NEWS AND VIEWS........................................................

Well in between the showers I can see and feel the sun so maybe summer is almost here!

Stoneleigh has been and gone for another year; good turnout of Triple M people with the usual smattering of D owners. I thought the layout an improvement this year with not quite so much elbowing for room to move. However a lot of people had trouble getting in with some horrendous traffic problems which I understand the organisers have promised to address for next year.

I was lucky enough in April to attend the MG Workshop near Brussels and no less than 5 owners were there representing 7 D Types! Myself (D0311 and D0464) Carlo Schmitz (D0360) Jan van der Werf (D0273 and D0476) Johan Reymen (D0354) and Onno Konemann (D0495). Unfortunately I wasn’t able to organise a photograph but no doubt some sort of record has been set!

May saw the MG Triple M Rally in Luxembourg this year; the D Group well represented by Carlo Schmitz is his supercharged Jarvis bodied D0360! Carlo tells me he managed to keep up with the larger engine cars okay and had no problems other than a puncture. Herewith a few pictures of D0360 on the rally.

It is some time since we’ve featured this rare car so this has been a good opportunity to see some more pictures of it.

Silverstone of course on 20th and 21st June; I intend being in front of the Triple M Register stand on Saturday at 12 noon for 20 minutes or so – and on Sunday subject to Triple M racing and concours judging I should be in front of the Triple M cars parking again at 12 o’clock. Do come and say hello.

We are hoping to have a good turnout of D Types at PreWar Prescott on 18th July as well as our D Group Marquee (which proved very useful rain cover last year!). Even if not in your D Type you are more than welcome as they have parking for spectators. Full details on www.prewarprescott.com but if you need any other information or help do give me a call.

WHERE ARE THEY NOW............................................

Despite our best efforts we’ve lost touch with a number of D Types over the years and failed to find some we’ve heard of or seen pictures of which must surely survive somewhere?

Firstly one mentioned and pictured way back in Dispatch 26 – D0274, registration number WM 7710. If the car goes abroad of course the registration number changes which makes finding it even more difficult. Another mentioned and pictured before is D0494 (pictured here) which presumably is still in the States? Another, relatively new to us but pictured here from the late eighties/early nineties is D0442.

Its English registration is UG 4653 but we believe it left for France soon after this picture was taken?

Last but by no mean least is D0357 registration number LG 8261. This was sold to dealer Andy King in a partially restored state only some 5 or 6 years ago – where is it now? Any information on the current whereabouts or history on any of these cars will be gratefully received.

BITS AND PIECES...................................................

We mentioned and pictured in Dispatch 42 the possibility of a small batch of original type light switches being made; well the switch is progressing well, albeit slowly, but the black turn knob itself is available complete with its
polished fixing screw. Pictured.

It is available from Peter Frost [frostpeter@talktalk.net] at £10 for knob and screw and that includes UK postage – overseas postage will be extra. Only a very small batch has been made so first come first served!

Hopefully of interest to some less mechanically minded of us are details on the hole in the front hubs. Many of you will know this is for removal of the split pin in the castle nut on the stub axle. However this hole is also threaded and should have a special plug inserted to stop the grease from the hub gradually easing out to the wheel. Over time the thread in the hole gets damaged with years of attempts at extracting the split pin but assuming your hub is in otherwise good condition it is possible to buy new plugs from the usual sources and retread the hole.

The tap you need is 1/2" Cycle Thread (this is fully described as ½ x 26 BS cycle thread, 26 being the number of threads to the inch) and is readily available from various tap and die suppliers. If you intend to repair the hole in situ you will only need a small spanner for turning the tap as a tap wrench will not pass the brake drum. It is important that you keep the tap upright during the operation, turn slowly for about one turn then reversing for half a turn then turning for a full turn again, reverse for half a turn and so on until the tap is well in the hole and consequently fully threaded. To ensure a finer finish to the thread you can use ‘metal cutting compound’, similar to a grease which you put on the tap before starting the threading process.

Make sure you remove all the metal swarf caused by the thread cutting as you certainly won’t want this in the bearings! If you’ve manged to keep the tap upright you should find when you screw in the plug that you have a good ‘flat’ which won’t interfere with the wheel going on to the splines.

We’ve had this item on our facebook page for some time but this is the first opportunity to get it in Dispatch. Does anyone know which car this axle casing is for? It was taken off a D so the overall dimensions are okay but it is too ‘thick’ near the spring points to take the spring support brackets.

Measurements between spring centres is 31 3/4” and between back plate flanges it is 37”. Could it be Wolseley or Morris? It is for sale so if interested please contact me in the first instance.

NEWS ON A CAR

And finally for this issue an update on D0464 which some of you have asked about since Dispatch 46.

It has had some fine tuning and fettling done and has had a correct D gearbox fitted to replace the M type installed, so now has a working speedometer! Couple of pictures herewith showing its new UK Registration plates and 2 new badges – its Triple M Register one (number 962) and a North American Triple M Register one, of which it was a member, to show its recent origins. Watch out for the car at Silverstone and PreWar Prescott!