



# The Classic 'Y'



## The Newsletter of The M.G. "Y" Type Register

Issue No.165



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### 'KSC171' - Development & Modification History

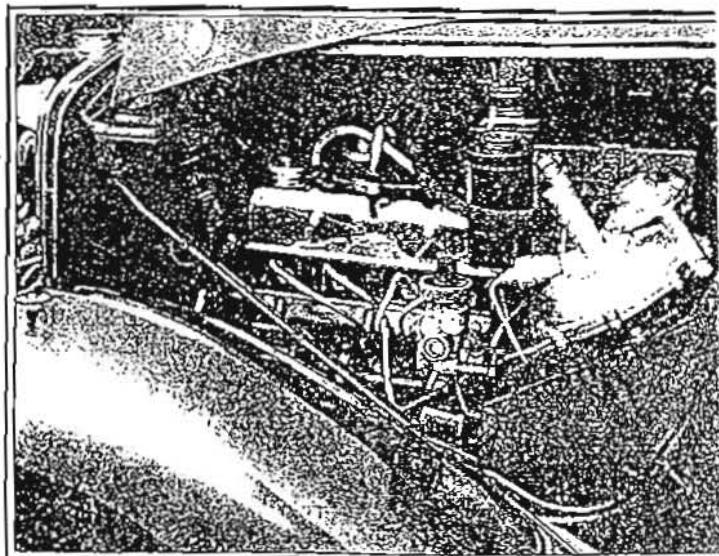
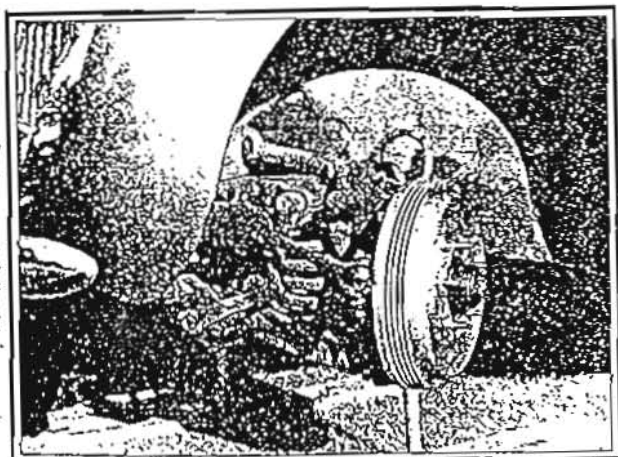
#### Editor's comments:

Since June 2000 (Issue No.156) we have been publishing comprehensive details of this much-modified Y-Type - I hope you have enjoyed reading about it. As the car itself has been recorded in so much depth in these pages (and in *Enjoying H.G.* for July 1996), I thought we might end the series by just taking a brief look at the careers of its first owner (who was responsible for all the modifications), and his son...

Derek Ringer Snr. undertook a five-and-a-half-year engineering apprenticeship with Messrs. Lawrence & Scotts of Norwich, then joined the Royal Navy and served for just over 33 years (between 1943 and 1977) during which time he reached the rank of Chief Engine Room Artificer and was awarded the D.S.M.

Derek Jnr. became Colin McRae's rally co-driver in 1987 (at the outset of McRae's career). This successful partnership won many Scottish and British rallies together before it culminated, in 1995, in the pair winning the World Rally Championship (for Subaru). This latter was a British "first". At present, Derek Jnr. is employed by Mitsubishi, in mainly a rally team management rôle.

Below and overleaf are photos of "KSC171"...







## REGISTER NEWS

The first one's something of an oddity, having as it does the "suffix" number-plate "DFD672R" (from 1964). But then, the British car registration/licensing system is in so much of a muddle these days that I really shouldn't be too surprised. Anyhow, this 1950 "YA" is for sale (at £3,700). It is two-tone green (a very dark green, almost black, on the wings and running boards) and is described as having a "body in very good condition, (being in) good running order, (having an) M.O.T. and (being) taxed". It is said to have been garaged for the last 12 years. It is in Southampton and you should 'phone [REDACTED] if you're interested. I have allocated Reg'tr No.1366 to this car.

Over the last few years quite a number of Y/Ts have been repatriated from various parts of the world. The latest two I've heard of have both come back from Australia. First, there's Y/T/EXR 3591 (Reg'tr No.1387) which Dave Lawrence told me about. This car was seen at Beaulieu (presumably in September) and was for sale at that time. It has engine no. TR/13445 and body no. 45201/533. It was imported from Victoria last year by Bob Russell of Frome, Somerset and is said to have U.K. number-plate "AAS324". But that would more likely be the old N.S.W. or Victoria licence plate, wouldn't it? See what I mean about our car registration system?

The second ex-Australian Y/T is Y/T/EXR 2731, which Peter Vielvoye of Churchdown, Gloucester now owns. This report was of great interest to me for it turned out that the car had been previously listed on the Register as Y/T 2371 (Reg'tr No.669) - '2371 is not, of course, within the "official" production batches we published in Issue No.151 (August 1999). '2731 was "completed" (or begun, depending upon what the dates as shown in the "official" records mean) on 20th March 1949. Peter says that the "three" and the "seven" were found to have been transposed as shown on the 1999 bill of sale. The engine no. of this car is TR/12567, and the body no. 19669/249. I suspect that there are many such misreportings of chassis numbers, especially in the case of Australian cars.

Lastly, another car for sale is Y/6602, which Neil Cairns told me of and which I had not come across before. This car turned up very near to where Neil lives, in Leighton Buzzard. It's green and white in colour, the engine runs, but the interior is almost non-existent. Neil says that only the bottoms of the sills seem rotten and the doors and boot looked good (but it could be filler). Having been in storage in a barn for four years "it is now all green mildew" and "tatty". If you're interested in this one, then contact Allan Ramsbottom on 01582-862613. Engine no. is 8C (presumably)/16407 and I have allocated Reg'tr No.1388 to it.

CARS FOR SALE (apart from those above!)

"1953 YR. Complete renovation over the last 10 years. Lovely condition. £6,500. For more information, 'phone [REDACTED] (Suffolk)".

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Claude Bailey & A Morris Engine

- The XPAG

In the late 1930s, a little-known fellow called Claude Bailey was busy in the Morris Motors design office. He had come to Morris from the Anzani engine factory, which built aircraft engines. As an engine designer, he had been given the task of improving a rather poor update of a Morris side-valve engine. This update had been the conversion of a 1,292 c.c., 10 h.p. Morris side-valve into an overhead-valve unit. The "MPJM" o.h.v. engine was that fitted to the Series 3 Morris Ten/Four in 1937, and only used for one year. A virtually identical "MPJW" engine had been fitted to the 1936 Wolseley Ten/Forty, and to the M.G. "TA" Midget (as the "MPJG") - again, both were of 1,292 c.c. Claude was to take this Morris engine, and without too much fuss improve it in detail, so that it could be fitted to the new chassisless Morris 10 h.p. saloon, the "M" Series.

The "MPJM/MPJG" series engine had proved not to be of the best, as it still used details dating back to the early Morris "Bullnose" cars, mainly its 102 mm. stroke. Like many companies, Morris had tried a short-cut to o.h.v. engines, by simply modifying an existing side-valve unit. Claude was given the task of sorting all this out. He reduced the stroke to 90 mm., and Morris employees then dubbed the engine the "Short-stroke Morris Ten 'M' Engine". This was so because the 1,140 c.c. "XPJM" engine went into the new monocoque 10 h.p. car, the 1939 Morris Ten Series "M". The 90 mm. stroke was not new to Morris; it was in use in the current 918 c.c. Morris Eight and 1,378 c.c. Morris Ten/Six engines, both side-valve units. Claude had strengthened the internals, improved the ports and the breathing, and had quietly produced the foundation of an engine that would become world-famous later. The 1,140 c.c. engine naturally also found itself in the 1939 Wolseley Ten/Forty Series 3 version of the Morris Ten Series "M". Morris Motors named the engines from this range the "X" series, and they were to last from 1938 through to 1956.

After designing Anzani and Morris engines, Claude went on to be involved in another "X" series of engines, as after the Second World War he helped design and develop Jaguar's "XK" six-cylinder masterpiece. He worked for William Lyons and along with great names such as William Heynes and Walter Hassan. Claude became very involved at Browns Lane with the now-famous Jaguar V12 engine (he became chief designer for the company eventually), so his experience on the little "XPAG" proved very useful to the U.K. motor industry.

Neil Cairns.

# LeT<sup>e</sup>RS

Dear John,

I am pleased to report that 'KXJ912' (Y/5100, Reg'tr No.136) is now back on the road and to be seen on dry days in and around Lytham. After driving my other car (a TD), it's a bit like driving around in a 1950s drawing room - walnut dash, leather seats, and that old car smell that my daughter doesn't like. The only thing not working now is the time clock, despite my attempts to get it going. Can anyone help?

The car has virtually been in bits - not a body-off restoration, but it might as well have been. The engine has had new pistons, been rebored and the crank has been re-ground, etc. I just get a small puff of smoke on starting up. That sounds like a valve stem oil seal, although they were all replaced. I changed the oil at about 20 miles as I am still operating on the old sealed canister filter, which they tell me should be updated. Oil pressure is about 40 p.s.i.

The car is a delight to drive now that the brakes are all working properly. Finished in Old English White with black wheels, I'm now just waiting for the (10-inch) chrome wheel trims back. I don't want to sell it, but if someone made me an offer I couldn't refuse... (01253-726238).

Edward Cook,  
[REDACTED] Lancashire.

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Dear John,

We toured North Wales in the middle week of September in the YR (YR/0322, Reg'tr No.1201), doing nearly 800 miles with no problems whatsoever. No motorways were driven on, just the old A5 and local roads. It took me back to my father's day, taking ages to get anywhere, but not being in much of a hurry. The car attracted lots of attention, often having a crowd round it. Many people were amazed that I was just treating it as a 'car'. Others were caught out by its nimbleness, trying to overtake or cutting across my bow. It felt odd putting seat belts on again upon our return.

Neil Cairns,  
[REDACTED] Bedfordshire.

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cont'd...



To John Lawson:

My 'Y', 'GL9899' (Y/0330, Reg'tr No.1359), which I have with lots of help been rebuilding since the summer of 2000, is at last on the road with a valid M.O.T. The car is not finished - when can it be? - but at least it may not now be butchered for bits.

Slater Reynolds,  
[REDACTED] Wiltshire.

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U.K. Spares Secretary (non spares): A.Brier, [REDACTED] York, [REDACTED]

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TO ALL OUR READERS  
MAY YOU HAVE A VERY HAPPY CHRISTMAS!