

DGROUP DISPATCH

NUMBER 44
AUTUMN 2014



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

www.mgdgroup.org

NEWS ON CARS.....

Firstly, due to an editorial lapse at just the wrong moment the following news was left out of Dispatch 43! We have been following the rebuild of D0489 over the years (see Dispatches 7,19,22,29,37,39 not to mention the 'Restoration Images' page on our website!). Well back in May it was as good as finished and completed an 8.2 mile first run when these pictures were taken.



Gerry Annetts looks decidedly pleased as well he should as he has had more than his fair share of problems during the course of this first class rebuild. Just the front apron to go on and a few noises to sort out and all should be fine. We look forward to seeing this car out and about next 'season' in earnest!

By the time you read this work in earnest should have started on D0263 in the States by Gary Krukoski (see Dispatch 37). Gary has been completing work on a TD but intends now to concentrate on the D Type. We look forward to progress reports.

Triple M guru Barrie Dean has sent some interesting early history on D0493 for our files – and 2 photographs which unfortunately aren't too clear and we're hoping to get them 'digitally improved'! Also he tells of another D known in 1954 with the registration number OV 9740. Unfortunately we don't have all the first registration numbers on our files and of course some have gone abroad and received foreign registrations but maybe this number rings a bell with someone? Any snippets of information about any D Type over the years will be gratefully received especially any old photographs. Finally we've lost track of D0494 which presumably is still in the States so we would be grateful for any information.

NEWS AND VIEWS.....

Well we've continued the good weather in the UK albeit interrupted by some heavy showers now and again! MG90 Silverstone back in June was thankfully dry on both days; the Timeline of basically one of each model



of MG since 1924 was interesting and proved to be a considerable length. Mike Jakeman's D0427 did the honours for the D Group on the Saturday, pictured here, and my own D0311 was there for Sunday. However, perhaps the star of the show from our point of view was Chris Blood's D0407

which was in the main Club pavilion on the Triple M Register stand. Still a lot of work to do but a good chance for the rest of us to see the amount of work which has gone into the ash framing let alone the rest of the car!



This car will be the only surviving D Salonette in existence and Chris had hoped to have the car ready for August but I suspect it is still some way off; but good to see none the less. Good to see so many people I knew at Silverstone but no Triple M race this year and yet again another fall in numbers of traders; where will it end up?

PreWar Prescott was in July and a very good attendance of MGs but for all sorts of reasons only my D! However the morning saw some torrential downpours and many sheltered in the D Group marquee which fortunately we had put up the day before!

But it dried up in the afternoon and later on it was quite sunny. This really is a first class event and a chance to run your car up the hill (as slow as you like) and almost as many times as you like.



CONTINENTAL TOURING.....

I'm writing this edition early in August as we are due on the MGCC European Event of the Year later in the month. This year it is Denmark, whilst we are trailering the D behind a modern MG (we've reached an age where we like our luggage as we are adding a few days holiday on after the event!) we plan to do the event in the D; I'll let you know how we get on!

However going abroad from the UK means 'extras' in the car – first aid kit, spare bulb kit, warning triangle etc. etc. commonly known as 'The Continental Touring Kit'. The bulkiest by far though is the fire extinguisher; I've managed to get most things and a few spares into a freshly made Gibbs/Oxley box over the petrol tank (see Dispatches 40 and 41) but the extinguisher was something else!

Apart from leaving it on the floor in the back the best place I found was the side of the tool box on the passenger side.

Utilising the holding bracket it came with I made two suitable brackets on the side to support this so that the extinguisher itself just lifts straight up to come out. Arguably, not a bad safety item to have in the car whether touring abroad or not.

By the way not all countries want all items but I've found it more straight forward with foreign tours to take all the items mentioned in the longest list. The requirements by country in Europe don't differ that much and more information can be had from the internet of course.

