

D GROUP DISPATCH

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THE 8/33 MG MIDGET SPORTS SERIES D (LONG CHASSIS)

www.mgdgroup.org

NEWS AND VIEWS.....

Autumn looming upon us, trust you all had a good summer. The only D we saw at Silverstone in June was the D of Alaster Bentley, D0453. The Triple M Register Year Book 2009 was for sale at Silverstone; trust you noticed 2 Ds in the 'Car of the year' listing in it and also the picture of Mike Jakeman's D0427 on page 61 when he attended the VSCC 75th Anniversary week long celebrations which started at Prescott. However in July no less than 3 Ds appeared at the Vintage Minor Register Prescott weekend on the Saturday – Bill's D0253, my own D0311 and Alaster yet again in D0453! Bill managed to park in very suitable location, albeit on his own. >

The VMR meeting at Prescott was very friendly and there was plenty of opportunity to have an untimed drive up the hill, non competitive. It is possible in a D – I've done it in mine! Keep a note of July 17th next year; the VMR intend inviting all strictly pre war car clubs on the Saturday for an interesting day of entertainment, stalls, and untimed runs up the hill.

If it doesn't clash with MG Silverstone or the Triple M Register 50th Celebrations the D Group hope to have our own marquee there.

In August the 3rd Flat Cap and Whippet Weekend took place – centred at Appleby in Westmorland in the Lake District. Four Ds were entered but due to tow car maladies only 3 were present. The runs of some 110 miles each were over Friday and Saturday with a much shorter run on the Sunday for a picnic lunch and the close of the event. The three Ds were mine, Mike Jakeman's and Alaster Bentley's ; I had one boil up at the top of one hill (mountain!) after a lot of first gear work, but after a cool down, and top up, all was well. Two other D owners were present at the event but in other models.



The nearly restored C Replica D0278 changed hands in the States recently and is to be finished off in Florida; from the look of the photos this will be a first class car.

THE JARVIS D TYPE.....

As you will know of the 250 D Types built 206 were 4 seater tourers and 39 were salonettes. The other 5 were sent in chassis form to specialist body builders; 3 to Stiles and 2 to Jarvis. Of these 5 at least 2 are still known to exist; one of the Stiles is being restored in Scotland and one of the Jarvis, owned by Carlo Schmitz, is being restored in Luxembourg. It is chassis number D0360 and was one of only two



chassis we believe which was fitted with a supercharger by the factory.

As these recent pictures show the restoration is now coming on a pace and should prove to be first class. The D Group are hoping that the car will make an appearance at next year's 50th Anniversary of the Triple M Register celebrations at Silverstone and swell the ranks of the D Types. We look forward to it!

BITS AND PIECES.....

As all of you are all aware the windscreen of the D Type is not the biggest in the world; in fact it's decidedly short and any adornment can take up valuable viewing space! In the UK we have to display a tax or licence disc on or very close to the nearside lower corner of the windscreen.

One answer is to obtain, what is essentially for a motor cycle, a bolt on tax disc holder and bolt it through the screen support upright as in the picture. This particular one is part number CA1250 from Paul Beck Vintage Supplies – see their website www.vintagecarparts.co.uk. Other firms may do similar but this one on mine is waterproof and has served me well for over 10 years.

There is a restored D Type body tub, complete with doors, shortly coming on the market for a 7' wheelbase chassis. Interested parties can get in touch with me in the first instance.

Not everyone in the trade wants to repair/restore our Smiths PN speedometers but Patrick Henry now in Ireland, formally in Nottingham, does a first class job and the instruments come back looking absolutely brand new. He did my first one over 10 years ago and it's still as good as new and he has just completed another for me. Contact me for his address details but be prepared to wait though as he's always busy.

For those who prefer to have a go themselves I hope to have a couple of newly printed PN dials shortly; usually the dial has faded and spoils any restoration. Again contact me in the first instance if you are interested.



The event was very well organised with interesting coffee and lunch stops including the Lakeland Motor Museum; the weather and some of the hills made it quite a test though for car and driver but very enjoyable for all that!

I've had a note from Nick Gaunt of Curtis Performance & Restoration and Aqua Blast Centre who offer various tuning and restoration services including impressive metal cleaning. They are very near the A1(M) at Doncaster but do a postal DHL service. Have a look at their website: www.curtisperformance.co.uk