a note of relevance to Farinas, I have seen the above mentioned Cambridge and Oxford varieties occasionally on the roads. I have only seen a Wolseley 15/60 once but what a minter it was. I came close to purchasing a Cambridge Estate but declined on family threats of a permanent stay in the local asylum.

My revised goal for 2003 concerning my collection of Farinas has changed with my recent purchase. I plan to restore the latest acquisition with parts from the other two cars. With this done, I can part out and scrap the Riley while waiting on the lottery jackpot in order to fix the first Magnette. Eternal Optimism — Stay Tuned ...

IAN McCALLUM
Barrie, Ontario, Canada.

SAVE A MAGNETTE

URGENT — GOOD HOME NEEDED
for **MAGNETTE Mark 4** with loads of spares

Very solid - good project - needs saving!

Any offer considered

Contact **Terry Redgewell**
Tel: 01708 867875 (Essex)

90bhp 1622cc Engine?

In the last issue Roy Lawson wrote to Neil Cairns suggesting the possibility of making modifications to create a Mk5 Magnette. Here is Neil's Engine Upgrade article.

YOU CAN CARRY OUT swaps of engines between cars using the 'B' Series. Up to the three-main-bearing 1798cc MGB engine it is easy as this will connect up easily to your current BMC gearbox. With the 1798cc MGB five-main-bearing engine things get difficult because they used the stronger Sherpa gearbox which will not fit in the transmission tunnel. So why not just improve the 1622cc engine already fitted? The A60, Series 6 Morris Oxford and the Wolseley 16/60 all produce a tiny 61bhp and the Mk4 MG and 4/72 manage 68bhp, all with a torque of about 89-90 lb/ft. These modifications can also be done to the 1489cc engine using the parts suggested, but it is a bit more 'cammy' and harsh.

The MGA 1600 Mk2, made from 1961 to 1962 (and only 8719 were made), used the *same* 1622cc engine as the A60, but in this MG form produced 93bhp and 95 lb/ft torque. If you fit the relevant bits that this MGA used to your A60 etc, you too can have quite a powerful motor and you do not even need to trake the engine out! What you do is build your present 1622cc engine up to the MGA specification.

Right from the start let's get something very clear:

(1) You will not have a smooth saloon car engine any more; (2) your insurance will go up; (3) your engine's condition *must* be good; and (4) you are going to have to do a lot of spanner work. Your A60 engine has some very important limitations, the same the MGA 1600 Mk2 had and the reasons why the 1800 engine was developed to cure. The cam followers are of the 'barrel' type and the con-rod has a pinch bolt on the little-end (gudgeon pin). This bolt makes the con-rod rather weak and limits the power/revs. These arrangements were also in the three-main-bearing MGB engine (18G and 18GA).

Your A60 produces its maximum power at 4500 rpm. The MGA Mk2 did so at 5500 rpm. Your A60 was designed to last donkey's years—sports cars get quite regular engine rebuilds. The MGA had disc front breaks, your saloon car has drums. I hope to make my point!!

What do you need to do?

Obtain an 1800 cylinder head from an MGB or Marina. Recondition it if it needs it (good time to go 'lead-free'). The 1800 head has huge valves and better ports than our A60. On the 1800 the inlet valve will hit the block. You need to

grind out a tiny 'scallop' to clear it. The combustion chambers of the 1800 head are shallower (though both A60 and 1800 have volume of 43cc) and you are going to fit a camshaft with more lift.

With your head off, remove your grille, radiator and sump. The sump can be removed in-situ if you put one-inch blocks of wood under the engine mounts on the cross member to lift it. Now take off the timing chain cover and the manifolds and side tappet chest covers. Remove the push rods and the cam followers. Remove the oil pump and the distributor and its jack-shaft (see your workshop manual). Now pull out the camshaft from the front, once you have taken off its chain, **carefully**.

Buy an MGB camshaft (it is identical to the MGA one), less tacho drive, with the MGA 1600 Mk2 timing and lift. Also buy, or beg, a set of 1800 18V onwards **bucket** cam followers and the necessary longer push rods. These bucket followers are the same ones fitted to the 1275cc 'A' Series. They are much lighter than the old type and hence allow higher revs and less loss of power.

With lots of oil on it, fit the camshaft into your block. Ensure the timing is correct. Fit the pulleys and make sure the oil thrower is fitted the right way round. Fit the oil pump, but make sure it's in good condition. Now buy an MGB oil pressure relief valve spring and swap it with your old one. Your oil pressure will now be up around 70-75psi. Fit a new oil filter.

Now you can keep your old pistons with their 8.3 to 1 compression ratio or buy and fit MGA 1600 Mk2 pistons with their 8.9 to 1 compression ratio. Using your old ones will be far cheaper and you will only lose 3-5bhp. Fit the sump with a nice new gasket. Fit the timing chain cover with a new gasket and seal. Fit the distributor with MGB springs on the weights for the advance curve (again not essential, but it helps pulling power).

Now, having fitted the head with no gasket, but push rods and followers in, and wound the engine over carefully on the handle to see if the valves clear the block (put plasticine on the valve edge to make a mark), taking it off again to check for marks—now you can fit it properly with an 1800 head gasket. Remember to put in the new bucket followers and the longer push rods. Torque down the head. You can use your old rockers, **but** if you used a Marina cylinder head, make sure the oil drilling in the head lines up with that in the rocker pillar. The Marina one is further forward and you may have to beg, borrow or buy a Marina pillar with the extra lug on it. (When you buy the head take the current rockers, then there will be no problem). You need to buy an MGA Long Centre Branch (LCB) exhaust manifold. It will need a sleeve to connect it to your old exhaust system as they are both the same size. Removing the rear expansion box helps power and noise!! An MGB LCB will fit, but **not** the standard MGB exhaust system. Fit the two engine side tappet covers before the manifolds.

The inlet manifold needs to be the standard 'B' Series twin carburetter version, fitted with either MGA or MGB or Riley 1.5 or MG ZA or ZB, twin carburettors, if you can find any. Riley and MG Farinas already use twin carbs.