

# D GROUP DISPATCH

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

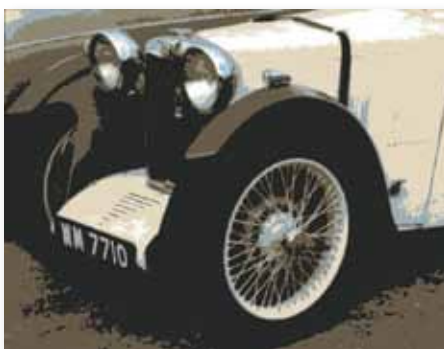
[www.mgdgroup.org](http://www.mgdgroup.org)

## NEWS AND VIEWS.....

Good response to the last 'Dispatch'. Unfortunately no response to the 'who's is the red car with light hood in the advert?' we pictured.

On that topic does anyone know what happened to D Type registration number WM7710. This was pictured in the small book 'The MG' by John Carlton in the Motoring Memories series published by Ottakar's Bookshops in 2004. I spoke to the author shortly after but he couldn't remember when or where he took the picture. The car looks in first class condition and finished in cream and brown and carries a VSCC badge and a strap over the bonnet!

Talking of pictures in books – the period picture from Mike Hawke of D0274 (see Dispatch 24) taken during a 1934 Trial is also pictured in John Tipler's book 'MG- A Pictorial History' on page 34; but the D is described there as an F Magna! How many times has that occurred we wonder as so many people say 'never heard of a D Type'!



Reminds me of the commentator in Windsor last year (see Dispatch 22 – D's in Action); when we entered the High Street I heard him say 'and here comes the first of the F Types'! Only hope motoring historian/author Graham Robson got it right, who was stood next to the Duke, telling him about each car as it entered the Castle itself.

Some people noticed the change in the video of Jim Hodges D0474 on the web site – changed from just the engine being first started to an actual run round the snowy locality in a very unfinished car but as Jim told us at least he didn't get arrested. Well worth a look if you haven't seen it yet.

The 'Performance' article sparked some interest and Mike Hawke has since directed me to his very full article on the topic in the Triple M Register Year Book for 1973 which runs to 9 pages. As Mike points out that since he wrote the piece that some better items are now available, like 'unbreakable' cranks, stronger con rods, improved cam shafts etc. , which would mean some of the things not recommended in the early days are now feasible to do. If anyone can't get hold of a copy of the Year Book but would like a copy of the article please let me know. At the moment too the racing D, 0312 (see Dispatch 5!) is having a 'new' engine prepared to give some more shocks and surprises to other competitors on the race track later this year. Watch this space!

MG Show at Stoneleigh last month was somewhat of a disappointment this year. There were certainly a few less stalls and attendance looked well down. It may just have been the snow of course which apparently was much worse north of Stoneleigh than south. We did manage at least 4 or 5 D owners though and some J1 and F1 folks!

## BITS AND PIECES.....

Thanks to Peter Frost we now have a drawing of the rear footwell and a photograph of a finished one. Peter assures me it looks more complicated than it actually is! This footwell is identical for the D, J1 and F1 of course. Let me know if you would like a copy of drawing, photograph or both.

And also thanks again to David Robinson and Peter Frost there are 2 more new parts for sale which have been on the web site for a couple of weeks now. The first is the casting which fits on to the body and holds the pivot bolt for the hood frame. These were originally cast and painted body colour and are beautifully reproduced.



They are £6 each plus postage. Contact details are on the website or through me.

The other part is extremely useful if you haven't got one! It's the trip lever for the side of the speedometer; again identical for D, J1 and F1.

Again very well finished and only £3.50 each, plus postage and direct contact details for David or Peter are on the website or can be ordered through me.



No doubt some of you will have noticed there is no suitable place to put the traditional spare spark plug holders on our cars. Well, an exclusive design has been prototyped and a picture attached herewith of it fitted to my car. It is designed to fit on the end of the tool box but could be placed on the driver's side of it. It takes the four 18mm plugs and will carry an octagon shape with the car's chassis number engraved within it although other options may be available.



They will probably be made to order but not expensive and at this stage we would just like to gauge possible interest so please let me know if you might be interested in one. A six plug one is also being developed for the F1.

## EVENTS.....

At the time of writing I have no firm plans for the FBHVC Drive it Day, which this year is on April 25th, but if you do participate in a run please let us know – ideally with a picture!

The Diary page on the web site has been updated and for the weekend after Silverstone the D Group have been invited to participate in the Pre-War Minor Network's East Anglian Amble on 11th – 13th June. Full details are on [www.prewarminor.com/#/2010-anglian-amble-rally/4535255960](http://www.prewarminor.com/#/2010-anglian-amble-rally/4535255960) or via the link to them from our web site. The D engine is of course derived from the Morris Minor engine so is closely related; I am assured any D entries will be made most welcome.