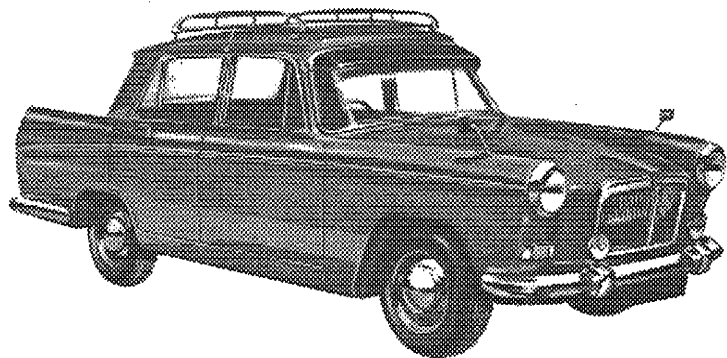


FARINA MG & RILEY REGISTER NEWSLETTER



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



ISSUE 24

MG & RILEY FARINA REGISTER

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Hello! Welcome to Issue 24. The response to the new newsletter has been very encouraging, so much so that I've included four more pages for this edition.

The steady flow of renewals has also been very good, however, one or two still need to renew, so if that's you, please do so A.S.A.P

For many of us the rally season is now in full swing and we are out and about in our cars. The imminent leaded fuel ban has certainly dominated conversations at the rallies I've been to so far. My findings and experiences are reported within this issue.

The next newsletter is out in September and if predictions are correct supplies of 4 star may well be running low by then, so if you have not done so already now is the time to act. I've had a few letters for this issue but please let me have anything you think may be suitable to keep the newsletter exciting.

I've recently been resting my Midget after it did all winter on the road for me and my recently rebuilt Cambridge is enjoying a few weeks use. But don't worry I will be bringing it to Peterborough for the BMC day where I hope to see as many of you as possible.

Happy motoring,

Mick

RALLY REPORT

My first rally of the season was the C.O.O.C BMC Yorkshire gathering organised by Steve Turner at Sewerby Hall, Bridlington on Sunday, May 9th.

I woke up early, full of anticipation of a great day out in my newly rebuilt 1964 Cambridge. It romped along the empty A59 on the scenic route known as "Over the Blubberhouses" passing Skipton and Harrogate where I met up with Andrew Idle in his 1967 Hillman Minx (his Wolseley 16/60 was undergoing some repairs). We carried on through York where we gained some admiring glances, and on to the village of Stamford Bridge (not the home of Chelsea but the historic battle site 1066 etc.). Then it is on the long road to Bridlington where the car fits in well with the dated surroundings. I even saw an old AA box by the roadside.

Sewerby Hall is a superb venue overlooking Bridlington Bay and for the first time I can remember the weather was perfect.

Approximately 30 Farinas were in attendance and an excellent standard of car was on view. Rileys and Midgets were represented by Ken Breckon of Skelton Cleveland, Riley 4/72. Andrew Mitchell of Huddersfield, Riley 4/72. Ian Sellers of Worksop, MG Mk. 3 and Peter Dunn of Alfreton, Derbyshire in his Mk. 4 MG. All four were looking in fine fettle.

All in all an excellent day and 200 trouble free miles.



ENGINES, ROCKETS AND V4'S

For those who can remember back to the late 1950's, we as a nation were developing our own rocket. It had the name of 'Blue Streak', and was being built on rocket launching pads on the Spadeadam Moorland in Cumberland. It was our own power-unit to put Sputniks into space. By 1962 the new Labour Government had scrapped the whole idea as far too expensive, and all the UK rocket research went to Edinburgh, not in Scotland, but in Australia. The actual rockets went to a place called Woomera not far from Edinburgh Field, Australia.

The name 'Blue Streak' was not new, it had been used in Australia before, by a company who made motor cars. To sort out this story, we need to go further back in motoring history.

By 1956 the huge BMC company in the UK had updated their mechanical specifications of their multifarious vehicles. It was a good bet that whilst a Morris looked different to an Austin, or a Wolseley, Riley or even M.G., very much of the engine, gearbox, suspension, brakes, etc. were in fact the same components in that range. For instance the Riley 1.5, M.G. Magnette Mk. 3, Riley 4/68, and MGA 1500, with very minor differences all used the same engine and gearbox, as did the Morris 1000, Austin A40, Austin Healey Sprite and M.G. Midget, (only the number of SU's differed). The engine line up was quite simple, consisting of the tiny 'A' series, the mid-range 'B' series, and a heavy but powerful 'C' series; two four cylinder and one six cylinder with an associated gearbox and rear axle for each.

Like any company trying to get good value, whilst the 'C' series was being designed, experiments were had with the 1489cc four cylinder 'B' series. They added two cylinders to this engine, but found it was a bit weak in the extended crankshaft so it never came as far as production. However, in Australia BMC had one of its many overseas assembly plants. BMC Australia were going one better, and producing their own cars, versions of our home models with differing badges, the Austin Lancer being one you and I would call a Wolseley 1500 with an Austin badge. Whilst the Riley and M.G. Farina models were imported completely assembled, the Austin A60

and Wolseley 16/60 were built in 'Oz'. The UK based family saloon models were too under-powered to cope with the larger American based cars on sale, so BMC Australia looked about for a bigger engine. They had already been building the 1622cc version of the 'B' series a year or so before the UK factory used it.

Digging about at the UK BMC factories unearthed the 1489cc with the extra two cylinders. This engine and the drawings were taken back to Australia, and a 1622cc version designed, simply being an extended A60 engine. The idea was that current factory machinery could be used to machine the longer block, no massive new investment was required. So it was that BMC Australia produced their own engine calling it the 'Blue Streak' and of 2433cc, (six times one cylinder on the 1622cc engine!) The only really special parts were the crankshaft, camshaft, head and block. Pistons, con-rods, valves, etc. were all common. It produced just 80hp on a single SU carburettor, but gave good lazy performance to their Austin A60 and Wolseley 16/60 comparable to the smaller American six cylinder cars. The model names changed to the Austin Freeway, and the Wolseley 24/80. The Austin failed to sell, but the Wolseley sold better though not in large numbers.

To get the longer engine into the A60 body, the radiator was moved forward, as was the front suspension cross member, but there were no external panel changes. The Wolseley kept its individual front end, but the Austin was fitted with an awful grinning mouth of a grille. The axle ration took on the MGB's 3.9:1 ratio. These two models really failed BMC Australia, and were the beginning of the end. The engine did get back to the UK for one car though. A Blue Streak Six was used for the development of the MGC engine bay. This MGB derivative used torsion bar front suspension, and MG used the Aussie engine just as a jig-checking device as none of the new five-main-bearing 'C' series were ready. The old 'C' series was thought too heavy, what a shock MG got when the massively overweight Austin Three Litre engine did arrive!

At about the same time BMC in the UK were playing with the 'B' series 'six', they were also building experimental 'V4' engines. These were copies of the earlier Lancia narrow V-4, and the success of the V4 in Ford cars was worth looking at. An MGA, and two Austin

A60's were fitted with 2000cc versions of these engines, the MGA performance is not known but the same unit in an early MGB gave 105 mph. The Austins caused lots of interest, as they really were quite fast cars, but engine vibration got the better of the idea and it was cheaper to build 1622cc units on machinery already in use. So the life of the V4 for BMC was very short indeed.

Neil Cairns



Above: Postcard for the Austin Freeway

EVENTS DIARY 1999

August 1st Sixth BMC/BL Rally & Spares Day
Ferry Meadows, Peterborough

Contact Mick & Barbara Clarke
Telephone: 01476 572124

Remember John Green wants as many MG's as possible to attend.

ACCESSORY LIST

Description	Part No.	Retail Price
1. Roof rack	27H9864	£ s. d. 11 10 0
2. Demister/defroster	27H9807	2 19 6
3. Exhaust deflector	97H602	15 9
4. Wheel trims (set of 5)	7H9836	5 0 0
5. Vanity mirror	7H9756	5 10 (incl. P.T.) 7 15 0
6. Exterior sun visor with aerial	27H9866	
7. Cigarette-lighter	97H664	1 8 0 (incl. P.T.) 1 19 6
8. Fire extinguisher (5½" × 1½")	97H752	2 15 0
Fire extinguisher (9½" × 1½")	97H753	
9. Inspection lamp	17H5487	1 1 0
10. Wing mirror	27H9863	1 4 0
11. Radiator blind	27H9865	3 10 0
12. Fog lamp	17H5321	4 2 6
13. Driving lamp	17H5322	4 2 6
14. Seat covers	According to material	13 0 0 (av. price)
15. Travelling-rug all-wool tartan	27H9635	2 19 6
	Anderson	
	Buchanan	
	Davidson of Tulloch	
	Dress Stewart	
	Macbeth	
	MacGregor	
	MacLeod	
	Royal Stewart	
	Wallace	
Tartans available		
16. Lambskin mats (set)		12 0 11 (incl. P.T.)
	Brown	27H9869
	Green	27H9870
	Red	27H9867
	Light Blue	27H9871
	Dark Blue	27H9872
	Grey	27H9868
Colours available		

Your Nuffield Distributor or Dealer will be pleased to show you our full extensive range of accessories. This list is purely representative —there are many others!

Accessories available for the Magnette Mk. 3 from an accessories booklet supplied by University Motors Ltd., 7 Hertford Street, London. W1 (circa 1960). The front cover shot is from this booklet. I note with amusement the large tartan rug range.

UNLEADED VIEWS

So, no more four star will be available from the end of this year, and you can expect to be hunting all over town for it sooner than that.

Basically, the lead in four star lubricates the valve seats, and without lead valve seat recession occurs.

So, when you get your cylinder head converted they will fit hardened valve seats to prevent this recession. I've just fitted an NTG converted head on my A60 and it runs extremely well on unleaded so I'm very pleased with it. The cost was around £230 including V.A.T. and carriage. I changed the head myself.

Lead substitute additives recently went under test by M.I.R.A. using an A series engine (very similar to ours). The four products which passed the test were Superblend Zero Lead 2000, Valvemaster Lead Substitute, Redline Lead Substitute and Millers VSP Plus. Along with leading magazines I would only recommend these be used. The cost: various prices and sizes of bottle, but roughly 4 pence per litre of petrol.

What do you do? Well, I think the mileage you cover, the long term plans for your car and your budget all come into consideration.

For instance, my friend Jack in the next village has a Wolseley 16/60, his weekly mileage consists of going to Asda on Fridays. He is also a pensioner and to fork out for the expense of having his cylinder head converted probably does not suffice for Jack.

Then take someone like myself who covers a few hundred miles per week, up and down the motorways attending rallies etc. For me a cylinder head conversion was the only long term option.

The decision is yours.

Dave Atkings wrote to me with some comments regarding the use of radial tyres on his 1967 Riley 4/72. The subject was touched upon by Andrew Idle in the last issue with his 'Mobil Battle for MPG' article. As many of you may be using or thinking about using radials his findings may be of some interest to you. He also has some spares information.

My 1967 Riley 4/72 has been fitted with radial tyres since 1993 (approximately 14,000 miles), the tracking has been set at 6mm toe out since then. No steering problems or abnormal wear have occurred. The steering is heavy but precise with tyres virtually unworn. Tyre pressures are 25psi front and 27psi rear.

In the course of my part time work with Brown Brothers/Partco, I have identified a variety of spares for our Farinas which are still available. These include air/oil filters (Brown Brothers Ref PMFL 203), Exhausts, brake shoes, brake spring sets, wheel/master cylinders, clutch assemblies, slave cylinders, engine gasket sets, dynamo, and control box. These items can often be obtained at competitive prices compared with specialist suppliers. I would be pleased to help any Farina owner obtain such parts.

I also have the following parts available at cheap prices from July to save them from the scrapman. 3x 1622 engines, 2x manual gearboxes, 2x auto gearboxes, torque converters and linkages etc., 4x rear axles 4.3 ratio and various A60, 16/60, and 4/72 trim and mechanical parts.

Dave Atkings.
45 Colyton Crescent, Hamilton,
Lanarkshire, Scotland. ML3 9NL
Telephone/Fax: 01698 334363

SAVE A MAGNETTE!!! 1966, Original and ripe for restoration, exterior sun visor, complete car. Needs to go. Open to any reasonable offer to tow away.

Bill Ricketts, Colchester
01206 791782 (Garage) or 01206 823321 (Home)

MAGNETTE SPEEDO TROUBLE

In a previous issue I wrote in saying that I had a problem with my Magnette speedo. The problem was the needle was moving like a pendulum when the car was in motion. Andrew Brock phoned me saying that he had cured the problem on his car by tightening a nut behind the needle base.

Another cure I received was from Peter Dunn, who points out that the hole in the bulkhead which the speedo cable comes through, is not in line with the drive on the speedo head. This causes a kink and the inner cable to touch the outer cable, (giving a varied drive to the needle). He put some packing under the securing screws on the left hand side of the speedo head and reduced the kink in the cable. Another more common cause of a fluctuating needle is a worn speedo cable, this had been replaced however.

FARINA PARTS

MICK HOLEHOUSE

23, Willaston Avenue, Blacko, Nelson, Lancashire. BB9 6LU
Telephone: 01282 618802 Mobile: 07970 902886



Numerous new and used spares for the:

A55 Mk. 2, A60, Morris Oxford series V, VI,

MG Magnette Mk. 3, 4, Riley 4/68, 4/72,

Wolseley 15/60, 16/60 & other BMC models.



CARS FOR SALE

1960 Series V Morris Oxford needing restoration. Offers P. Kenny, Manchester, 0161 225 6812 (days), 0161 225 1415 (evenings).

1971 Series 6 Morris Oxford needing restoration, good interior, good runner, 57,000 miles, good home required, nominal price. David Howard, Liverpool, 0151 489 2986 (Home), 0151 236 2253 (Work).

1964 MG Magnette Mk. 4, M.O.T. 9 months, 48,000 miles, green & white, new grille, s.s. exhaust, waxoyled, excellent grey leather interior, £1695. Kevin Williams, Matlock, 01629 580181.

Classifieds

PARTS FOR SALE

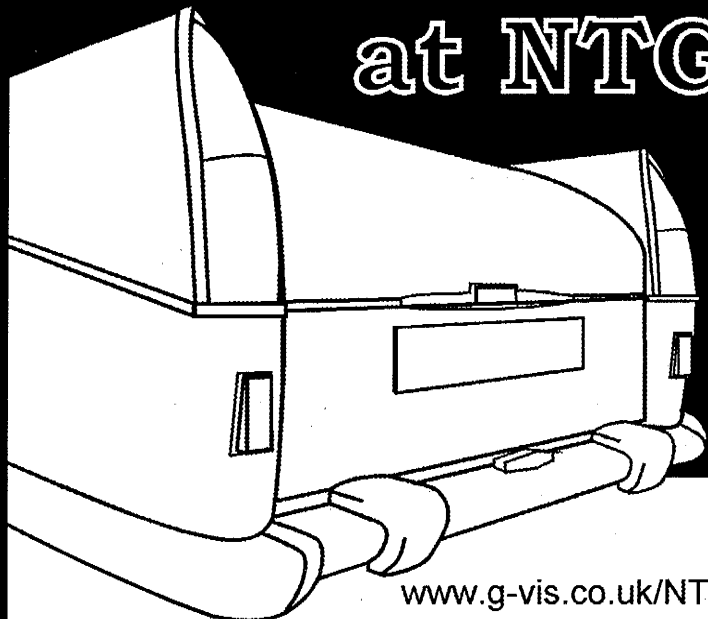
Ray Wheadon of Exmouth, Devon has what he describes as a garage full of mechanical spares for the A55/A60 range which are second hand. Contact him on 01395 265225

David Greaves of Middlesborough has a MGB 18v engine for sale. Contact him on 01642 812104

Peter Kenny of Manchester has a large amount of new spares for Farinas. These include: wheel cylinders, brake shoes, A60 front overriders, MG & Riley front and rear overriders. Saloon and estate genuine and pattern sills, A60 genuine front wings, upper rear valance for all models. A60 fibreglass front wings, Riley etc. left hand rear bumper sideblade. Riley etc. rear bumper centre, front doors, front outrigger triangular panels, Riley sidelamps, MG & 16/60 front sidelamps, long number plate lamp, MG/Riley reverse lamp, head set 66 on, oil & air filters, early & late waterpumps, A55/A60 handbrake cables, front brake adjuster kit, master cylinder extension, rear brake drums, master cylinders, kingpin kits, front wheel bearing kits, 4/68 etc. side track rods and centre rod ends, top and bottom fulcrum pins, 4/72 etc. side track rods, steering idler, clutch slave cylinder, 1622 clutch plate (unipart), 4/72 etc. rear springs, 4/68 etc. gear lever gaitor. Also many second hand spares. Contact him on 0161 225 6812 (days) and 0161 225 1415 evenings and weekends.

FARINA

at NTG



www.g-vis.co.uk/NTGservices



For new illustrated catalogue & price list
send large addressed envelope and
50p (inland) £1 (overseas) stamps.



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